Addendum to Final Environmental Impact Report No. 311

Vacation Ownership Resort Project at Disneyland Hotel
Development Project No. DEV2019-00173
Conditional Use Permit No. CUP2020-06054
Final Site Plan No. FSP2020-00001
Tentative Parcel Map No. SUBTPM2020-111

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SECTION 1.0 INTRODUCTION

This document is an Addendum to Environmental Impact Report No. 311 (EIR 311), prepared for The Disneyland Resort Project, which included the approval of the Disneyland Resort Specific Plan (DRSP). The City of Anaheim is the Lead Agency responsible for EIR 311 and this Addendum. The purpose of this Addendum is to analyze the differences between the environmental effects associated with implementation of The Disneyland Resort Project and the Vacation Ownership Resort Project at Disneyland Hotel (the "Project"). As described in this document, the analysis concludes that the anticipated impacts of the Project would be the same or less than those analyzed by EIR 311 for the implementation of The Disneyland Resort Project, as amended. Additionally, this addendum concludes that no new significant impacts would result from the Project and no further environmental documentation is required pursuant to the California Environmental Quality Act (CEQA).

On June 22, 1993, by Resolution No. 93R-107, the Anaheim City Council certified Final Environmental Impact Report No. 311 (EIR 311) and approved Mitigation Monitoring Program (MMP) No. 0067 for The Disneyland Resort Project. In addition, at its following meeting, on June 29, 1993, the City Council adopted Ordinance No. 5377, reclassifying certain properties into the DRSP. Ordinance No. 5377 included standard conditions of approval for development within the DRSP, including compliance with the mitigation measures in MMP No. 0067. In conjunction with the reclassfication to the DRSP, the Council also adopted Ordinance No. 5378, which incorporated the DRSP zoning and development standards into the City's Zoning Code. Section 3.0 (Project Background) provides detailed information about subsequent and related environmental documentation to EIR 311.

The Project consists of the construction of a new 12-story, 350-unit vacation ownership resort, which would include one basement level containing back-of-house areas as well as connection to an existing subterranean service tunnel serving the Disneyland Hotel. Prior to or concurrent with construction of the vacation ownership resort, the Project would remove existing uses on the Project Site including an outdoor lawn and event space, outdoor walking paths, a health club building, and a building containing maintenance shops. The Project would use the Disneyland Hotel's existing valet service, parking, registration, food and beverage, retail, pool deck, and other amenities. In addition, the Project would include typical vacation ownership resort amenities, such as outdoor decks with barbeques, swimming pools and spas, a 20-seat outdoor bar, fitness facilities, laundry, restrooms, and common areas for vacation ownership resort guests.

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SECTION 2.0 PURPOSE OF THE DOCUMENT

This Addendum to EIR 311 is prepared in accordance with the provisions of the California Environmental Quality Act (CEQA, *Public Resources Code* Sections 21000, et seq.) and the State CEQA Guidelines (*California Code of Regulations* Sections 15000, et seq.). Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously-certified Environmental Impact Report if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred". Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR is required when:

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

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

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

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

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

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

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

This document is an Addendum to EIR 311, which the Anaheim City Council certified in June 1993. The purpose of this Addendum is to analyze the differences between the environmental effects associated with the approved The Disneyland Resort Project and the DRSP, as amended, and the Vacation Ownership Resort Project at Disneyland Hotel (Project). As described in detail herein, the analysis conducted confirms that the impacts from the Project would be consistent with those projected to result on the Project Site from implementation of The Disneyland Resort Project. The anticipated impacts of the Project would either be the same or less than the anticipated levels associated with The Disneyland Resort Project and no new significant impacts

would result. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified EIR 311 is the appropriate environmental documentation for the Project.

SECTION 3.0 PROJECT BACKGROUND

The Anaheim Resort

The Project is located within The Anaheim Resort, a 1,078-acre portion of the City of Anaheim specially designated by the City's General Plan for recreation and tourist/convention-related activities and supporting uses. The Anaheim Resort is located 35 miles southeast of downtown Los Angeles and seven miles northwest of Santa Ana, in central Orange County. As shown in Exhibit 1, *Specific Plan Boundaries*, The Anaheim Resort is located generally west of the U.S. Interstate (I-) 5 corridor, south of Vermont Avenue, east of Walnut Street, and north of Chapman Avenue within the City of Anaheim. The Anaheim Resort includes the following three specific plan areas: Disneyland Resort Specific Plan (DRSP), Anaheim Resort Specific Plan (ARSP) and Hotel Circle Specific Plan (HCSP).

The Project is located within an area regulated by the DRSP. Exhibit 1 shows the Project Site in context to the boundaries of The Anaheim Resort, ARSP, DRSP and HCSP. Interstate 5 provides regional access to the site; Harbor Boulevard, Katella Avenue, and Disneyland Drive provide local access.

Anaheim General Plan

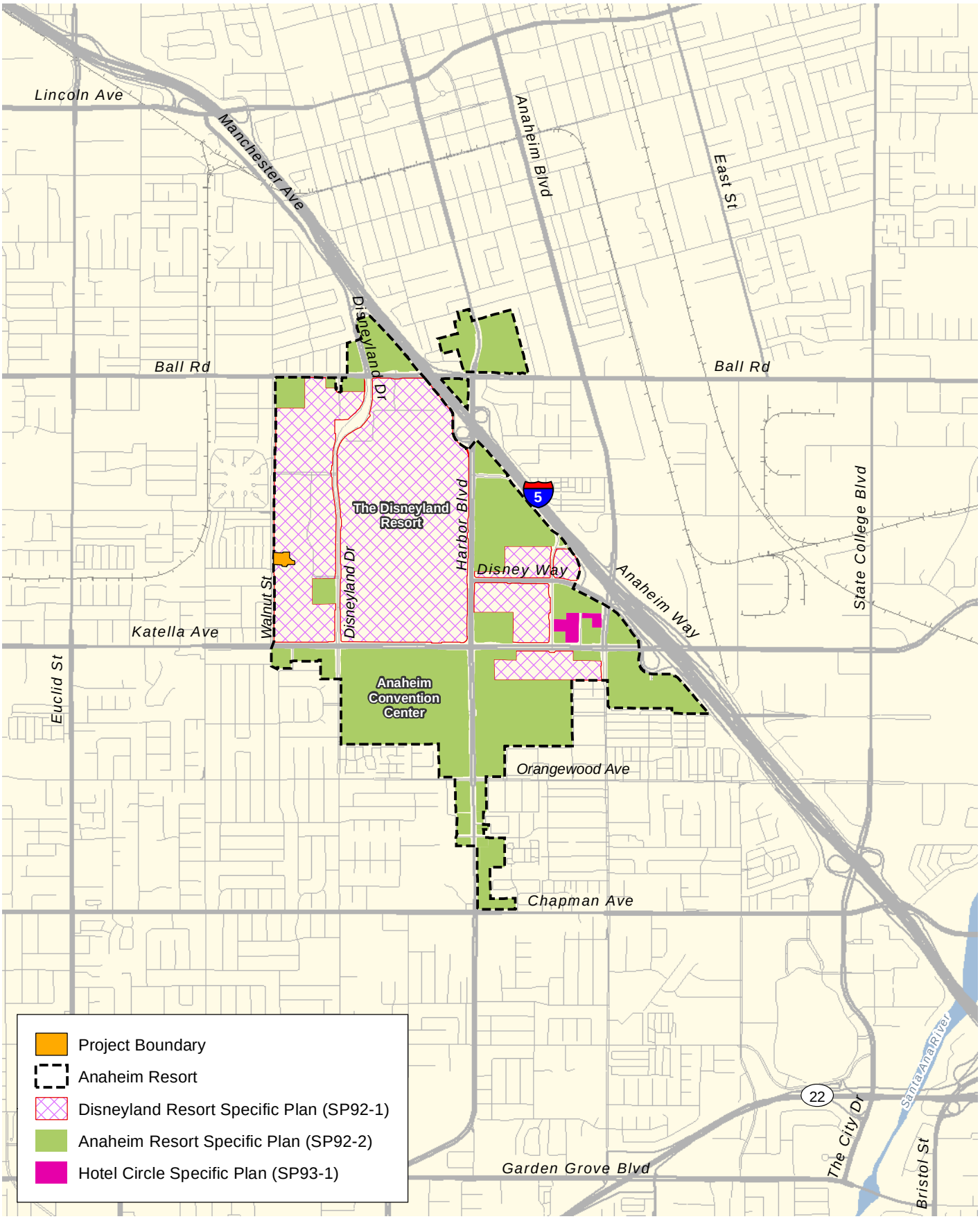
The General Plan land use designation for the Project Site is Commercial-Recreation, which applies to most of The Anaheim Resort. The General Plan describes this land use designation as intended to provide for tourist and entertainment-related uses, such as theme parks, hotels, tourist-oriented retail, restaurants, theaters, and other visitor-serving facilities.

Disneyland Resort Specific Plan (DRSP)

On June 22, 1993, by Resolution No. 93R-107, the Anaheim City Council certified Final Environmental Impact Report No. 311 (EIR 311) and approved Mitigation Monitoring Program (MMP) No. 0067 for The Disneyland Resort Project. In addition, at its following meeting, on June 29, 1993, the City Council adopted Ordinance No. 5377, reclassifying certain properties into the DRSP. Ordinance No. 5377 included standard conditions of approval for development within the DRSP, including compliance with the mitigation measures in MMP No. 0067. In conjunction with the reclassfication to the DRSP, the Council also adopted Ordinance No. 5378, which incorporated the DRSP zoning and development standards into the City’s Zoning Code.

The DRSP encompasses approximately 489.7 acres of The Anaheim Resort and provides for the development of an international vacation destination resort (The Disneyland Resort) that allows the development of a second theme park (Disney California Adventure), additional hotel and entertainment areas, administrative office facilities, back-of-house facilities, new public and private parking facilities, an internal transportation system, and the on-going modification of Disneyland. The City Council certified EIR 311 in conjunction with the approval of The Disneyland Resort Project and the adoption of the DRSP, adopted findings and a statement of overriding considerations, Mitigation Monitoring Program No. 0067, and Conditions of Approval per Ordinance No. 5377, as last amended by Ordinance No. 6022.

At the time the City Council adopted the DRSP, it included four districts, the Theme Park District, the Hotel District, the Parking District, and the Future Expansion District, as well as the C-R Overlay. Since the adoption of the DRSP, the City Council approved eight specific plan amendments that have modified the DRSP. Exhibit 2a, *DRSP District Boundaries,* and Exhibit 2b, *C-R Overlay*, depicts the four districts as well as the C-R Overlay.



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Specific Plan Boundaries

Exhibit 1

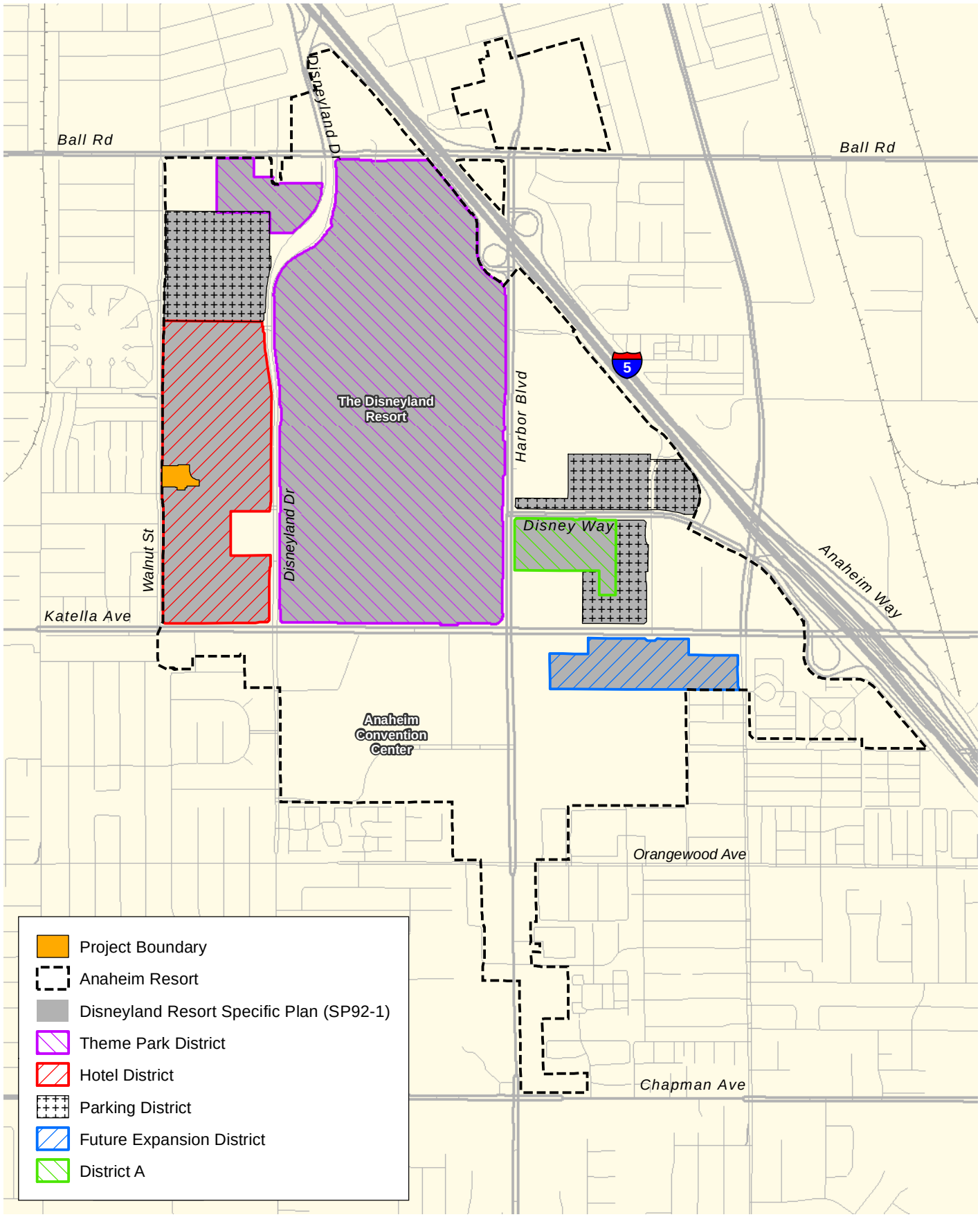
Vacation Ownership Resort Project at Disneyland Hotel

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DRSP District Boundaries

Exhibit 2a

Vacation Ownership Resort Project at Disneyland Hotel

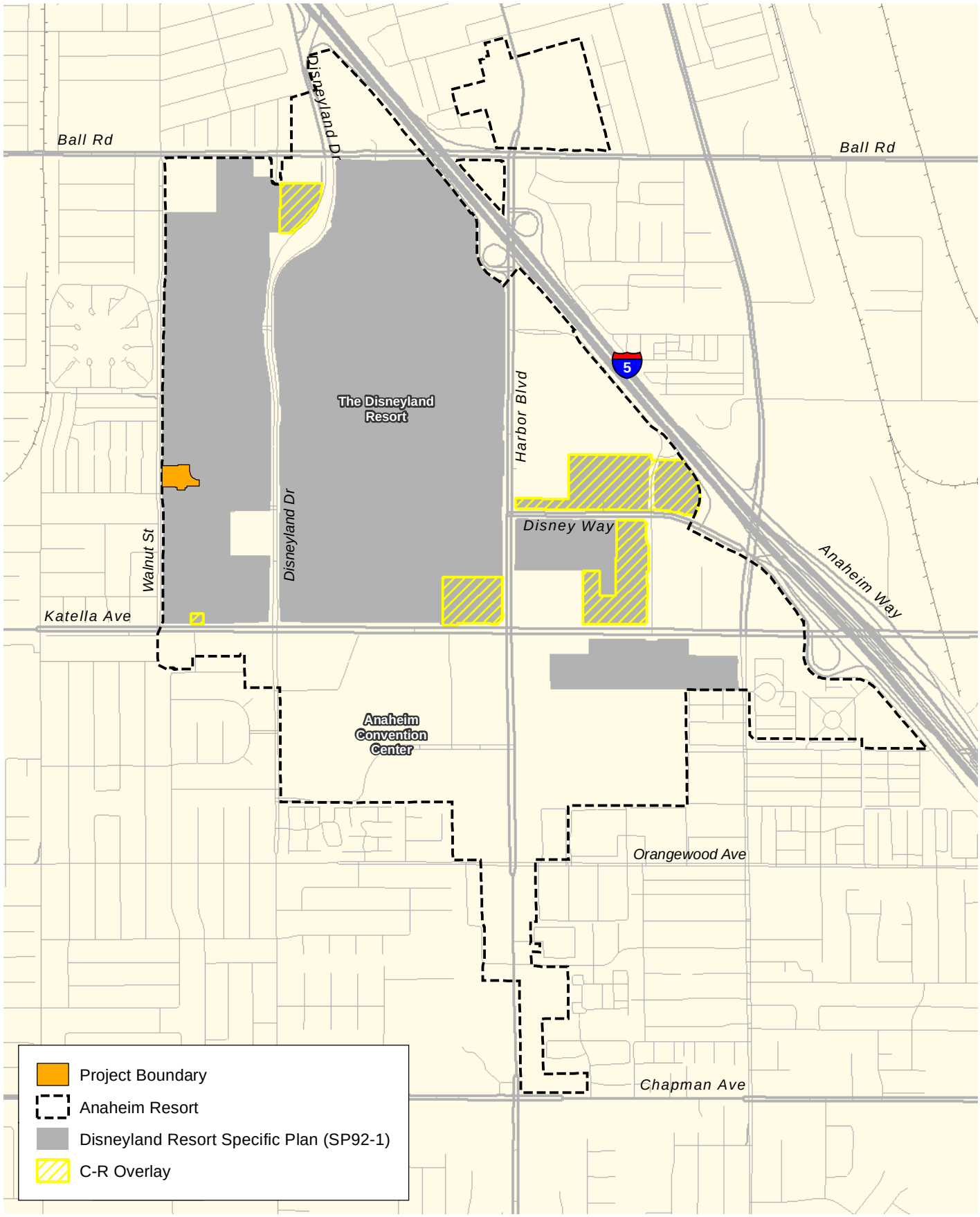
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C-R Overlay

Exhibit 2b

Vacation Ownership Resort Project at Disneyland Hotel

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1,500 750 0 1,500 Feet

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The City Council has adopted thirteen Specific Plan Adjustments, which have modified specific plan zoning and development standards but that did not require edits to portions of the specific plan. As previously described, the development standards for the DRSP are in Chapter 18.114 of the Zoning Code.

In addition to the Specific Plan Adjustments, the City Council approved an amendment on October 8, 1996, that modified The Disneyland Resort Project, including a Revised Phasing Plan, modified the DRSP (including the Zoning and Development Standards, Design Plan and Guidelines and Public Facilities Plan) to implement the Revised Phasing Plan, and incorporated text and graphic modifications to the document. Prior to approving the amendment, the City Council found that the Addendum (dated July 31, 1996) to EIR 311 was adequate to serve as the required environmental documentation for the request.Also, related environmental documentation includes a Mitigated Negative Declaration and five Addenda that were prepared as the environmental documentation for amendments pertaining to the Anaheim GardenWalk Overlay between 1999 and 2015.

All references within this Addendum to the Previously-Approved Project reflect conditions inclusive of all previously approved adjustments and amendments to the DRSP. All references to EIR 311 include all additional environmental analysis associated with these adjustments and amendments.

DRSP Hotel and Theme Park Districts

The Project Site is located entirely within the DRSP (refer to Exhibit 1, *Specific Plan Boundaries*) and is located entirely within the Hotel District (refer to Exhibit 2a, *DRSP District Boundaries*). The borders of the Hotel District are Magic Way to the north, Disneyland Drive to the east, Katella Avenue to the south, and Walnut Street to the west. The West Parking Area of the Parking District is located north of the Hotel District and the Theme Park District is located east of the Hotel District and the Parking District (see Exhibit 2a). Table 1, *Remaining Entitlements,* shows the total, existing, proposed, and remaining entitlements within the DRSP with implementation of the proposed Project.

TABLE 1
REMAINING ENTITLEMENTS

Hotel and Theme Park Districts	Maximum Allowable Development Under DRSP	Existing Development	Proposed Project [a]	Remaining Entitlement
Hotel District Uses				
Hotel Rooms	5,600 rooms	1,992 rooms	350 rooms	3,258 rooms
Hotel Retail/Restaurant	300,000 sf	159,549 sf	500 sf	139,951 sf
Hotel Meeting Space	200,000 sf	161,220 sf	0 sf	38,780 sf
Parking Spaces	9,930 spaces	6,176 spaces	0 spaces	3,754 spaces
Theme Park District Uses Within the Hotel District Boundary				
Theme Park District Retail Entertainment	350,000 sf	146,470 sf	0 sf	203,530 sf

Notes:
sf = square feet.
[a] Proposed Project numbers are the maximum values contemplated during development of the Project plans.

Source: Gibson 2020.

Anaheim Resort Specific Plan (ARSP)

The ARSP was adopted in 1994 and encompasses 581 acres of The Anaheim Resort. The ARSP provides for the development of hotels, motels, convention and conference facilities, including the Anaheim Convention Center, as well as restaurants, retail shops, and entertainment uses. Environmental Impact Report No. 313 (EIR 313) was certified as the environmental documentation for the adoption of the ARSP. Two validation reports were prepared (1999 and 2004) to evaluate the continued relevance and accuracy of EIR 313. In December 2012, the Anaheim City Council certified Supplemental Environmental Impact Report No. 340 (EIR 340) in support of the approval of the Amendment No. 14 to the ARSP Project. EIR 340 reevaluated all of the environmental changes that have occurred in and around The Anaheim Resort since certification of EIR 313 in September 1994. EIR 340 analyzes the cumulative impacts associated with the entire Anaheim Resort and surrounding area, including the full build-out of the three Specific Plans. EIR 340 is a supplemental EIR that reevaluated all the environmental changes that have occurred in and around The Anaheim Resort since certification of EIR 313. Although the Project Site is located outside of the ARSP, EIR 340 assumed full buildout of The Disneyland Resort Project and the DRSP as part of its analysis. A third validation report was prepared in 2019 to evaluate the continued relevance and accuracy of EIR 340.

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SECTION 4.0 PROJECT DESCRIPTION

4.1 EXISTING CONDITIONS

The Project Site is located at 1150 Magic Way in the City of Anaheim within a 77,000 square foot (sf) (1.77-acre) portion of Assessor's Parcel Number 129-321-14. The Project Site is located within the Hotel District of the DRSP, west of Disneyland Drive and east of Walnut Street. The Disneyland Hotel is on the same parcel as the Project Site and consists of the following buildings: Disneyland Hotel Convention Center, "Fantasy" Tower, "Adventure" Tower, and "Frontier" Tower.

TABLE 2
CHARACTERISTICS OF EXISTING DISNEYLAND HOTEL TOWERS

Disneyland Hotel Tower Name	Number of Rooms	Number of Floors
Fantasy	309	12
Adventure	297	12
Frontier	367	13
Total Number of Rooms	**973**	
Source: Disney 2020.		

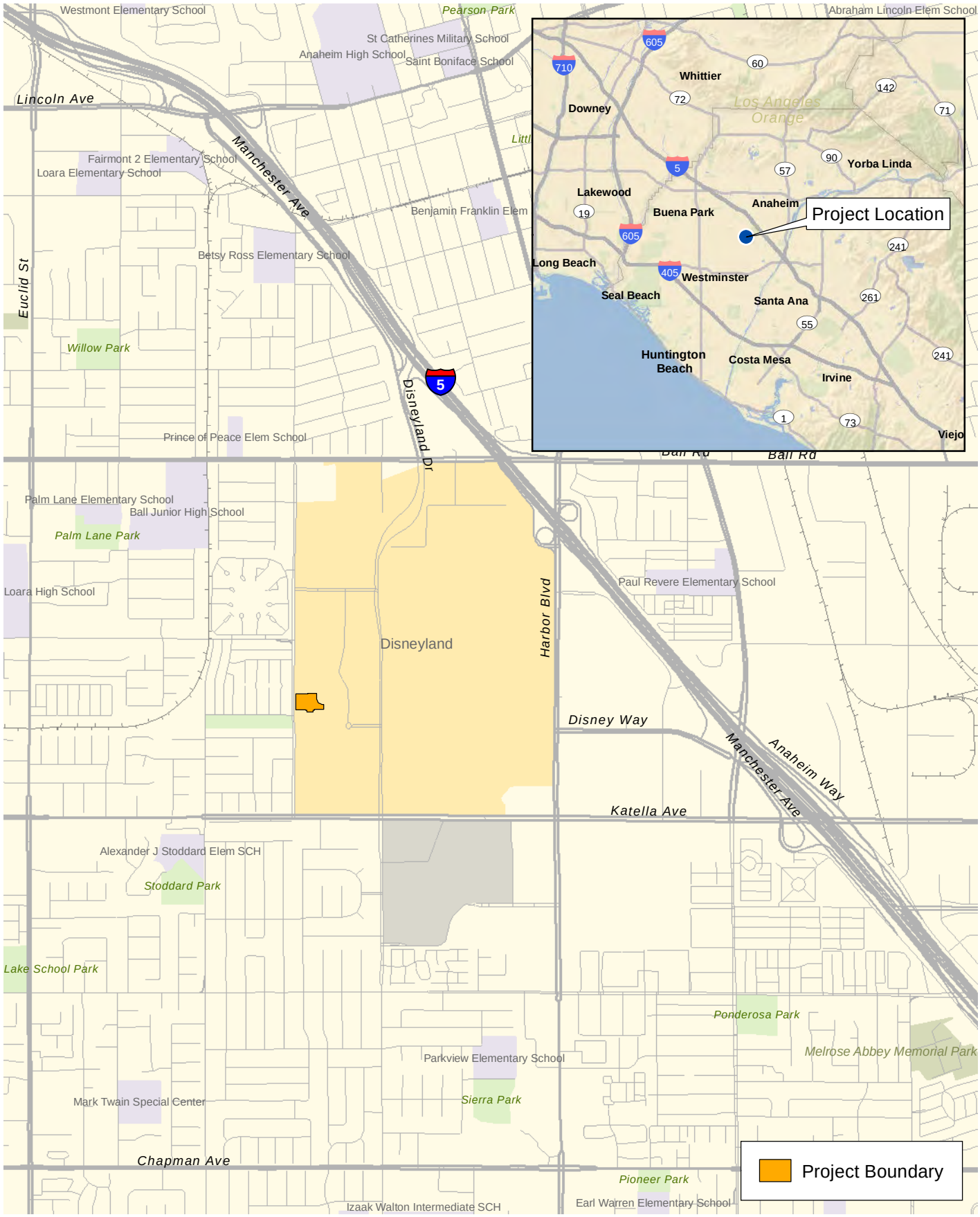
As shown on Exhibits 2 through 4, the Project Site has the following general borders:

- North: the Disneyland Hotel Convention Center is located immediately north of the Project Site, and Magic Way is located approximately 1,500 feet north of the Project Site;
- East: a grass event space and pool/deck are located immediately east of the Project Site, between the Project Site and the Disneyland Hotel "Adventure Tower", which is located approximately 300 feet to the east;
- West: Walnut Street occurs immediately west of the Project Site, along with residential uses that occur approximately 130 feet to the west, across Walnut Street;
- South: the Disneyland Hotel "Frontier" Tower and Central Energy Plant are located south of the Project Site.

Exhibit 5 provides site photographs depicting the existing site conditions.

4.2 PROJECT IMPROVEMENTS

The Project would include the construction of a new 12-story, 350-unit vacation ownership resort development adjacent to and integrated with the Disneyland Hotel, which is depicted in Exhibits 6 and 7. The Project would include one subterranean basement level for back-of-house support services. The Project would also include typical amenities for a vacation ownership resort including a 20-seat outdoor bar, fitness facilities, laundry, outdoor deck areas with barbeques, swimming pools, spas, restrooms, and other common area amenities for guests. The Project would use the Disneyland Hotel's existing valet service, parking, food and beverage retail, pool deck, and other amenities. Additional information related to the Project improvements is provided below in Sections 4.2.1 through 4.2.8.



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Regional Location and Local Vicinity

Exhibit 3

Vacation Ownership Resort Project at Disneyland Hotel

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Aerial Source: Hexagon Geosystems 2018

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Aerial Photograph

Exhibit 4

Vacation Ownership Resort Project at Disneyland Hotel

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Aerial Source: Hexagon Geosystems 2018

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Site Photograph Locations

Exhibit 5

Vacation Ownership Resort Project at Disneyland Hotel

N W E S

100 50 0 100 Feet

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Photo 1: Looking north along the alley that runs along the western edge of the Project Site adjacent to Walnut Street.



Photo 2: Looking south along the alley with one of the structures that would be removed as part of the Proposed Project visible on the left.

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Site Photographs

Exhibit 5a

Vacation Ownership Resort Project at Disneyland Hotel

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Photo 3: Photo looking east along the southern edge of the Disneyland Hotel Convention Center.



Photo 4: View southwest towards the existing health club building that would be removed as part of the Proposed Project.

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Site Photographs

Exhibit 5b

Vacation Ownership Resort Project at Disneyland Hotel

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Photo 5: View east towards existing Project Site landscaping with waterpark features visible in the background.



Photo 6: View north towards the Disney Hotel Convention Center and Fantasy Tower in the background.

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Site Photographs

Exhibit 5c

Vacation Ownership Resort Project at Disneyland Hotel

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Photo 7: Looking north across the existing lawn that would be removed as part of the Proposed Project.

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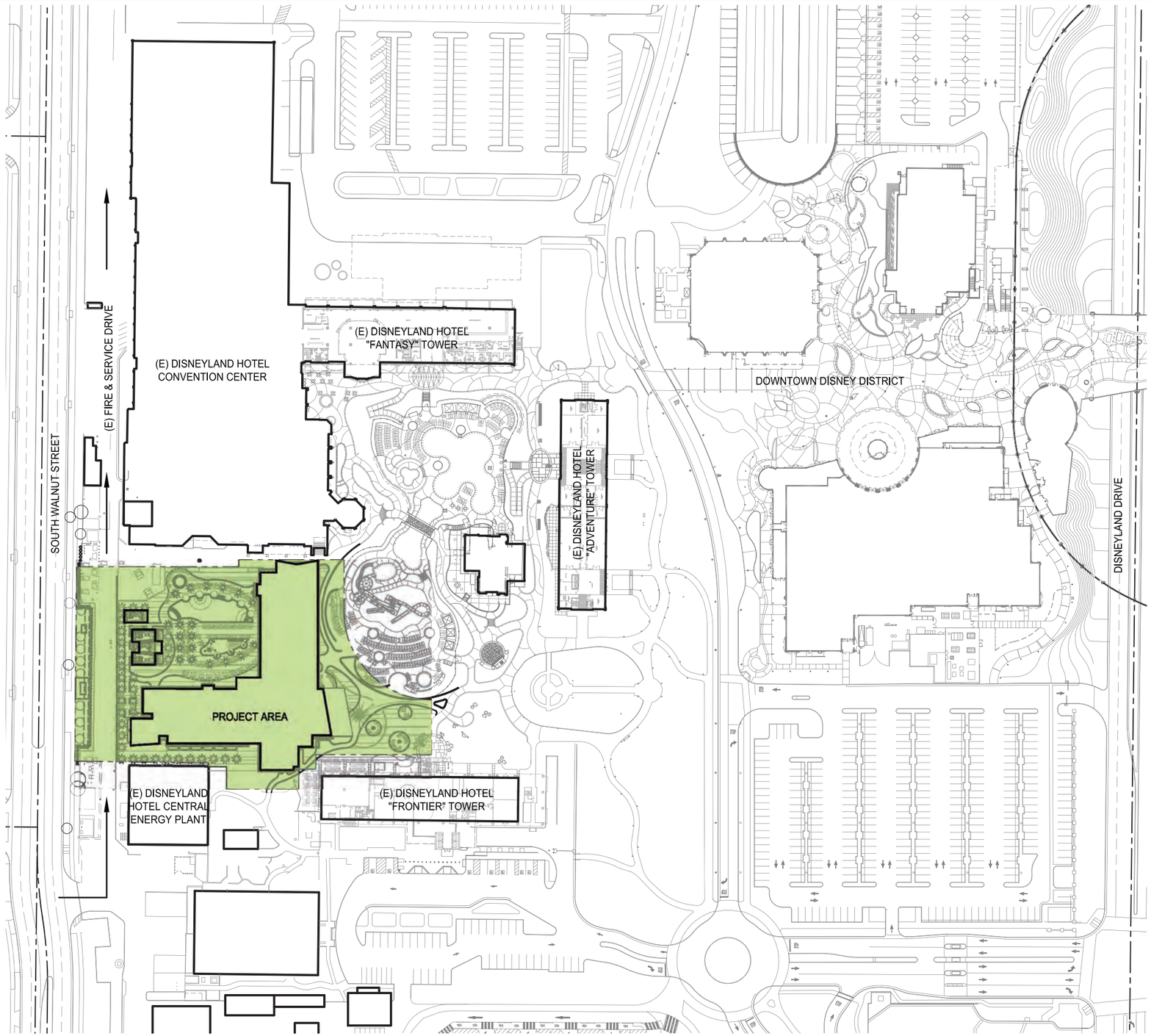
Site Photographs

Exhibit 5d

Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture 2020

Overall Site Plan

Exhibit 6

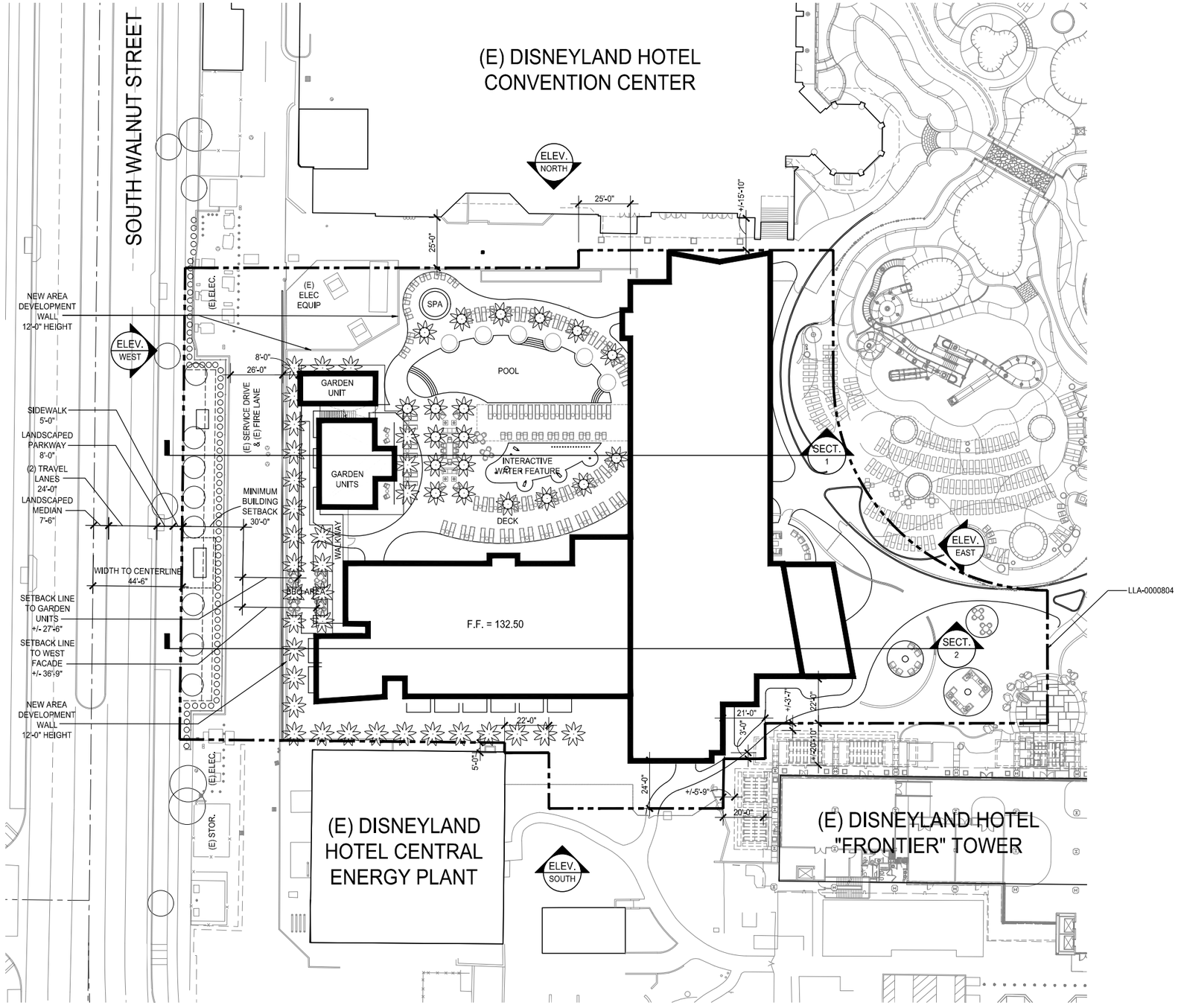
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Source: Marnell Architecture 2020

Enlarged Site Plan

Exhibit 7

Vacation Ownership Resort Project at Disneyland Hotel

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4.2.1 VACATION OWNERSHIP RESORT AND LOBBY

The Project would be a part of the Disney Vacation Club (DVC), which is a vacation ownership resort program operated by a subsidiary of the Walt Disney Company. The 350 units (280,000 sf) proposed as part of the Project would include five different room types: Pod; Studio/Studio Lock Off; 1 Bedroom (with Kitchen); 2 Bedroom (with Kitchen); and Grand Villa (with Kitchen). Exhibits 8 through 10 show the locations and layouts of these room types. The applicant estimates that room occupancy for the 350 units would be up to 1,459 occupants (e.g., guests) and the Project would require up to 103 employees (e.g., Cast Members) to service the vacation ownership resort. A total of 342 of the Project's 350 units would be provided in a twelve story, L-shaped tower. An additional eight garden units would be provided in a separate two-story building in the northwestern portion of the Project Site.

On the ground floor, or Level 1, the Project would include a lobby, concierge desk, DVC desk, 1,125-square foot community hall, 500-square foot bar with seating for 20 guests, 13,046-square foot deck with a 2,409-square foot pool, 189-square foot spa, BBQ area, and an interactive water feature, and guest laundry facility. Level 1 would also include separate men's and women's pool restrooms and a fitness facility. The Project's guests would be able to use shared amenities within The Disneyland Hotel, including the Guest Services Desk and the two retail stores located in the Fantasy Tower. Also, the ground flood would include garden units on the west and northeast sides of the pool, as well as seven studio and one pod units.

4.2.2 BASEMENT LEVEL

In addition to the 12 levels of guest-serving space, the Project would include a basement level that would be accessible only to cast members (refer to Exhibit 8). This basement level would connect to the existing subterranean service tunnel serving the Disneyland Hotel. The Basement Level would also include storage areas, workshop space, office space, cast member lockers, restrooms, changing areas, break areas, and various equipment rooms.

4.2.3 PROJECT AESTHETICS

As shown in Exhibits 11 through 13, the Project would integrate aesthetically with the adjacent Disneyland Hotel towers. The landscape palette and materials in the exterior areas would be consistent with the existing character of The Disneyland Hotel.

Exhibit 14, the exterior materials board, depicts the typical colors and materials that would be incorporated into the design of the Project.

Exhibit 15 demonstrates that at its highest point, the proposed 12-story structure would be 117 feet 6 inches to the roofline, and 133 feet 6 inches to the top of the mechanical/elevator overrun.

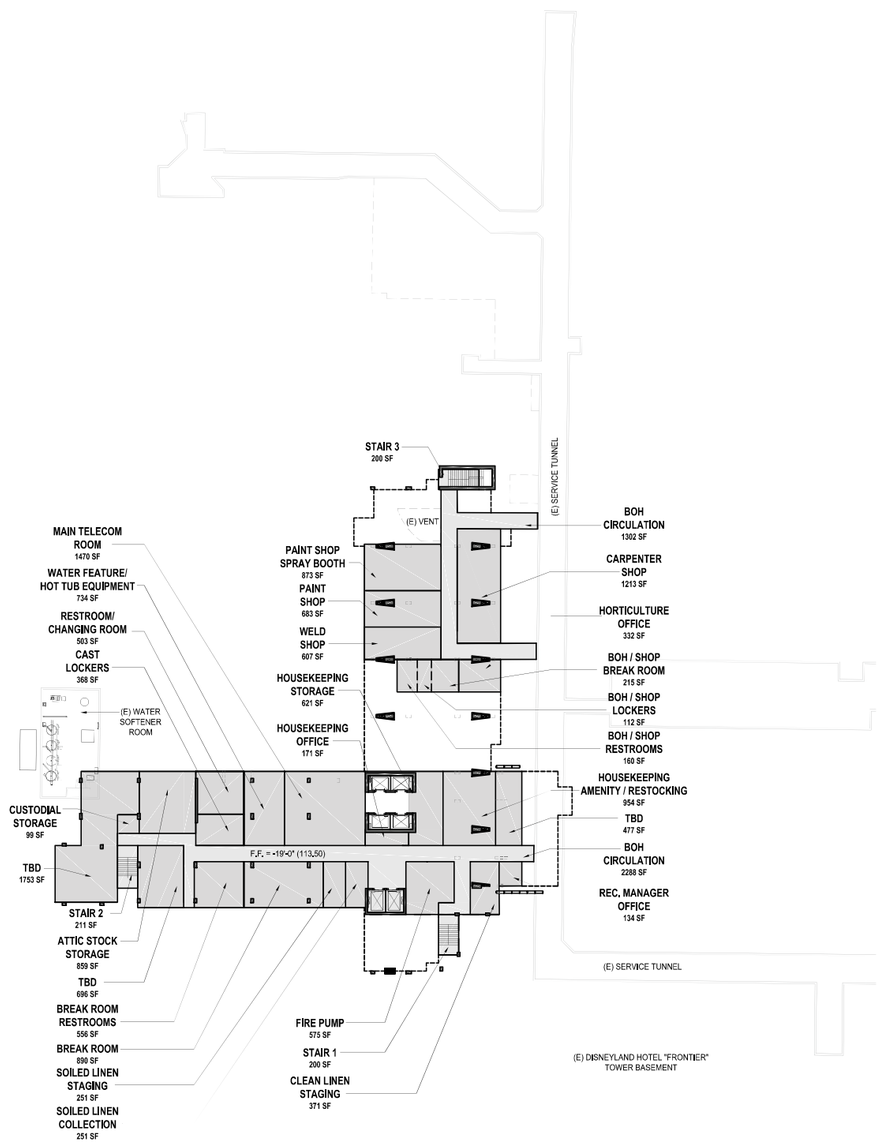
Exhibit 16 provides various modeled depictions of The Disneyland Resort structures with the Project structure integrated into the layout.

4.2.4 PROJECT ACCESS AND CIRCULATION

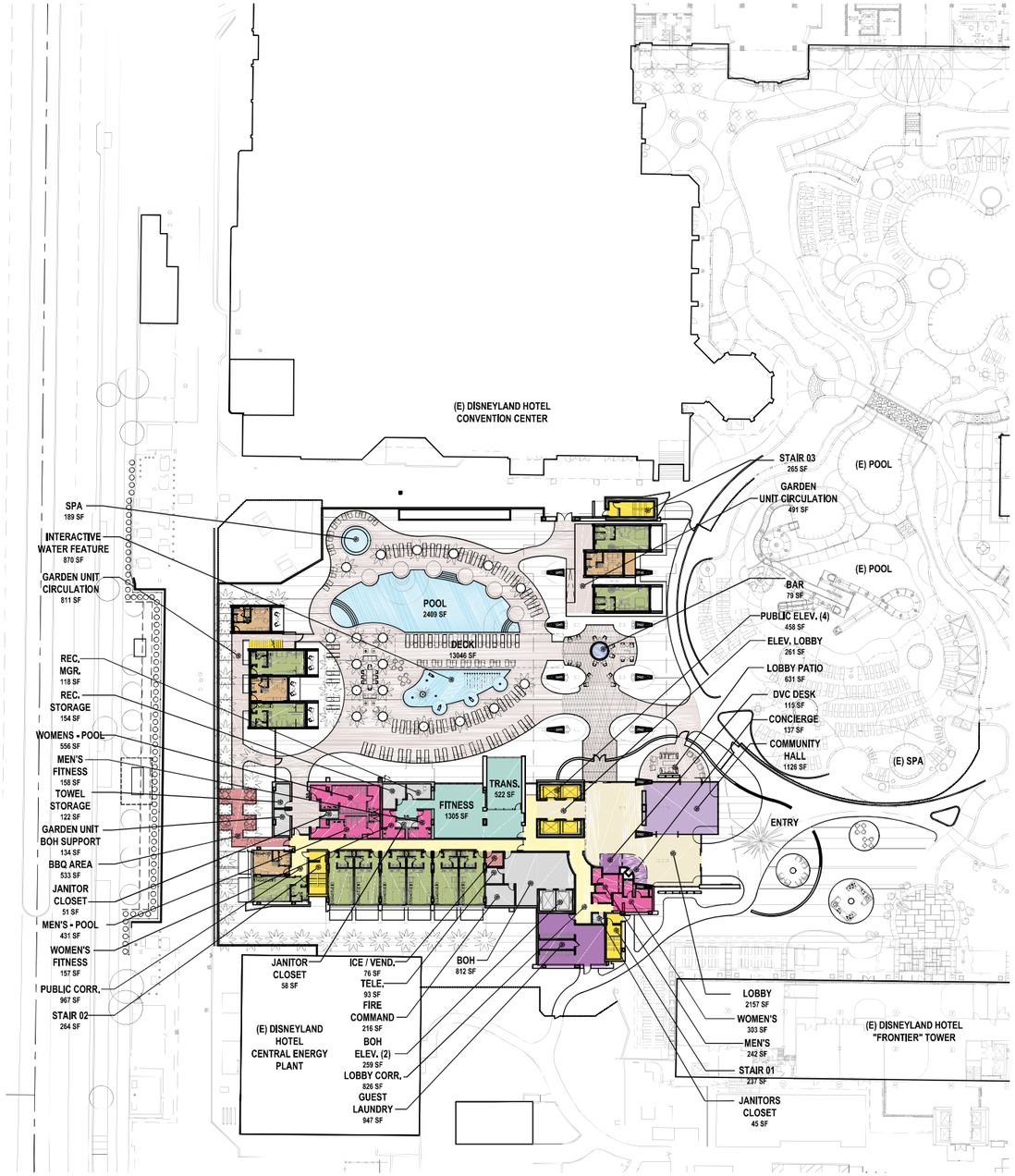
As shown on Exhibit 7 and Exhibit 17, the Project would provide designated pedestrian access throughout the Project Site via a series of interconnected sidewalks and pedestrian walkways, allowing access to the hotel facilities at the Disneyland Hotel and integration with existing walkways within The Disneyland Resort. The Project would share the same pick-up and drop-off zones and valet services that exist currently to service the Disneyland Hotel, which are accessible from the north via Magic Way.

ROOM TYPE LEGEND

POD | STUDIO / STUDIO LOCK-OFF | 1 BEDROOM (W/ KITCHEN) | 2 BEDROOM (W/ KITCHEN) | GRAND VILLA (W/ KITCHEN)



Floor Plan – Level 00 (Basement)



Floor Plan – Level 01

Source: Marnell Architecture 2020

Floor Plans for Basement and Level 1

Exhibit 8

Vacation Ownership Resort Project at Disneyland Hotel

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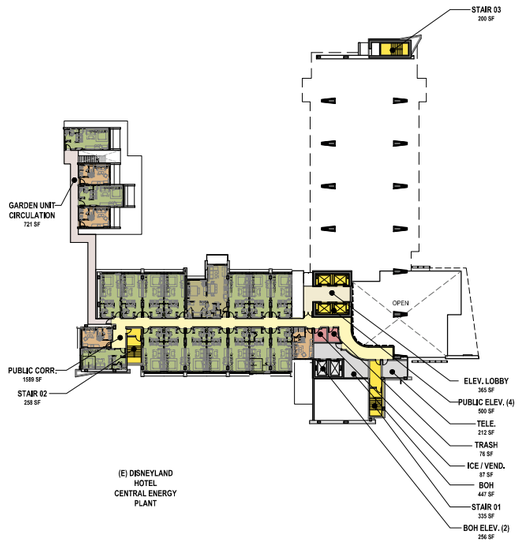
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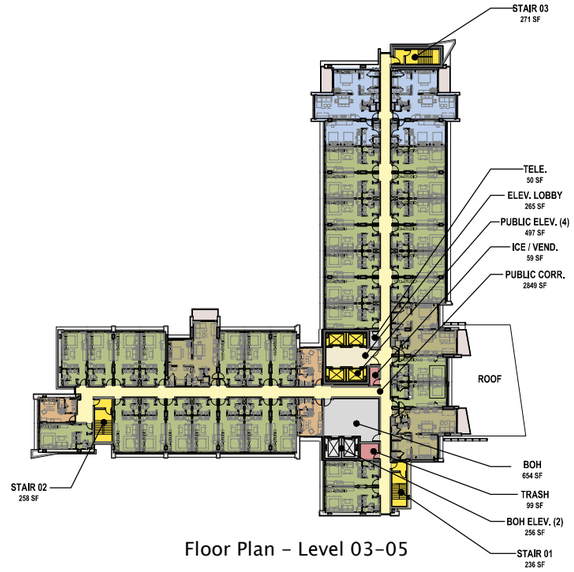
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ROOM TYPE LEGEND

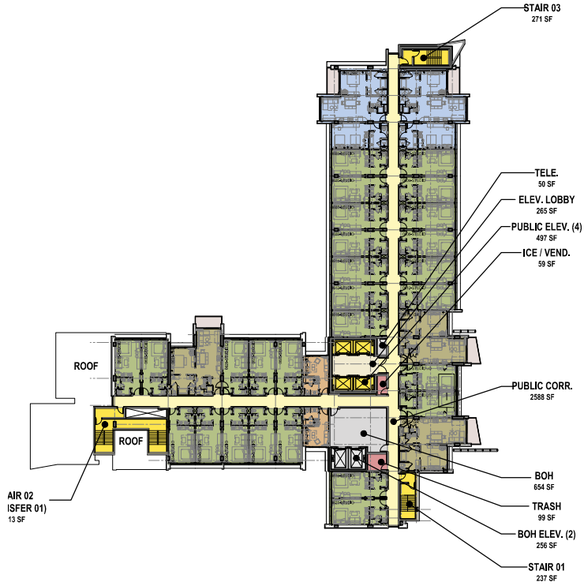
POD | STUDIO / STUDIO LOCK-OFF | 1 BEDROOM (W/ KITCHEN) | 2 BEDROOM (W/ KITCHEN) | GRAND VILLA (W/ KITCHEN)



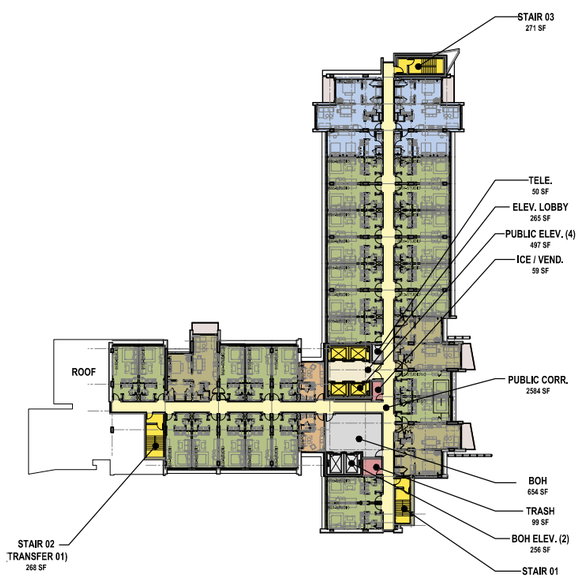
Floor Plan – Level 02



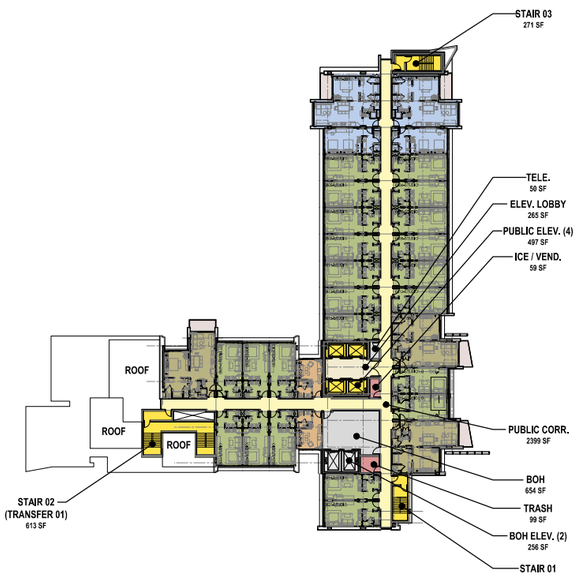
Floor Plan – Level 03-05



Floor Plan – Level 06



Floor Plan – Level 07



Floor Plan – Level 08

Source: Marnell Architecture 2020

Floor Plans for Level 2 through Level 8

Vacation Ownership Resort Project at Disneyland Hotel".

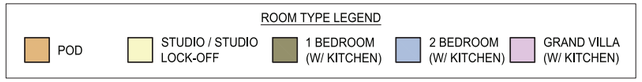
Exhibit 9

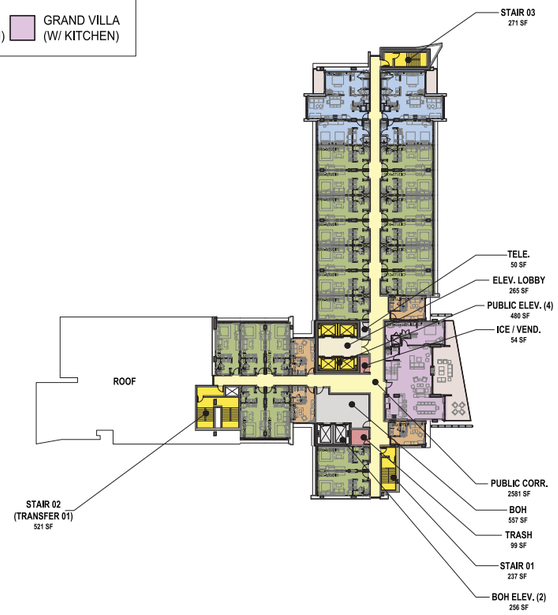
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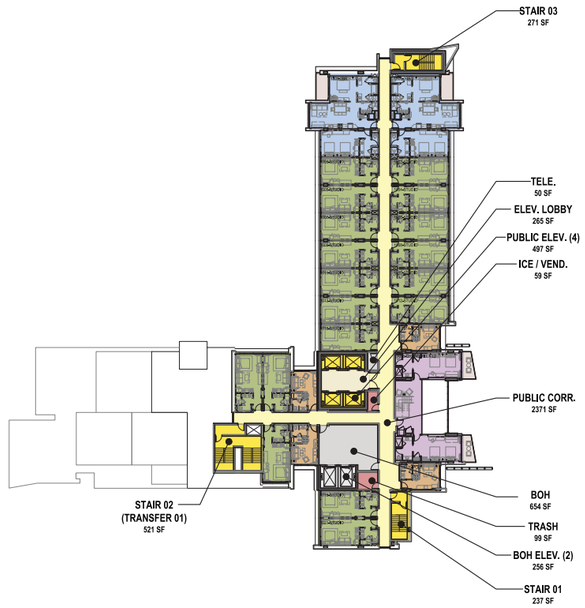
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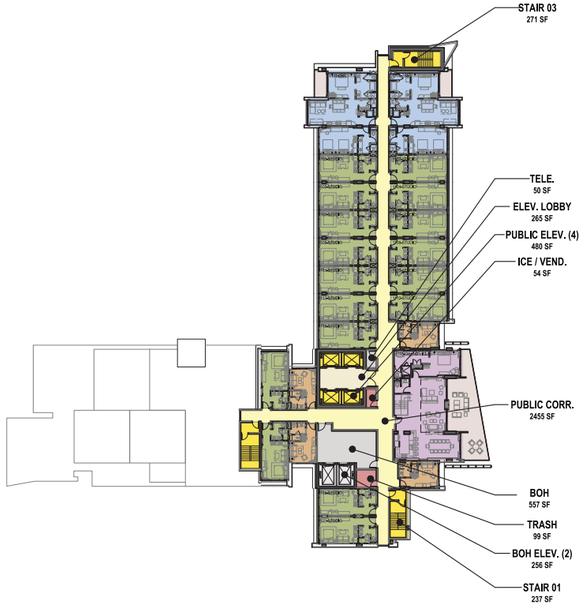




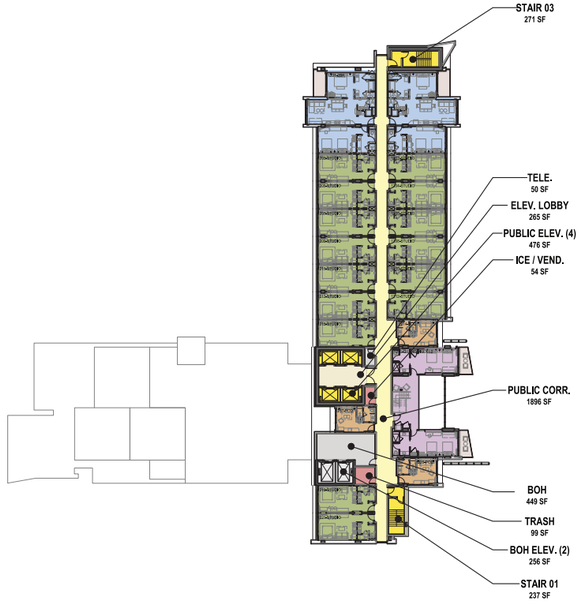
Floor Plan – Level 09



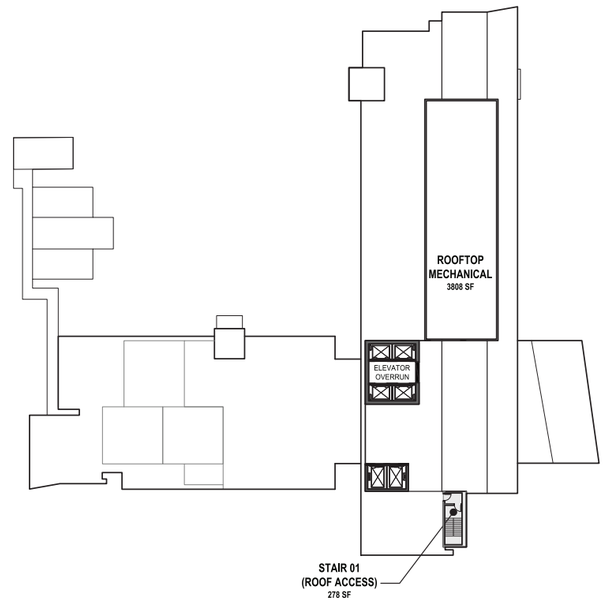
Floor Plan – Level 10



Floor Plan – Level 11



Floor Plan – Level 12



Floor Plan – Level 13

Source: Marnell Architecture 2020

Floor Plans for Level 9 through Level 12 and Roof Plan

Exhibit 10

Vacation Ownership Resort Project at Disneyland Hotel

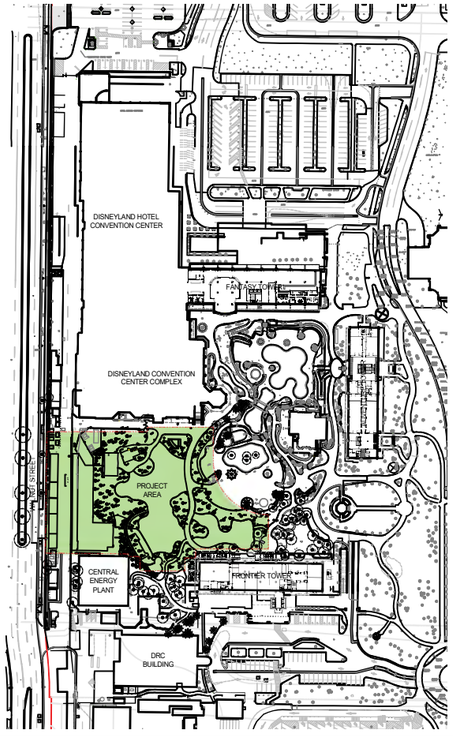


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Source: Marnell Architecture 2020

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Illustrative Site Plan

Exhibit 11

Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture 2020

Renderings

Exhibit 12

Vacation Ownership Resort Project at Disneyland Hotel

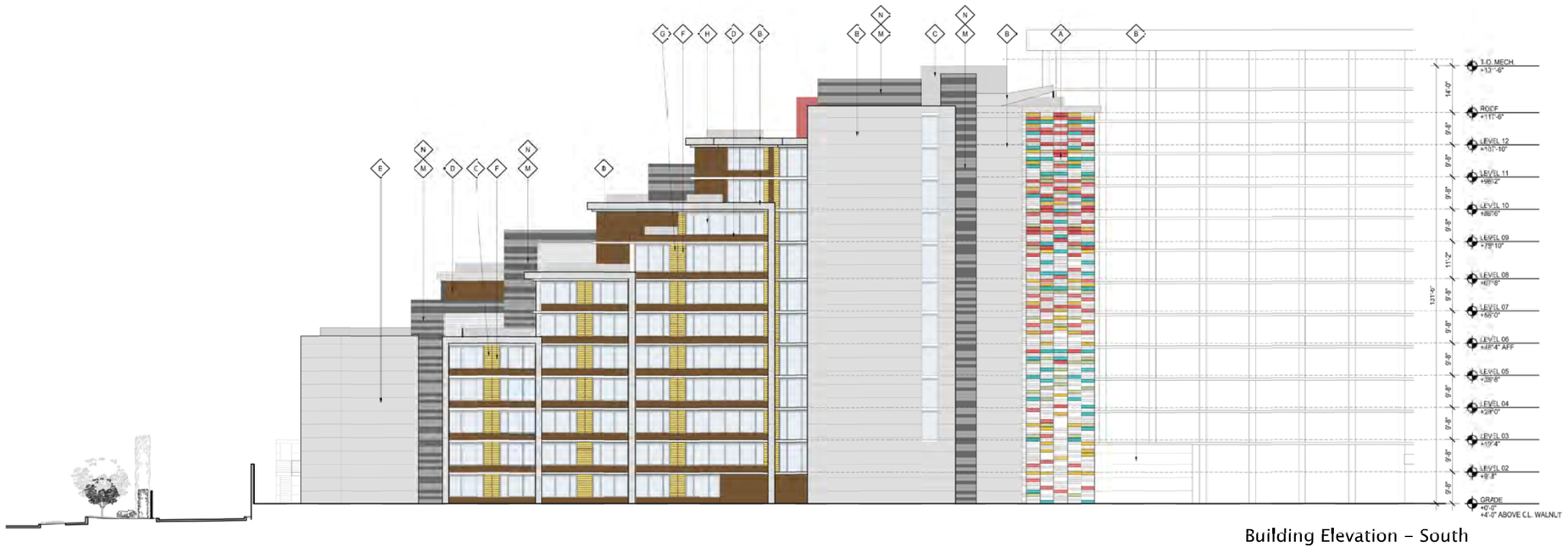
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Building Elevation - North



Building Elevation - South

PROPOSED MATERIALS

- A — FRP BAGUETTES (ART WALL) FIBER REINFORCED POLYMER
- B — ALUMINUM HONEYCOMB PANELS-FLUORCPOLYMER FINISH (WALLS & ROOF) QC300 RAINSCREEN NOTE: REVEALS ARE 3/8" WIDE AND 2-1/2" DEEP
- C — PERFORATED/PATTERNED ALUMINUM SCREEN "PERF PLATE"
- D — WOOD COMPOSITE RAINSCREEN PANELS (WALLS) PROFILE-Q20410
- E — WOOD COMPOSITE PANELS (CEILING/SOFFIT) PROFILE-TH22430HD
- F — WOOD COMPOSITE BAGUETTES (SCREEN/GRILLE) PROFILE-JK15045-25 (8" O.C.)
- G — GLASS IGU LOW E #2 WITH HONEYCOMB INSERT HONEYCOMB INSERT CS-TA7
- H — IGU VISION GLASS GUARDIAN AG50
- J — GLASS GUARD (BALCONIES) - 9/16" LAMINATED CLEAR GLASS WITH AR COATING #1 & #4 SURFACE
- K — NATURAL STONE (WALLS) 3/4" AND 1" THICK PATTERNED INSTALL QUARTZITE-NATURAL FINISH
- L — GROUND FACE MASONRY BLOCK WALL 12" THICK "TRENDSTONE" BY TRENWYTH
- M — FIBER CEMENT RAINSCREEN SYSTEM EQUITONE "LINEA LT60"
- N — FIBER CEMENT RAINSCREEN SYSTEM EQUITONE "TECTIVA TE60"

Source: Marnell Architecture 2020

Building Elevations

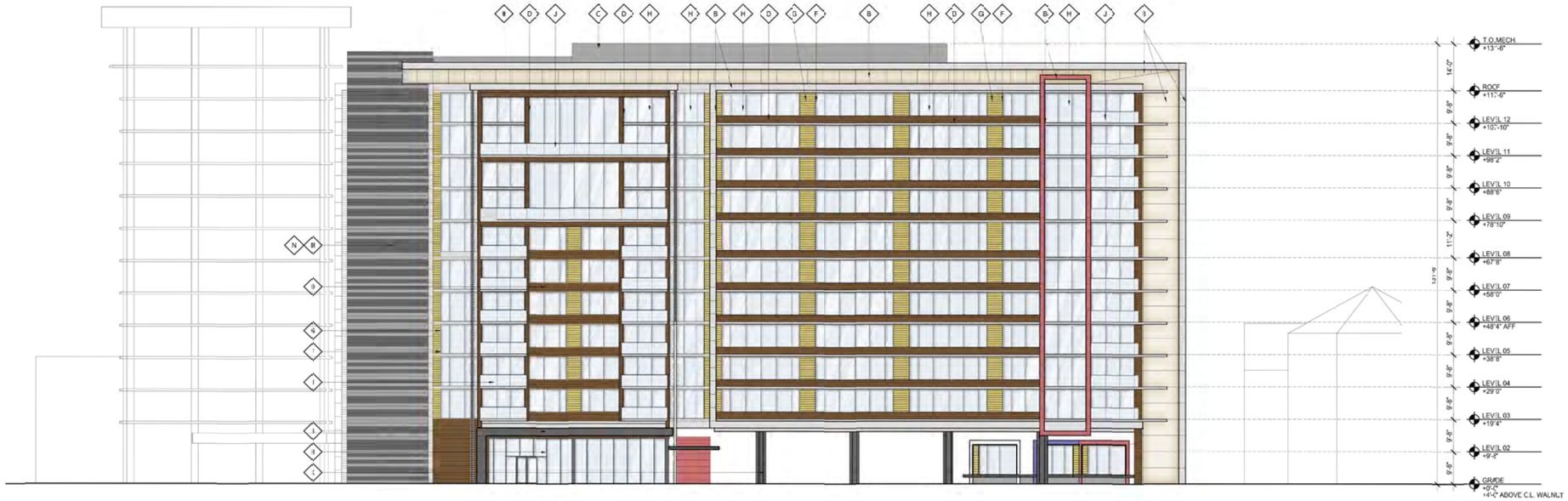
Exhibit 13a

Vacation Ownership Resort Project at Disneyland Hotel

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Building Elevation - East



Building Elevation - West

Source: Marnell Architecture 2020

Building Elevations

Exhibit 13b

Vacation Ownership Resort Project at Disneyland Hotel

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PROPOSED MATERIALS

- A — FRP BAGUETTES (ART WALL)
  FIBER REINFORCED POLYMER
- B — ALUMINUM HONEYCOMB PANELS-FLUOROPOLYMER
  FINISH (WALLS & ROOF) QC300 RAINSCREEN
  NOTE: REVEALS ARE 3/8" WIDE AND 2-1/2" DEEP
- C — PERFORATED/PATTERNED ALUMINUM SCREEN
  "PERF PLATE"
- D — WOOD COMPOSITE RAINSCREEN PANELS (WALLS)
  PROFILE-Q20410
- E — WOOD COMPOSITE PANELS (CEILING/SOFFIT)
  PROFILE-TH22430HD
- F — WOOD COMPOSITE BAGUETTES (SCREEN/GRILLE)
  PROFILE-JK15045-25 (8" O.C.)
- G — GLASS IGU LOW E #2 WITH HONEYCOMB INSERT
  HONEYCOMB INSERT CS-TA7
- H — IGU VISION GLASS
  GUARDIAN AG50
- J — GLASS GUARD (BALCONIES) - 9/16" LAMINATED CLEAR
  GLASS WITH AR COATING #1 & #4 SURFACE
- K — NATURAL STONE (WALLS)
  3/4" AND 1" THICK PATTERNED INSTALL
  QUARTZITE-NATURAL FINISH
- L — GROUND FACE MASONRY BLOCK WALL
  12" THICK
  "TRENDSTONE" BY TRENWYTH
- M — FIBER CEMENT RAINSCREEN SYSTEM
  EQUITONE "LINEA LT60"
- N — FIBER CEMENT RAINSCREEN SYSTEM
  EQUITONE "TECTIVA TE60"

Source: Marnell Architecture 2020

Exterior Material Board

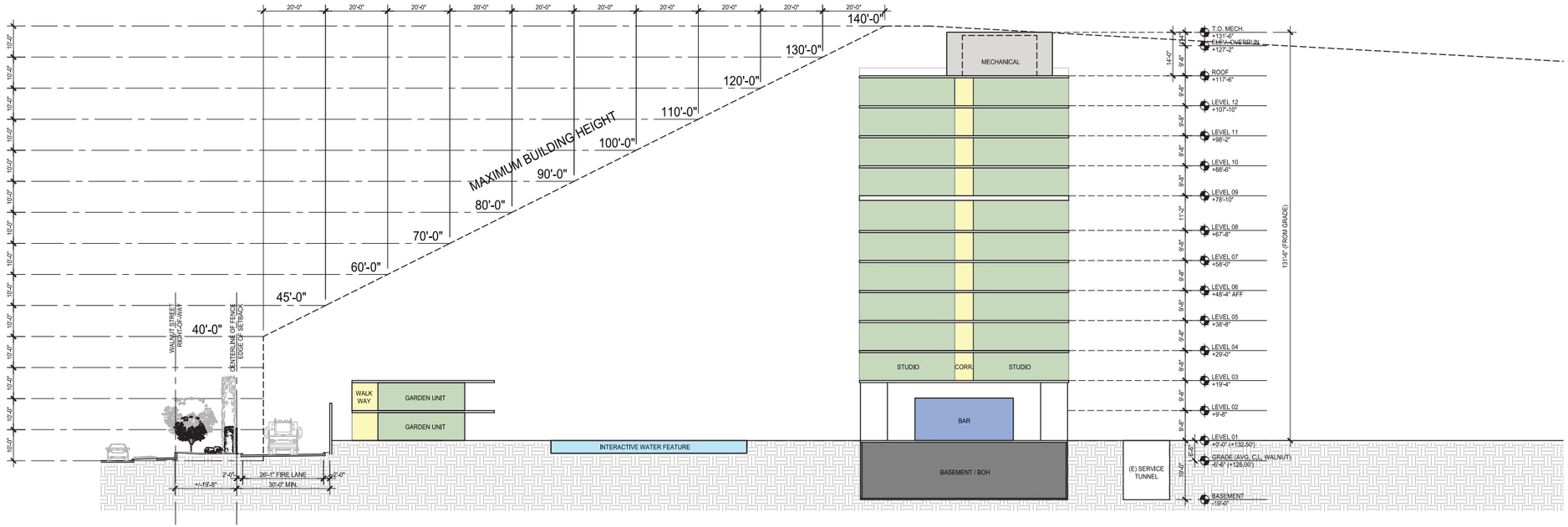
Exhibit 14

Vacation Ownership Resort Project at Disneyland Hotel

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Buildings Section 1



Buildings Section 2

Source: Marnell Architecture 2020

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Buildings Sections

Exhibit 15

Vacation Ownership Resort Project at Disneyland Hotel

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1. White Model - View From North-West



2. White Model - View From North-East





3. White Model - View From South-West



4. White Model - View From South-East

Source: Marnell Architecture 2020

White Model Views of the Building

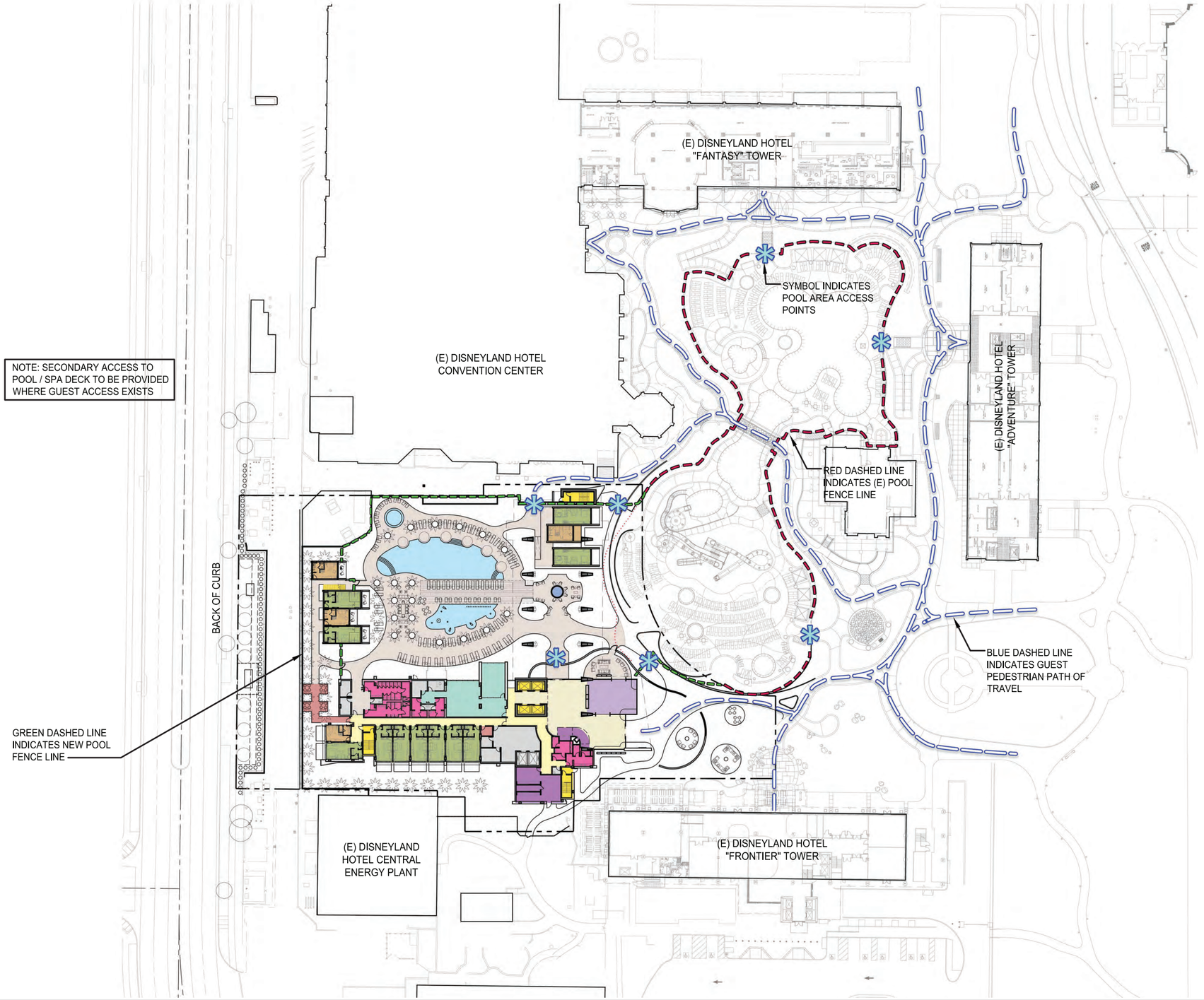
Exhibit 16

Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture 2020

Overall Circulation Plan

Exhibit 17

Vacation Ownership Resort Project at Disneyland Hotel

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Based on City requirements, including the DRSP and Anaheim Municipal Code, the Project would be required to provide a minimum of 305 parking spaces. The Disneyland Hotel's existing parking facilities would provide self-parking and valet services to registered vacation ownership club guests.

Service, sanitation, and emergency access to/from Walnut Street for the Disneyland Hotel currently exists southwest of the Project Site via a secure driveway that is monitored by a security guard. The Project would use this service access.

4.2.5 LANDSCAPE AND HARDSCAPE

The Project would include a mix of hardscape and landscape in outdoor portions of the Project Site. Hardscaping is depicted in Exhibit 18 and would consist of finished concrete, stone paving, and wood decking. Project landscaping is depicted in Exhibits 19 and 20. The Project would include the planting of canopy trees, flowering trees, screening trees, and palm trees, as well as the removal of some existing trees, and the transplantation of several existing trees within the Project Site. Canopy trees that would be planted include palo verde (*Cercidium parkinsonia*), blue jacaranda (*Jacaranda mimosifolia*), montezuma cypress (*Taxodium mucrontaum),* live oak (*Quercus virginiana*), and lacebark elm (*Ulmus parvifolia*). The Project would include the planting of the trellises with various species of plants within the understory.

The Project would include construction of a new 12-foot block wall between the proposed building and proposed outdoor use areas (e.g., BBQ area, pool, spa, deck, and garden units) and the existing service alley east of Walnut Street. The wall would be maintained as part of the Project. In addition, the pool area would be enclosed by a pool fence.

As depicted in Exhibits 21a through 21c, a landscaped setback area has been incorporated into the Project, which would be located between the service alley and the Walnut Street right-of-way. The existing concrete sidewalk along the east side of Walnut Street would be maintained at its current location as part of the Project, and adjacent areas east of the sidewalk would receive planting enhancement. A new vinyl chain link fence ranging from 7- to 10-feet in height would be installed between the service alley and the Walnut Street right-of-way limits. Within the setback area, ficus trees (*Ficus sp.*) would be planted nearest Walnut Street, with podocarpus (*Podocarpus gracilior*) planted closer to the proposed chain link fence providing for additional screening for views from Walnut Street. Several existing utilities, trees, and two short segments of retaining wall have been incorporated into the design of the setback area and would be avoided.

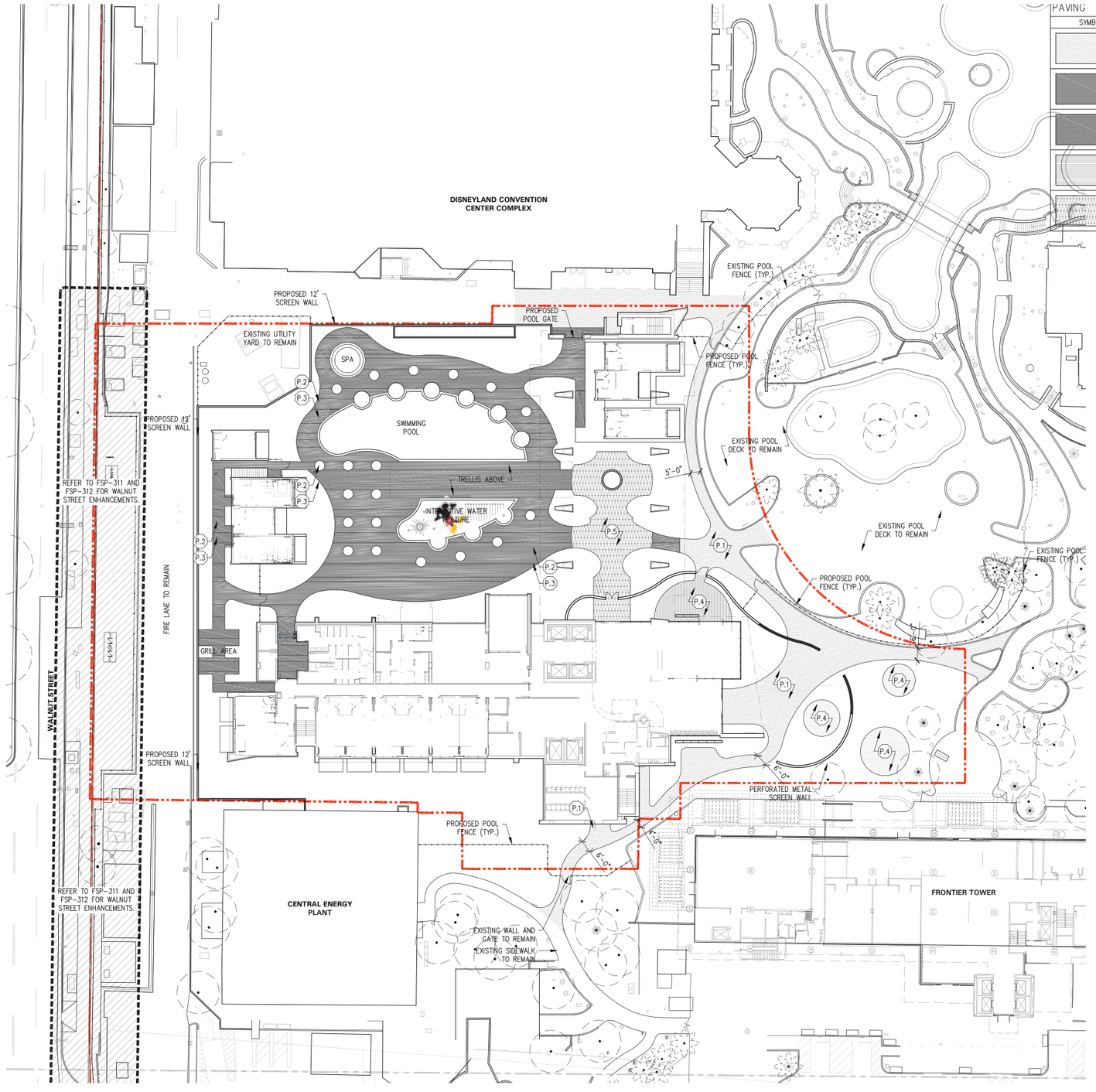
The Project would meet the plant selection requirements specified in Section 5.0, Design Plan, of the DRSP. The applicant would comply with these requirements throughout the Project Site.

Outdoor hardscape materials would include architectural finish concrete, stone paving pool deck accent, wood decking, and crushed stone aggregate paving.

The Project also would include pools and spas on the west side of the proposed building, as well as cabanas and umbrellas.

4.2.6 CONSTRUCTION

Project construction would generally include demolition, grading, and building construction phases, which would occur consecutively. Project construction would require the removal of an existing outdoor lawn and event space, outdoor walking paths, a health club building, maintenance shops, and approximately 2,870 sf of storage that currently exist within the Project Site. Demolition would include removal of an outdoor event space containing a fountain, pool, and



PAVING

SYMBOL	KEY	DESCRIPTION	MATERIAL	FINISH	DETAIL
	P1	SIDEWALK PAVEMENT	INTEGRAL COLOR, ARCHITECTURAL FINISH CONCRETE	TOPCAST / SANDBLAST	XX/XXXX
	P2	POOL DECK FIELD	INTEGRAL COLOR, ARCHITECTURAL FINISH CONCRETE	TOPCAST / SANDBLAST	XX/XXXX
	P3	POOL DECK ACCENT	STONE PAVING	FLAMED	XX/XXXX
	P4	WOOD DECK	IPE WOOD	NATURAL	XX/XXXX
	P5	BAR PAVING	INTEGRAL COLOR, ARCHITECTURAL FINISH CONCRETE	TOPCAST / SANDBLAST	XX/XXXX

Source: Marnell Architecture, May 2020

Hardscaping

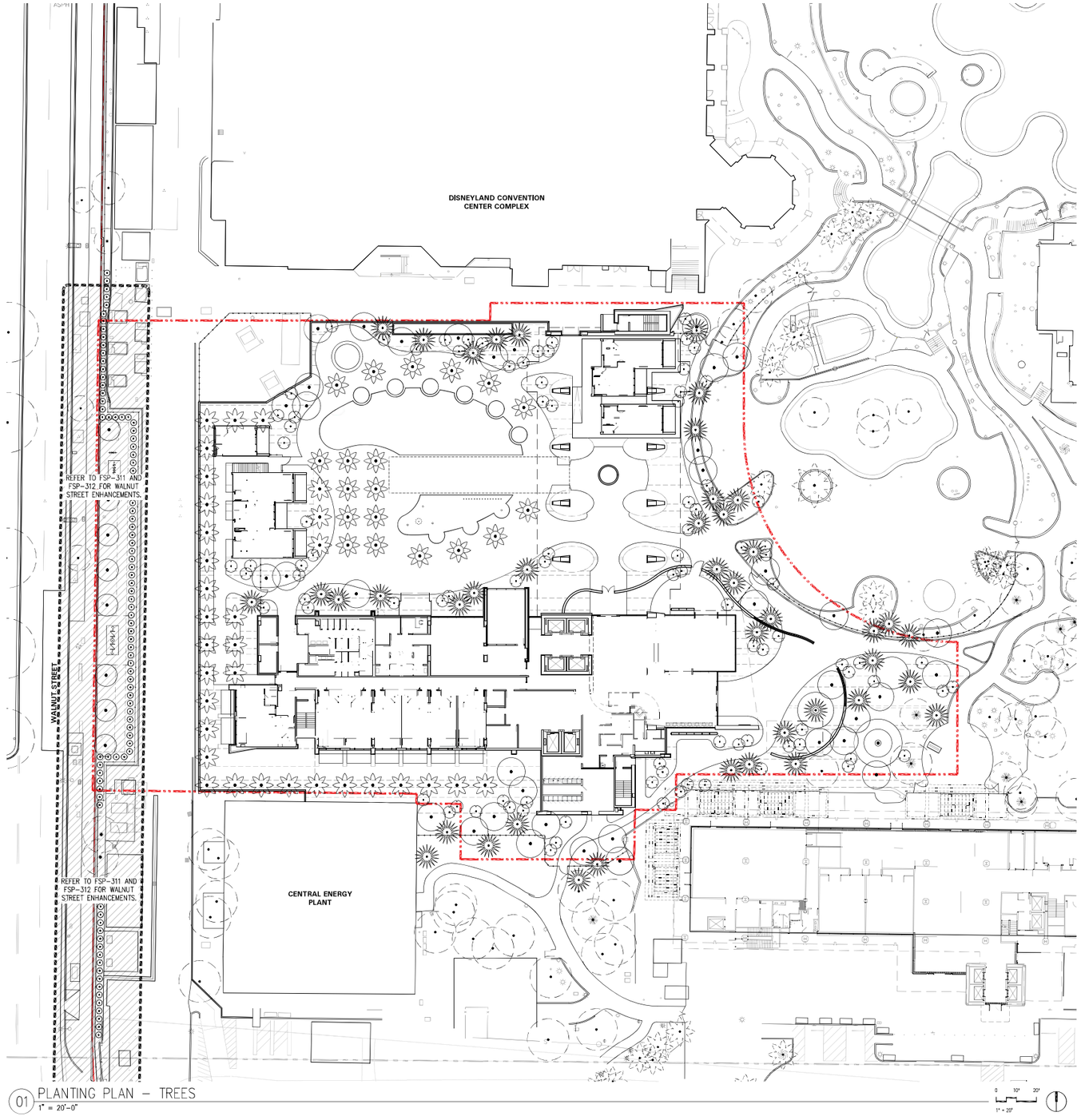
Exhibit 18

Vacation Ownership Resort Project at Disneyland Hotel

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01 PLANTING PLAN – TREES
1" = 20'-0"

0 10' 20'
1" = 20'

CANOPY TREE SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DRSP MATRIX
XXX XXX	*CERCEIDIUM PARKINSONIA*	PALO VERDE	60" BOX	N
	JACARANDA MIMOSIFOLIA	BLUE JACARANA	60" BOX	Y
	TAXODIUM MUCRONATUM	MONTEZUMA CYPRESS	60" BOX	N
	QUERCUS VIRGINIANA	LIVE OAK	60" BOX	N
	ULMUS PARVIFOLIA	LACEBARK ELM	60" BOX	Y

FLOWERING TREE SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DRSP MATRIX
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	48" BOX	N
	ARBUTUS X MARINA	MARINA STRAWBERRY TREE	48" BOX	N
	BAUHINIA X BLAKEANA	HONG KONG ORCHID	48" BOX	Y
	LAGESTROEMIA INDICA	CRAPE MYRTLE	48" BOX	N
	HYMENOSPORUM FLAVUM	AFRICAN SUMAC	48" BOX	N
	ILEX VOMITORIA	SWEETSHADE	48" BOX	N

SCREENING TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DRSP MATRIX
FIC SPP	*FICUS SPECIES*	FICUS	48" BOX	Y
	MAGNOLIA GRANIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	48" BOX	N

FORMAL PALMS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DRSP MATRIX
	PHOENIX DACTYLIFERA	AMERICAN AGAVE	10 CLR TRUNK	Y

INFORMAL PALMS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DRSP MATRIX
	PHOENIX CANARIENSIS	CANARY ISLAND PALMN	10' CLR TRUNK	Y
	PHOENIX RECLINATA	SENEGAL DATE PALM	12' - 16'	Y
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	20' CLR TRUNK	Y

Source: Marnell Architecture, May 2020

Tree Planting Plan

Exhibit 19

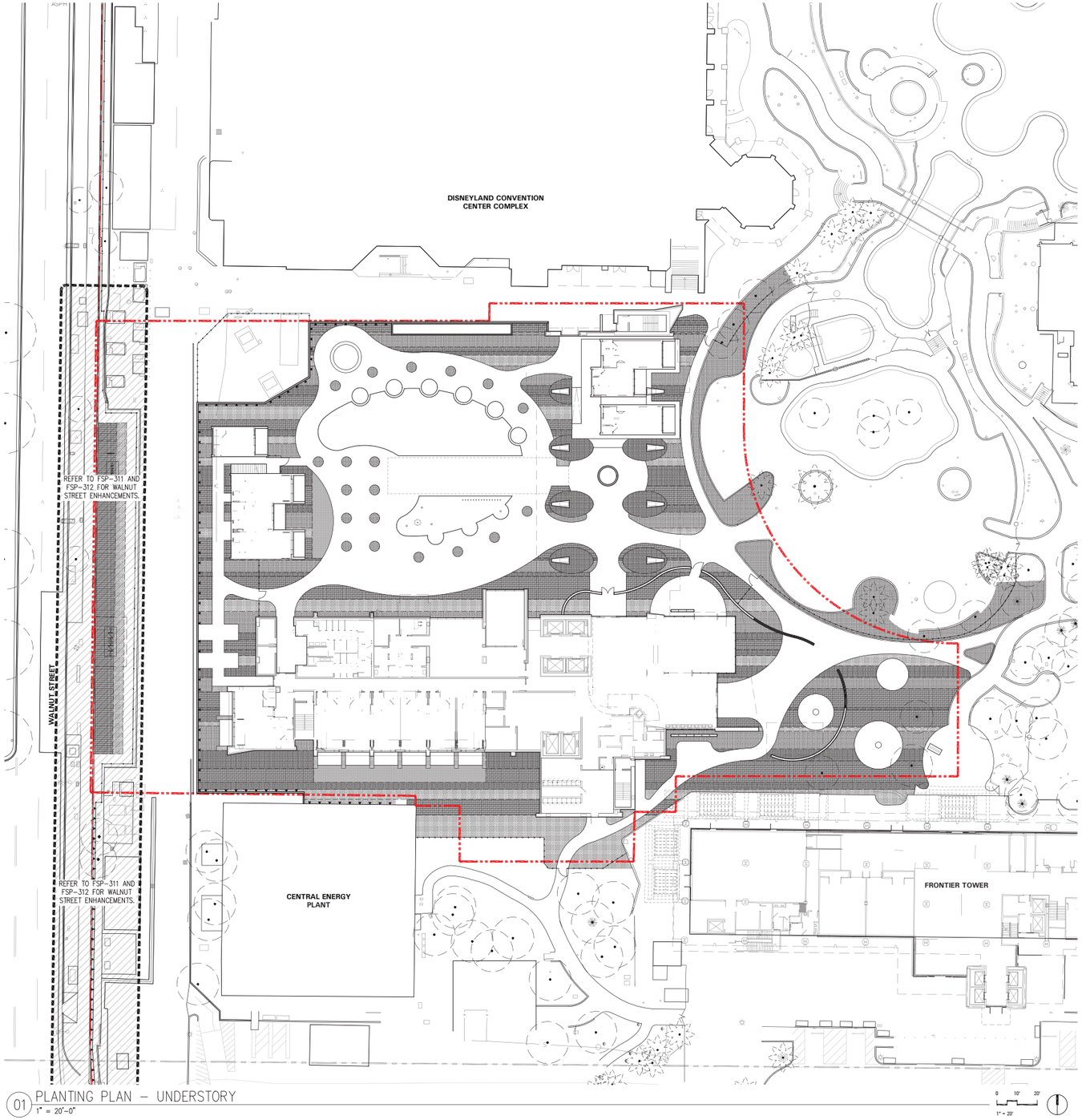
Vacation Ownership Resort Project at Disneyland Hotel

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Shrubs / Groundcovers

Botanical Name	Common Name	Plant Factors and Irrigation Group	Size	DRIP Plant Matrix
Acacia cognata 'Cousin Itt'	Little River Wattle	L/VL2	5 Gal	N
Adiantum capillus-veneris	Maiden Hair Fern		5 Gal	N
Agapanthus africanus	Giant Agaoanthus	M1	5 Gal	N
Allium giganteum	Giant Allium		5 Gal	N
Alpinia species	Ginger		5 Gal	N
Anigozanthos spp.	Kangaroo Paw	M/L2	5 Gal	N
Arctostaphylos spp.	Manzanita	M/L2	15 Gal	N
Banksia spinulosa	Hairpin Banksia	L	5 Gal	N
Bougainvillea spp.	Bougainvillea	M/L2	1 Gal	N
Buddleia davidii	Butterfly Bush		5 Gal	N
Callistemon spp	Bottlebrush		5 Gal	Y
Carissa species	Carissa		5 Gal	N
Cassia alata	Candle Bush		5 Gal	Y
Ceanothus species	Ceanothus		5 Gal	N
Chamaerops humilis var. argentea	Atlas Mountain Palm		5 Gal	N
Cistus spp	Rockrose		5 Gal	N
cordyline fruticosa spp	TI Plant Species		5 Gal	N
Correa pulchella spp.	Pink Eyre, austrian Fuschsia	M/L2	5 Gal	N
Crinum spp	Crinum Lily		5 Gal	N
Cycas revoluta	Sago Palm		10 Gal	N
Datura metel 'Belle Blanche'	Angel's Trumpet		5 Gal	N
Dietes iridioides	Dietes		1 Gal	N
Echium candicans	Pride of Madeira		5 Gal	N
Epilobium canum	California Fuchsia	L/VL1	5 Gal	N
Fatsia japonica	Fatsia		5 Gal	N
Ficus nitida "Green Gem"	Ficus		5 Gal	Y
Fragaria chiloensis	Beach Strawberry		5 Gal	N
Gardenia spp.	Gardenia	M1	1 Gal	Y
Hemerocallis spp.	Daylily		1 Gal	N
Hibiscus 'Ballet Slippers'	Rose Mallow 'Ballet Slippers		5 Gal	Y
Ixora coccinea	Ixora		1 Gal	N
Justicia spicigera	Firecracker Plant		2 Gal	N
Laurus nobilis	Bay Laurel		5 Gal	N
Lavandula spp.	Lavender	M/L2	5 Gal	N
Leptospermum laevigatum 'Compactum'	New Zealand Tea Tree	M/L2	15 Gal	N
Leucadendron cultivars	Leucophyllum	M/L2	5 Gal	N
Ligustrum japonica	Ligustrum	M/L2	5 Gal	Y
Limonium perezii	Sea Lavender	M/L2	5 Gal	N
Liriope 'Big Blue'	Lily Turf	M1	1 Gal	N
Lonicera x heckrottii	Honeysuckle		5 Gal	N
Lupinus albifrons	Silver Lupine		5 Gal	N
Melaleuca nesophila	Pink Melaleuca			Y
Mimulus aurantiacus var. Puniceus	Red Bush Monkey Flower		5 Gal	N
Philodendron spp	Philodendron			Y
Pittosporum undulatum	Victorian Box			Y
Platystemon californicus	Cream Cups		5 Gal	N
Podocarpus macrophyllus	Japanese Yew		5 Gal	N
Polystichum californicum	California Sword fern	M/L2	5 Gal	N
Rhaphiolepis spp	Indian Hawthorn	M1	5 Gal	N
Ribes sanguineum	Red Flowering Currant	H/M2	5 Gal	N
Rosmarinus officinalis	Rosemary	M/L2	5 Gal	N
Salvia spp.	Sage	L/VL2	5 Gal	N
Strelitzia nicolai	Giant Bird of Paradise			Y
Strelitzia spp	Bird of Paradise species			Y
Tecoma stans	Yellow Trumpel Flower	M/L	5 Gal	Y
Tibouchina urvilleana	Princess Flower	M1	15 Gal	N
Trachelospermum jasminoides	Star Jasmine	M1	Tray	N
Verbena lilacina	Lilac Verbena	M/L2	5 Gal	N
Vinca major	Periwinkle	M/L2	Tray	N
Zamia pumila	Coontie Palm		5 Gal	N

Grasses

Botanical Name	Common Name	Plant Factors and Irrigation Group	Size	DRIP Plant Matrix
Arundo donax variegata	Striped Reed Grass		5 Gal	N
Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass " Blonde Ambition"		1 Gal	N
Carex morrowii 'Aurea variegata'	Japanese Sedge		1 Gal	N
Hakonechloa macra 'Aureola'	Japanese Forest Grass		2 Gal	N
Leymus arenarius 'Blue Dune'	Blue Dune Lyme Grass		2 Gal	N
Liriope muscari 'Silver Ribbon'	Silver Ribbon Liriope		1 Gal	N
Miscanthus sinensis	Eulalia Grass	L/VL2	5 Gal	Y
Pennisetum setoceum	Fountain Grass	M1	2 Gal	Y
Phormium 'Cultivars'	New Zealand Flax	M1	5 Gal	N

Vines

Botanical Name	Common Name	Plant Factors and Irrigation Group	Size	DRIP Plant Matrix
Clematis spp.	Clematis		2 Gal	Y
Ficus pumila	Creeping Fig	M1	1 Gal	Y
Passiflora spp.	Passion Flower	M/L2	2 Gal	Y
Wisteria floribunda	Japenese Wisteria	M/L2	5 Gal	Y

Succulents

Botanical Name	Common Name	Plant Factors and Irrigation Group	Size	DRIP Plant Matrix
Agave americana	American Agave		5 Gal	Y
Agave americana variegata	Varigated American Agave		5 Gal	Y
Agave attenuata	Fox Tail Agave		5 Gal	Y
Agave attenuata 'variegata'	Varigated Fox Tail Agave		5 Gal	Y
Agave ovatifolia	Whales Tongue Agave		5 Gal	Y
Aloe spp.	Aloe species	L/VL2	5 Gal	Y
Dyckia bromeliad 'White Fang'	White Fange Dyckia		1 Gal	N

PLANTING SCHEDULE – UNDERSTORY

DESCRIPTION	SYMBOL	
SHRUB		–
GROUNDCOVER		–
GRASSES		–
VINES	▼	–

Source: Marnell Architecture, May 2020

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Understory Planting Plan

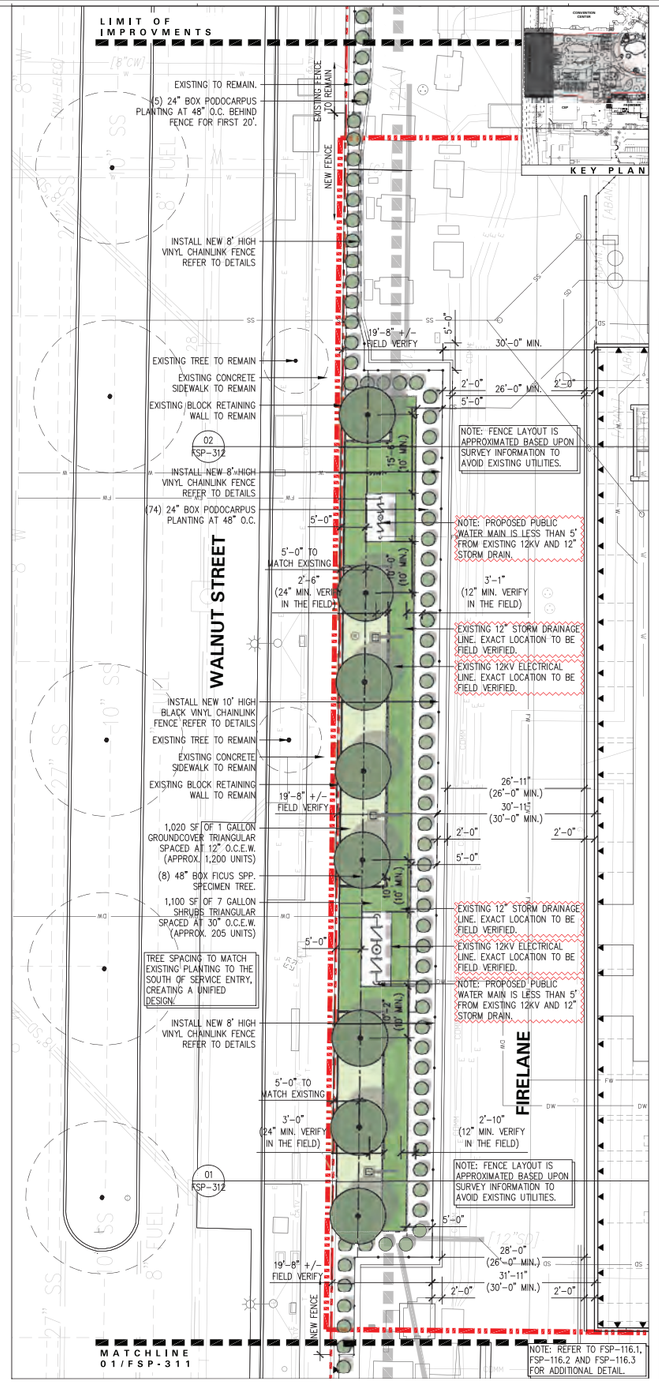
Exhibit 20

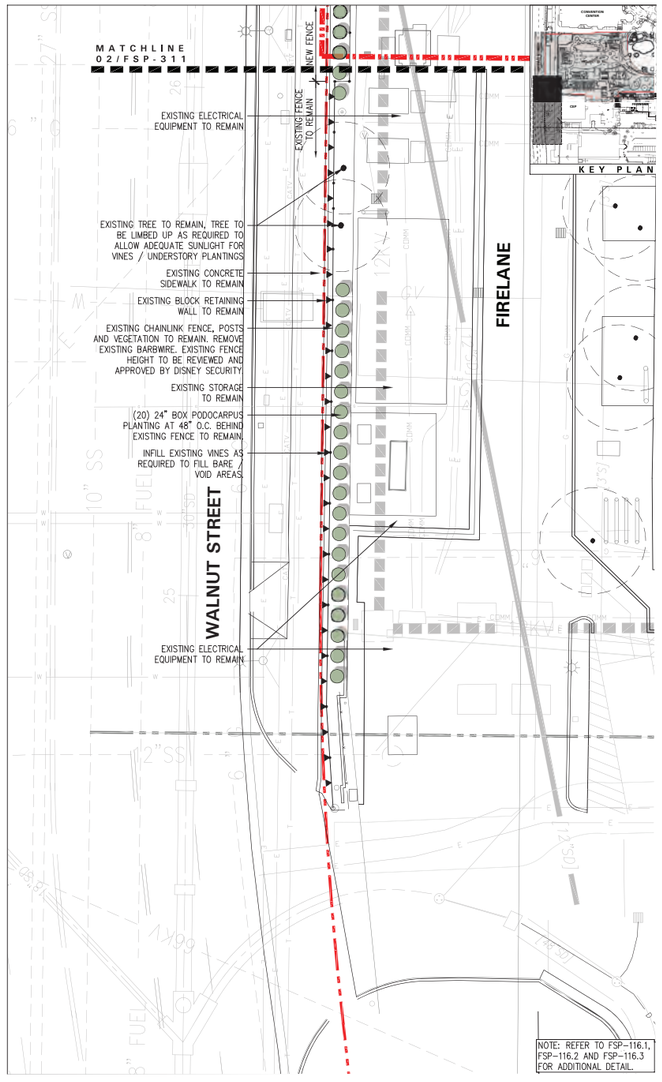
Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture, May 2020

Landscaped Setback Adjacent to Walnut Street

Exhibit 21a

Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture, May 2020

Rendering of Walnut Street Enhancements (looking east)

Exhibit 21b

Vacation Ownership Resort Project at Disneyland Hotel

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Source: Marnell Architecture, May 2020

Rendering of Walnut Street Enhancements (looking south)

Exhibit 21c

Vacation Ownership Resort Project at Disneyland Hotel

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backdrop used in the past to present the Fantasy Waters water and light show. The Project would also require relocation of an existing air intake tunnel. Exhibit 22 depicts the locations of these demolition activities. The applicant would use haul trucks to remove demolition materials from the Project Site. Project grading would require the export of approximately 20,000 cubic yards of soil to accommodate the grading activities shown in Exhibit 23, which primarily would be required to construct the subterranean basement level of the Project. Construction is anticipated to last for approximately 33 months, with completion anticipated in 2023. Construction staging and laydown would take place on applicant-owned property, primarily within the existing Lilo and Stitch surface parking lots. Construction activities would be fully contained within the Project Site or adjacent private property owned by the applicant.

4.2.7 UTILITIES

As depicted in Exhibit 24, existing utility lines, including electricity, natural gas, water, and sewer, would continue to serve the Project Site, with trenching required off-site to construct lateral connections to the west side of the Project Site from utilities within Walnut Street. Additionally, the applicant would install natural gas, water, fire, storm drain, and sewer lines throughout the Project Site to serve the Project and connect with existing lines. The applicant would size all proposed utility lines internal to the Project Site to accommodate the Project.

4.2.8 DRAINAGE AND WATER QUALITY FEATURES

As described in more detail in the Preliminary Water Quality Management Plan and Hydrology Report (Appendices F and G) prepared for the Project, and shown in Exhibit 25, the Project would include construction of new bioretention and Storm Chamber storm water treatment best management practices (BMPs), which would treat storm water from the site prior to discharging into the existing storm drain laterals.

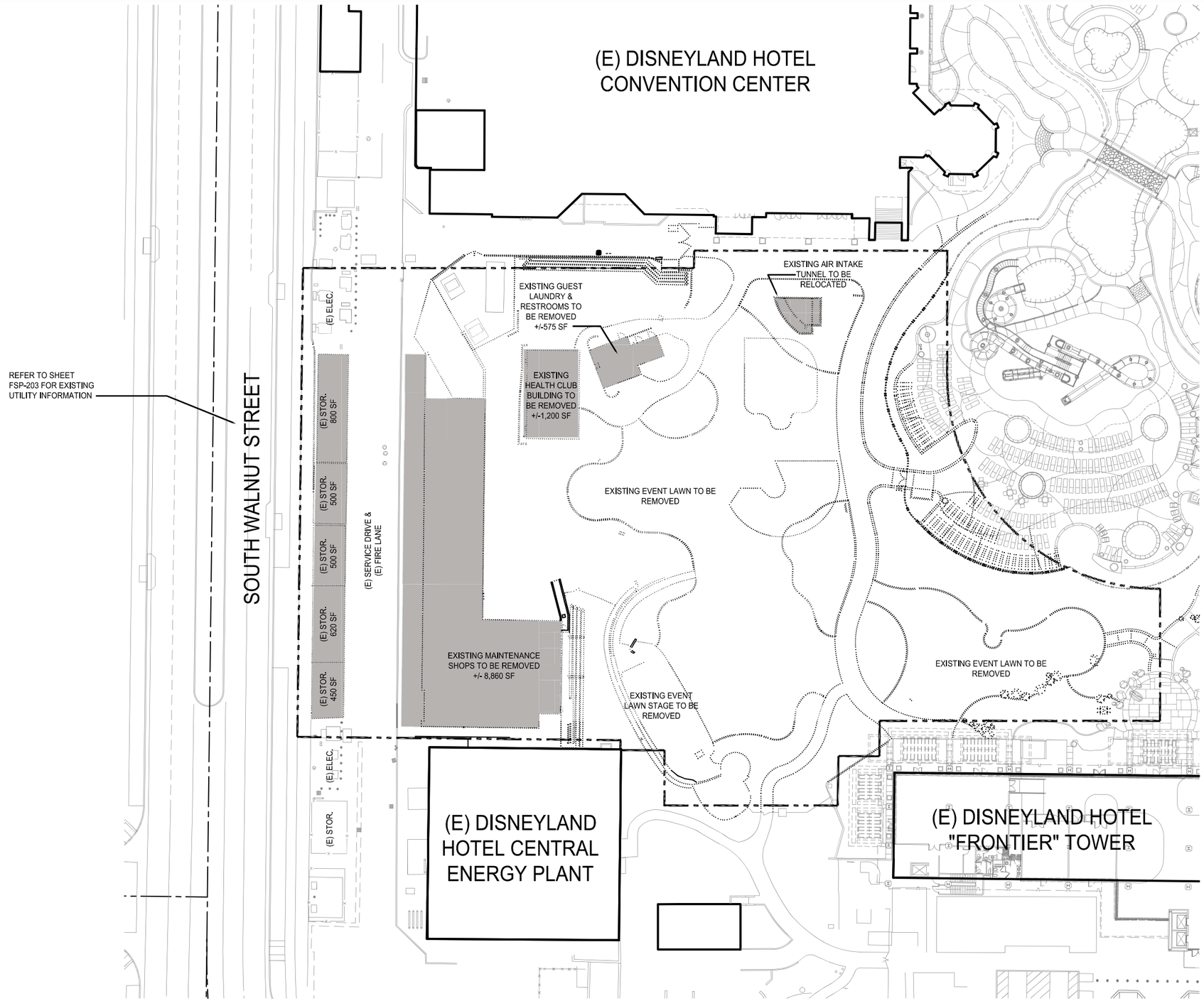
A portion of the Project Site currently drains to existing post construction BMPs constructed by a separate project, including an underground infiltration trench and vegetated buffer strips. The Project would require the removal of the existing vegetated buffer strips within the limits of the Project and would protect the existing underground infiltration trench while rerouting a portion of the storm drain system associated with the underground infiltration trench to accommodate the Project's design.

4.3 DISCRETIONARY ACTIONS

The City is the Lead Agency and intends for this Addendum and EIR 311 to serve as the primary environmental documents for the Project. The applicant is currently requesting approval of a Final Site Plan for the Project to demonstrate compliance with the requirements of the DRSP, a Conditional Use Permit for operation of the vacation ownership resort project, and a Tentative Parcel Map. Case numbers are as follows:

- Development Project No. DEV2019-00173
- Conditional Use Permit No. CUP2020-06054
- Final Site Plan No. FSP2020-00001
- Tentative Parcel Map No. SUBTPM2020-111

In addition, this Addendum is the primary reference document for the formulation and implementation of Mitigation Monitoring Plan No. 011.4 for the Project. This document incorporates all applicable conditions of approval and measures from Mitigation and Monitoring Program No. 067, approved in conjunction with EIR 311, into this document.



Source: Marnell Architecture 2020

Demolition Site Plan

Exhibit 22

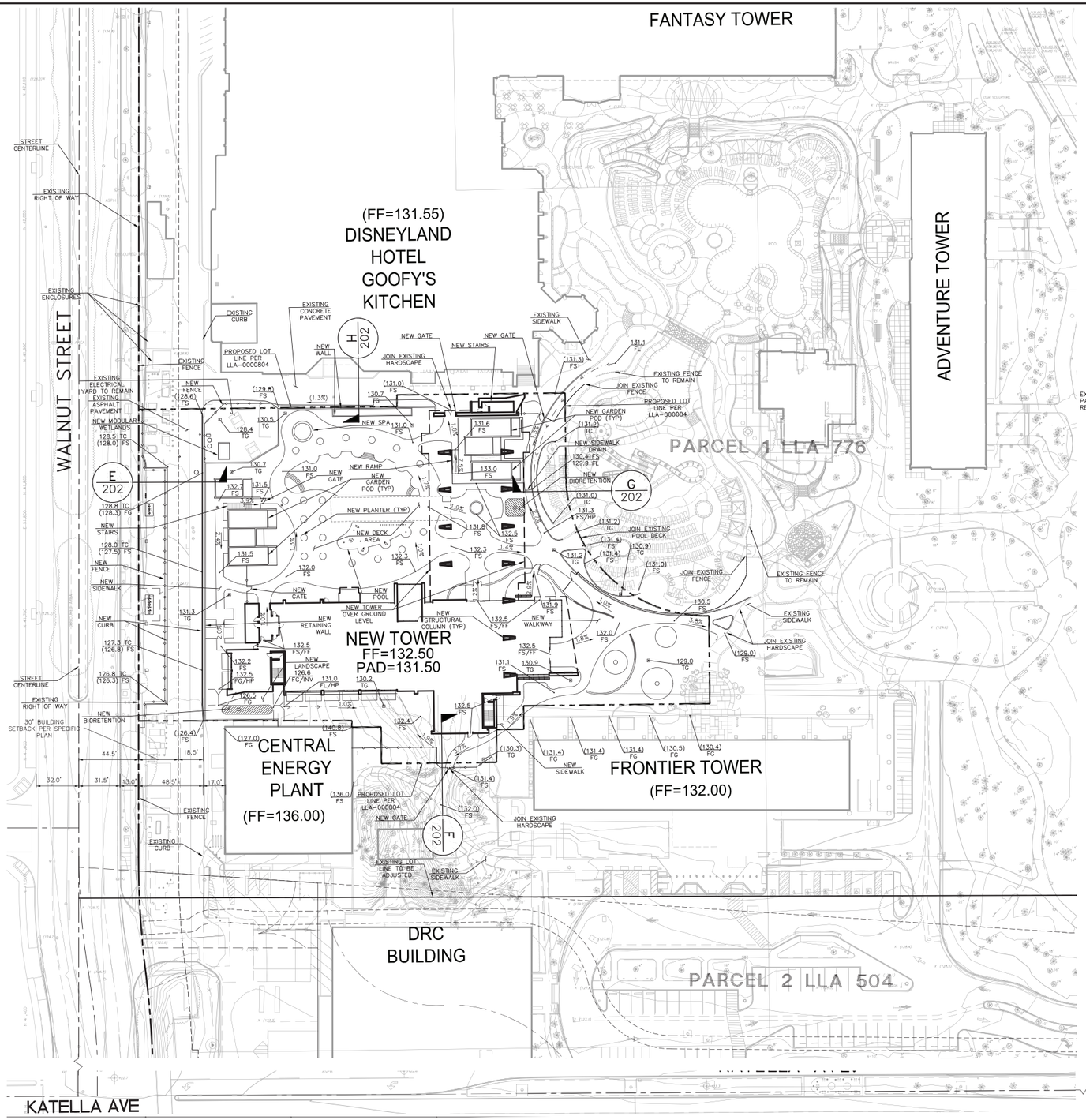
Vacation Ownership Resort Project at Disneyland Hotel

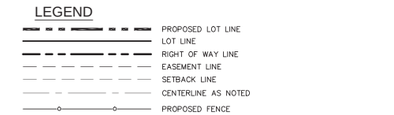
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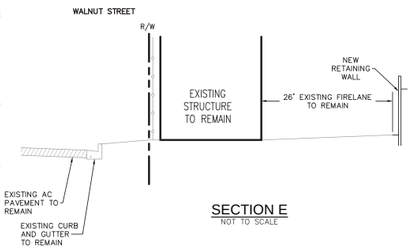
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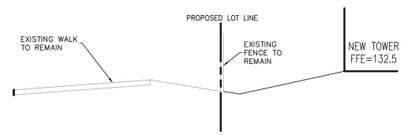
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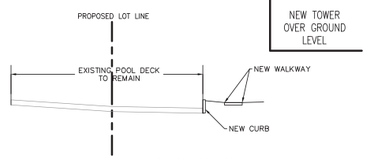




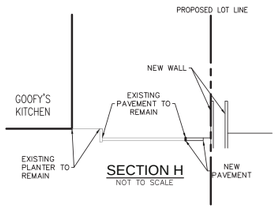
SECTION E
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SECTION F
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SECTION G
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SECTION H
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Source: Psomas 2020

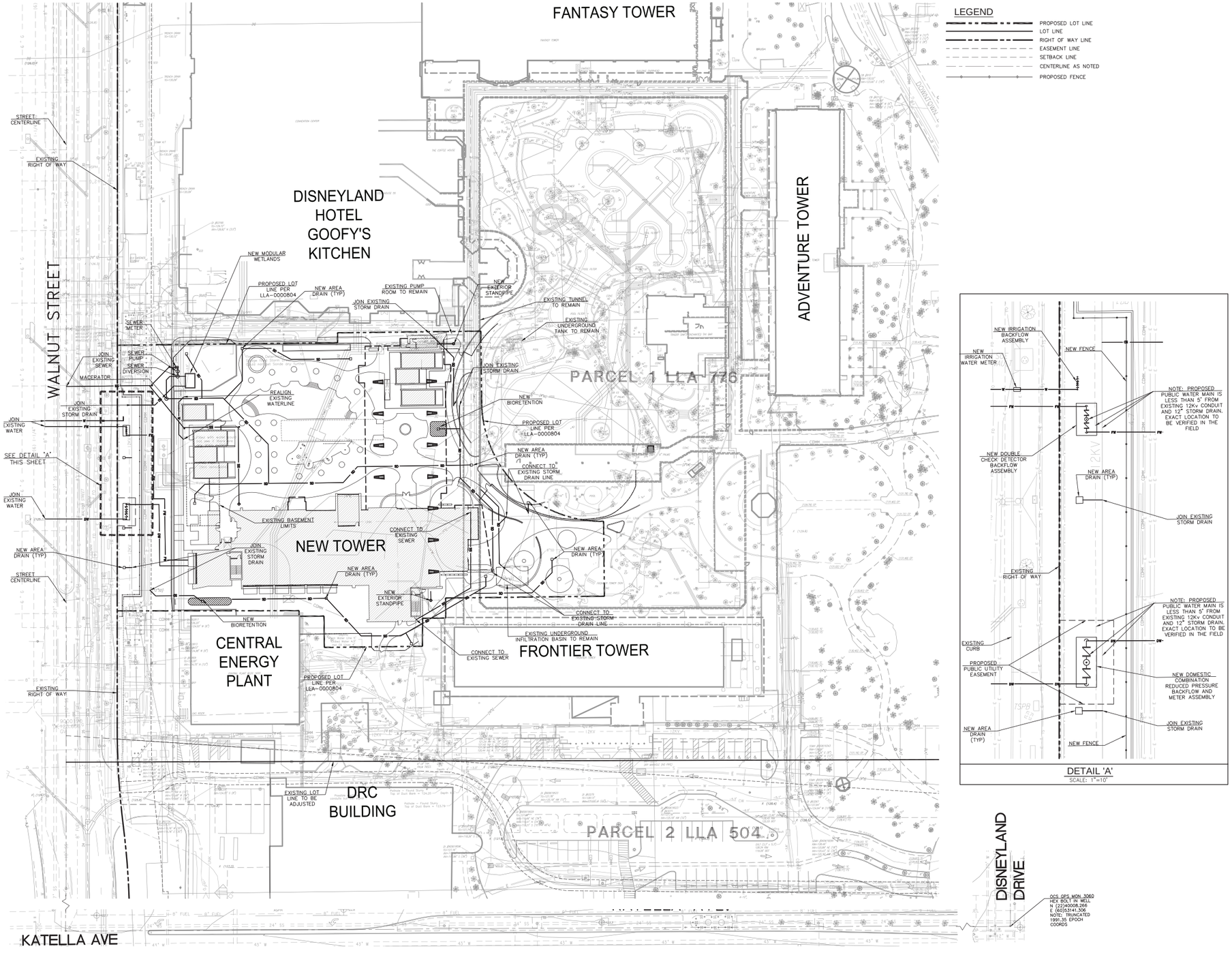
Grading Plan

Exhibit 23

Vacation Ownership Resort Project at Disneyland Hotel

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LEGEND

- PROPOSED LOT LINE
- LOT LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- CENTERLINE AS NOTED
- PROPOSED FENCE

DETAIL 'A'
SCALE: 1"=10'

Source: Psomas 2020

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Utilities and Drainage Plan

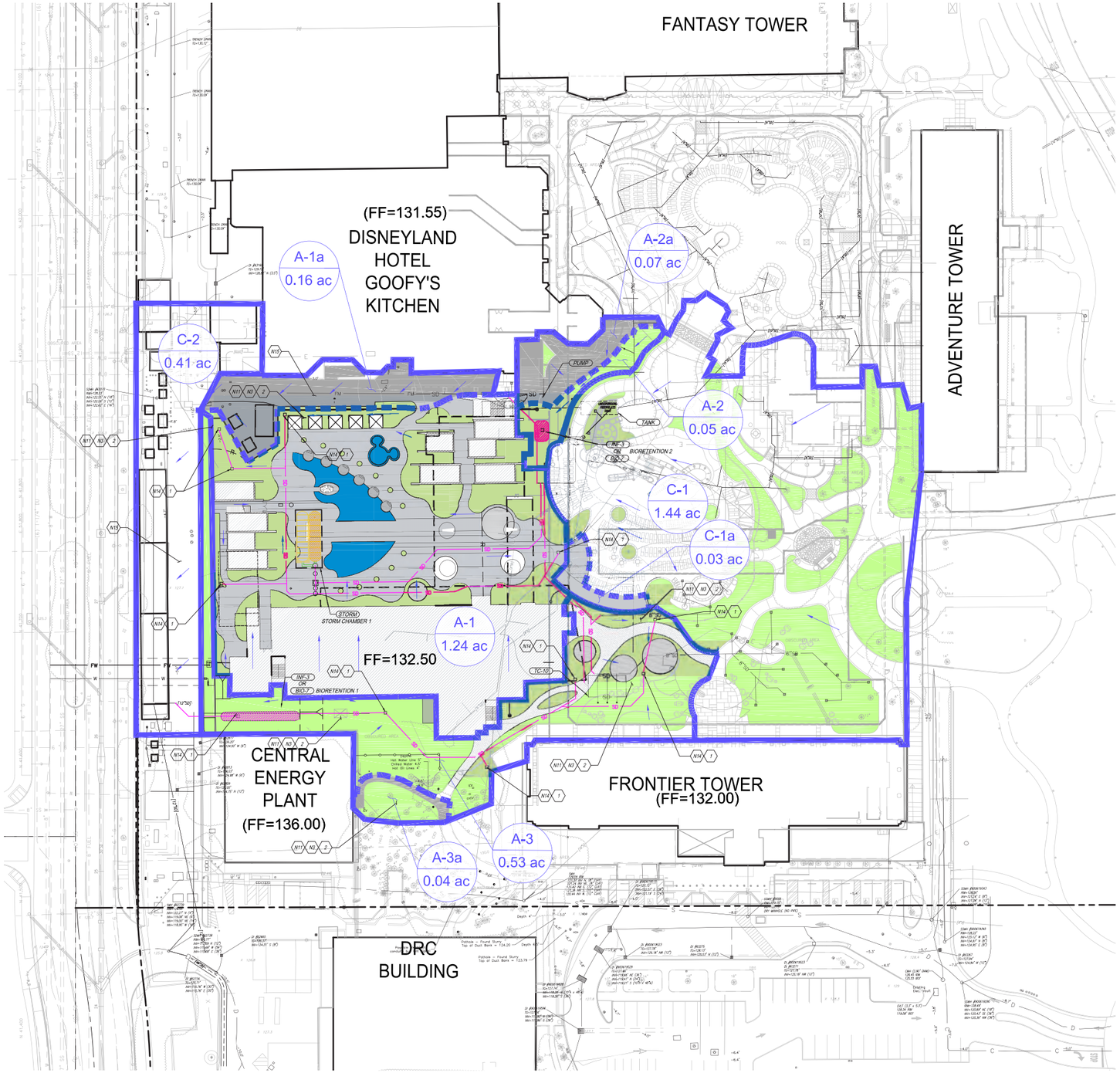
Exhibit 24

Vacation Ownership Resort Project at Disneyland Hotel

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(03/13/2020 RMB) R:\Projects\3MAR\3MAR300104\Graphics\Addendum\ex_Utilities_and_DrainagePlan.pdf



LEGEND

- SUBWATERSHED BOUNDARY
- SUBAREA BOUNDARY
- LOT LINE
- RIGHT OF WAY LINE
- CENTERLINE AS NOTED
- SD — PROPOSED STORM DRAIN LATERAL
- A-1 / 2.91 ac — DRAINAGE SUB-AREA LABEL; SUB-AREA SIZE (acres) 3.97 acres total
- BIOFILTER (INF-3)
- SD — EXISTING STORM DRAIN PIPE
- UNDERGROUND INFILTRATION SYSTEM
- PERVIOUS AREA
- PROPOSED WATER FEATURE

STRUCTURAL BMP's

- 1 — STORM DRAIN SYSTEM STENCILING AND SIGNAGE
- 2 — EFFICIENT IRRIGATION AND LANDSCAPE DESIGN

BIOTREATMENT BMP's

- STORM — STORMTECH INFILTRATION SYSTEM
- TC-10 — EXISTING UNDERGROUND INFILTRATION TRENCH TO REMAIN
- TANK — EXISTING UNDERGROUND STORM DRAIN TANK
- BIO-7 — MODULAR WETLAND
- INF-3 — INFILTRATION BASIN
- PUMP — PUMP ROOM

NON-STRUCTURAL BMP's

- N2 — LANDSCAPE MAINTENANCE
- N11 — LITTER CONTROL
- N14 — CATCH BASIN AND INLET INSPECTION
- N15 — STREET SWEEPING

DRAINAGE SUB-AREA	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL CREDITS GENERATED (SF)
A-1	14,350	39,800	54,150	0
A-1a	550	6,250	6,800	6,250
A-2	2,300	0	2,300	0
A-2a	120	3,080	3,200	3,080
A-3	17,100	6,150	23,250	0
A-3a	1,130	570	1,700	570
C-1	21,100	41,425	62,525	0
C-1a	0	1,325	1,325	0
C-2	0	17,725	17,725	0
TOTAL	56,650	116,300	172,950	9,819

Source: Psomas, January 2020

Preliminary Water Quality Management Plan Best Management Practices (BMPs)

Exhibit 25

Vacation Ownership Resort Project at Disneyland Hotel

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0 30 60 120 Feet

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This document provides sufficient information to allow the City of Anaheim and any other permitting agencies to evaluate the potential impacts from construction and implementation of the Project.

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SECTION 5.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?	☐	☐	☐	☑	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑	☐
II. AGRICULTURE AND FORESTRY RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☑

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard.	☐	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☑	☐
IV. BIOLOGICAL RESOURCES -- Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☐	☑

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
V. CULTURAL RESOURCES -- Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?	☐	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	☐	☐	☐	☑	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☑	☐
VI. ENERGY -- Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☐	☑
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☑	☐
VI. GEOLOGY AND SOILS -- Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑	☐
(ii) Strong seismic ground shaking?	☐	☐	☐	☑	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑	☐
(iv) Landslides?	☐	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☑	☐

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑	☐
VII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑	☐
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑	☐

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
IX. HYDROLOGY AND WATER QUALITY -- Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
(i) result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☑	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☑	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☑	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☑	☐
X. LAND USE AND PLANNING -- Would the project:					
a) Physically divide an established community?	☐	☐	☐	☑	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☑
XI. MINERAL RESOURCES -- Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☑

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
XII. NOISE -- Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☑	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☑	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☑
XIV. POPULATION AND HOUSING -- Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑	☐
XV. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☐	☑	☐
Police protection?	☐	☐	☐	☑	☐
Schools?	☐	☐	☐	☑	☐
Parks?	☐	☐	☐	☑	☐
Other public facilities?	☐	☐	☐	☑	☐
XVI. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑	☐

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
XVII. TRANSPORTATION -- Would the project:					
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☐	☑	☐
XVIII. TRIBAL CULTURAL RESOURCES					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section §5020.1(k), or	☐	☐	☐	☑	☐
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section §5024.1. In applying criterial set forth in subdivision (c) of Public Resources Code Section §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☑	☐
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form)?	☐	☐	☐	☑	☐

Environmental Issues	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☑	☐
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☑	☐
XIX. WILDFIRE -- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑	☐

This portion of the Addendum examines the environmental issues analyzed in EIR 311. By definition, an addendum to a CEQA document demonstrates that modifications/alterations to the previously approved project would not substantially increase environmental impacts or create any new significant impacts. The following analysis supports that finding. Because the Project represents a minor modification to a previously analyzed and approved project, this Addendum does not include an analysis specific to the Mandatory Findings of Significance topic identified in the City of Anaheim Environmental Checklist.

As discussed previously, this document is an Addendum to EIR 311. Therefore, this document incorporates applicable analysis from EIR 311 and all applicable mitigation measures (MMs) from Mitigation and Monitoring Program (MMP) No. 0067, approved in conjunction with the certification of EIR 311. Any modifications to the mitigation measures from EIR 311 are in ~~strikethrough~~ for deleted text and **bold** for new inserted text.

The City may substitute, at its discretion, any mitigation measure (and timing thereof) that has (1) the same or superior result as the original mitigation measures and (2) the same or superior effect on the environment. The City of Anaheim Planning Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent timing" and, if deemed necessary, may refer said determination to the Planning Commission. Any costs associated with information required for the Lead Agency to make a determination of equivalency/timing shall be borne by the Property Owner/Developer.

5.1 AESTHETICS

5.1.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

The Visual Resources and Aesthetics analysis for EIR 311 determined implementation of Specific Plan (SP) 92-1 would have beneficial impacts on the area because of the extensive landscaping and design features. However, unavoidable adverse visual impacts were anticipated for property owners along Walnut Street immediately adjacent to the West Parking Area and hotel parking facilities, and also potentially for property owners adjacent to the Future Expansion District, even with the implementation of Project Design Features (PDF) PDF 3.12-1 and PDF 3.5-3 and Mitigation Measures (MM) 3.12-1 through 3.12-3 and MM 3.12-5. The City Council adopted a Statement of Overriding Considerations with regard to this potentially significant and unavoidable impact. EIR 311 did not anticipate any other significant impacts related to Aesthetics.

EIR 311 assessed shadow impacts caused by project development, and determined that due to the large setbacks, terraced parking structures, and relatively low building heights, shadows on residential properties on Walnut Street was expected to be minimal, generally limited to the early morning hours for a short period of time ranging from one- to two- hours Because it was for brief periods during the early morning, these shadow impacts were determined in EIR 311 to less than significant. EIR 311 also identified that implementation of the DRSP would result in lighting that would add to the illumination of the area at night. EIR 311 disclosed that nighttime illumination would occur as part of the DRSP, including illumination of buildings, pedestrian walkways, parking areas, and roadways internal to the project area. EIR 311 found that less than significant impacts would be generated by the introduction of nighttime lighting.

5.1.2 PROJECT ENVIRONMENTAL REVIEW

Except as provided in Public Resources Code Section 21099, would the Project:

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

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Consistent with the findings of EIR 311, the Project Site and surrounding area are located in a highly urbanized area of the City that does not contain any scenic vistas or visual resources and is not visible from any State or local scenic highways. According to the California Scenic Highways Mapping System, the closest designated highway is State Route (SR) 91, which is an Officially Designated State Scenic Highway located approximately 6.0 miles east of the Project Site (Caltrans 2020a). Based on Figure C-1 of the City's General Plan Circulation Element, the closest scenic expressway is Santa Ana Canyon Road, located approximately 6.8 miles

northeast of the Project Site. Due to the distance from these roadways and the presence of intervening structures and topography, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those impacts identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Implementation of the Project would result in a change to the existing visual conditions of the Project Site through construction of a new 12-story building on a Project Site that is currently developed with an existing outdoor lawn and event space, outdoor walking paths, a health club building, and a building containing maintenance shops. The Project Site is adjacent to other buildings of similar height as the Project including the Disneyland Hotel's 13-story Frontier Tower immediately to the east and 11-story Adventure Tower to the north.

The proposed building would be located east of Walnut Street within the interior of The Disneyland Resort. Primary public views of the site are from Walnut Street as well as from the residential uses on the west side of Walnut Street located on Audre Drive within the Hermosa Village Apartments community. Exhibits 26a and 26b, *Neighborhood View Study,* provide views of the Project from surrounding public viewpoints.

The proposed 12-story building also would result in localized shading, which would vary by time of day and time of year. Exhibit 27, *Shading Study,* demonstrates these impacts and affirms that shadows from the Project would only affect sensitive uses, such as pool and outdoor event and dining areas that are part of The Disneyland Resort.

Although the proposed building would be visible from off-site areas, the Project would be consistent with applicable zoning and other regulations governing scenic quality, as discussed in more detail in Section 5.11, *Land Use and Planning*. The Project would complement existing uses throughout The Disneyland Resort and would be constructed in compliance with the Private Realm design standards and design guidelines set forth in the DRSP and Title 18 of the Anaheim Municipal Code (refer to PDF 3.12-1 from EIR 311). As discussed in Section 4.0, Project Description, the Project would include landscaping, hardscaping, and other visual elements such as water features to enhance the guest experience. The Project would comply with MM 3.12-3 from EIR 311, requiring submittal of a landscape and irrigation plan, and MM 3.12-5 from EIR 311, requiring participation in a landscape assessment and maintenance district as well as Conditions of Approval (COA) 19 and 21, requiring landscaping and trees within the Setback Realm. The applicant currently participates in the Anaheim Resort Maintenance District (ARMD) and pays an annual assessment for the ARMD to maintain setback areas for a cohesive look within The Anaheim Resort. As described above, the Project has incorporated a landscaped setback, as described in more detail in Section 4.2.5, which would improve views from Walnut Street and other viewpoints to the west of the Project Site.

Although the analysis did not identify a significant impact, the Project would comply with previously approved MM 3.12-2, requiring screening of all mechanical equipment and trash areas, as well as MMs 3.12-3 and 3.12-5, discussed previously, MM 3.12-1, PDF 3.12-1 and COAs 19,



View 1



View 2





View 3



View 4

Source: Marnell Architecture 2020

Neighborhood View Study

Exhibit 26a

Vacation Ownership Resort Project at Disneyland Hotel

PSOMAS

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View 5





View 6

NOTE: MASSING SHOWN IN EXISTING CONDITION.
SEE SHEET FSP-116.1 FOR MORE INFORMATION ON
PROPOSED WALNUT EDGE CONDITION



View 7



View 8

Source: Marnell Architecture 2020

Neighborhood View Study

Exhibit 26b

Vacation Ownership Resort Project at Disneyland Hotel

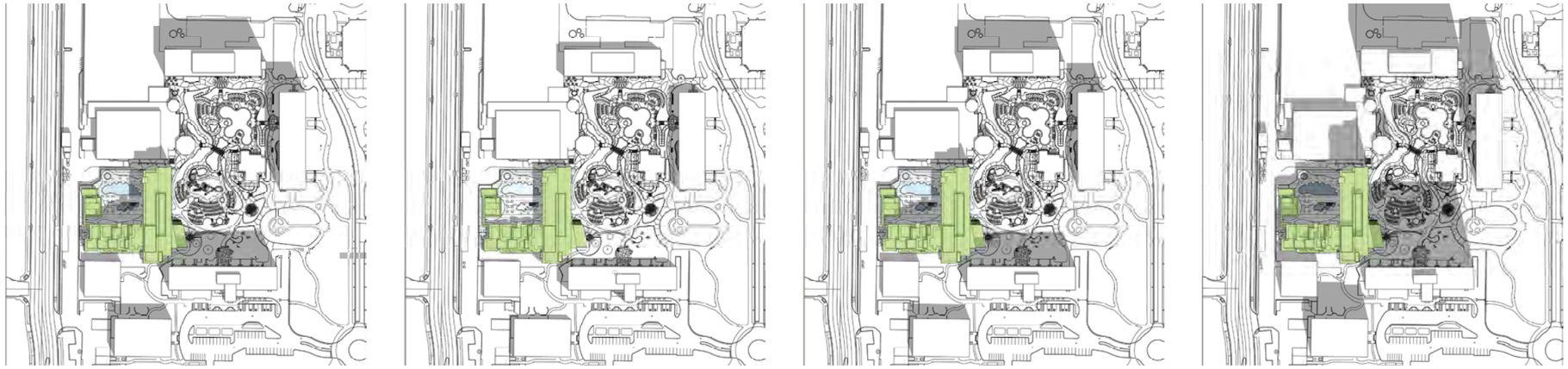
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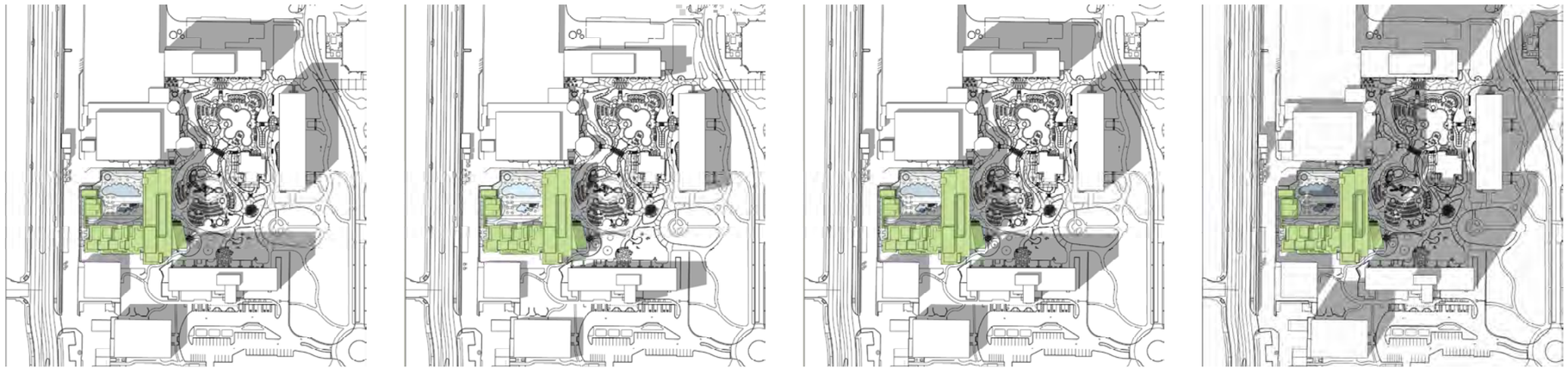
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MARCH 20TH | JUNE 20TH | SEPTEMBER 20TH | DECEMBER 20TH

11:00 AM



2:00 PM



5:00 PM



Source: Marnell Architecture 2020

Shading Study

Exhibit 27

Vacation Ownership Resort Project at Disneyland Hotel

N W E S

PSOMAS

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21 through 23, 31 through 35, and 60. The impacts identified for the Project would not be greater than identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Due to the built-out nature of the Project Site and surrounding areas, substantial sources of light and glare already exist in the Project vicinity. The Project would include the installation of new lighting sources associated with the proposed building and pedestrian areas. The nearest potential viewers that could be affected by lighting and glare generated from the Project include residential uses west of Walnut Street. Project lighting that would be partially visible for these viewers would be limited to a linear grazer light that would distinguish the edges of the building. Additionally, twinkle lights would be integrated into the roof of the first floor; however, due to the proposed walls associated with the Project, these lights are not expected to be visible from the residential uses west of Walnut Street. Other lit areas of the Project would be screened from public views, including pool and spa areas. The Project includes building materials and architectural treatments that could cause daytime glare, including glass, metal, and aluminum building materials. The proposed building materials are similar to building materials used on existing structures within the Disneyland Hotel, adjacent to the proposed structure. Glare that would be generated by the Project is typical of the surrounding area and would not increase beyond what is expected for an urban area or already exists in the Project area. Consistent with the analysis in Section 3.12, Visual Resources and Aesthetics, of EIR 311, existing illumination of the DRSP area would affect the Project Site, and the Project would affect the illumination of the adjacent properties. Sources of existing night lighting impacting the Project Site include lighting from The Disneyland Resort land uses, including hotels, parking areas, Downtown Disney, and the theme parks. The Project Site is also subject to lighting associated with Walnut Street immediately to the west. The Project would comply with the lighting specifications outlined in the DRSP. Therefore, consistent with the conclusions in EIR 311, the continuation of nighttime illumination features would not represent a new, significant impact with regard to lighting or glare. Although the analysis did not identify a significant impact, the Project would comply with previously approved MM 3.12-4 from EIR 311, requiring preparation of lighting plans, and COA 34, as identified below. The impacts identified for the Project would not be greater than identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the aesthetics analysis provided in EIR 311.

Mitigation Program

The following MMs and PDF are from Mitigation Monitoring Program No. 0067, adopted in connection with the Visual Resources and Aesthetics analysis in EIR 311. These MMs and PDF also would be applicable to the Project.

MM 3.12-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.12-2 Prior to issuance of each building permit and to be implemented prior to final building and zoning inspections, the property owner/developer shall submit plans which illustrate that all mechanical equipment and trash areas for the subject buildings will be screened from adjacent public streets and adjacent residential areas.

MM 3.12-3 Prior to issuance of each building permit, the property owner/developer shall submit a landscape and irrigation plan for areas outside of the theme parks. This plan shall be prepared by a licensed landscape architect. The landscape plan shall include a phasing plan for the installation and maintenance of landscaping associated with that building permit.

MM 3.12-5 Prior to final building and zoning inspection ~~for the Disneyland Resort~~, the applicant shall participate in a landscape assessment and maintenance district, if one is established for the Anaheim Resort. **[Note: The City of Anaheim formed the Anaheim Resort Maintenance District in 1999 (City Council Resolution No. 99R-144)].**

PDF 3.12-1 Prior to approval of final site plan or issuance of each building permit, whichever occurs first, the proposed Specific Plan incorporates design guidelines as well as zoning and development standards, many of which have been designed to reduce the potential visual impacts of the project and to present a visually integrated resort area, including:

- The Disneyland Resort Specific Plan provides for heavily landscaped streetscapes and gives the guidelines for trees and shrubs, light fixtures, benches, monuments, and signs located within the landscaped area.
- The East and West Parking Areas and the hotel parking facilities will have landscaped setbacks from the public right-of-way and are restricted in height.
- Rights-of-way will be landscaped to add to the aesthetics of the area.
- The landscape treatments will vary to create distinct places visually.
- The West Parking Area and hotel parking facilities will be terraced back from Walnut Street with landscaping treatments above 40 feet. In addition, canopy trees will be planted in a center median on Walnut Street, and the parkway along the street will be landscaped.
- A coordinated color theme for major street features will be incorporated into the design.
- The service areas and back-of-house areas will be screened from public view.
- All rooftop equipment on buildings will be screened as per the Specific Plan.
- A layered landscape treatment in the setback realm will provide screening of a 9-14 feet in height sound wall adjacent to the Southwest Parking Area.

The following conditions of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 19 That with the exception of landscaped areas in the theme parks, prior to final building and zoning inspections, a licensed landscape architect shall certify to the Planning Department that all landscaping has been installed in accordance with landscaping plans approved by the City and on file with the Building Division of the Planning Department.

COA 21 That any tree planted within the Setback Realm shall be replaced in a timely manner in the event that it is removed, damaged, diseased and/or dead.

COA 22 That a licensed arborist shall be responsible for all tree trimming within the Setback Realm.

COA 23 That prior to the commencement of construction activity, the property owner/developer shall install and maintain specially designed construction barriers at the construction project perimeter areas. The construction sound barriers shall be a minimum height of 8’ with a minimum surface weight of 1.25 lbs per square foot or a minimum Sound Transmission Class Rating (STC) of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals or other design techniques to minimize sound leakage when in the closed position. Access doors should be self closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product.

COA 31 That prior to final building and zoning inspections, all air conditioning facilities and other roof and ground mounted equipment shall be shielded from public view as required by the Specific Plan and the sound buffered to comply with City of Anaheim noise ordinances from any adjacent residential or transient occupied

properties. Such information shall be specifically shown on the plans submitted for building permits

COA 32 That except within the Theme Park District, prior to final building and zoning inspections, all plumbing or other similar pipes and fixtures located on the exterior of the building shall be fully screened from view of adjacent public rights-of-way and from adjacent properties by architectural devices and/or appropriate building materials; and, further, such information shall be specifically shown on the plans submitted for building permits.

COA 33 That property owner/developer shall be responsible for the removal of any on-site graffiti within 24 hours of its application.

COA 34 That the location and configuration of all lighting fixtures including ground-mounted lighting fixtures utilized to accent buildings, landscape elements, or to illuminate pedestrian areas in the Hotel District, Parking District and development in the C-R Area and in District A, shall be shown on all Final Site Plans. All proposed surface parking area lighting fixtures shall be down-lighted with a maximum height of twelve (12) feet adjacent to any residential properties. All lighting fixtures shall be shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines. All lighting fixtures, types and locations shall be identified on the plans submitted for building permits.

COA 35 That in connection with the submittal of Final Site Plans, building elevations shall show that the rear elevations of buildings visible from a 5-foot high view point from off-site areas shall be architecturally accented to portray a finished look.

COA 60 That prior to final building and zoning inspections, the water backflow equipment and any other large water system equipment shall be installed to the satisfaction of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys. Such information shall be specifically shown on the plans submitted for Final Site Plan approval and for building permits.

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

The Land Use and Related Plan and Policies section of EIR 311 addressed Agricultural Resources. EIR 311 considered the loss of approximately 24 acres of land designated prime agricultural land as part of development of the DRSP's Future Expansion District a significant and unavoidable adverse impact. The City Council adopted a Statement of Overriding Considerations with regard to this potential impact. EIR 311 does not specifically address forest resources.

5.2.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is designated "Urban and Built-Up Land", according to the State of California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). The FMMP indicates that the Project Site does not contain land that is designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (FMMP 2016). Additionally, the Project Site does not have land zoned for agricultural use. Lastly, the Project Site is not in agricultural use nor is it under Williamson Act contracts and no such designated land is nearby. Therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to agricultural resources.

Since the Project Site is in an urban area, no changes would result in conversion of farm or forest land to non-agricultural or non-forest uses. The Project Site is not considered to be farmland of significance or land in agricultural use. The Project Site is not defined as forest land according to Section 12220(g) of the *California Public Resources Code*, which defines forest land as "land that can support ten percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits", nor is it zoned for Timberland Production as defined by Section 51104(g) of the *California Government Code*. The Project would involve redevelopment of a developed site, consistent with the development areas as previously evaluated and approved for the Project Site. Therefore, no new impacts related to agricultural and forest resources would occur.

The impacts identified for the Project would not be greater than identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the agriculture and forest resources analysis provided in EIR 311.

Mitigation Program

No mitigation measures are required.

5.3 AIR QUALITY

5.3.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 concluded that on a project-specific and cumulative basis, operational emissions would result in significant increases in emissions of reactive organic gases (ROGs), nitrogen oxides (NO_x), and carbon monoxide (CO) in 2000 and 2010 and would result in a significant and unavoidable impact. On a project-level basis, particulate matter 10 (PM_{10}) and sulfur oxide (SO_x) emissions were determined to be below the levels of significance for 2000 and 2010, but on a cumulative basis, PM_{10} emissions were determined to exceed SCAQMD significance thresholds in the 2000. EIR 311 concluded that MM 3.4-2 would ensure that stationary sources and utilities would not contribute to adverse impacts on a cumulative basis after offsetting pursuant to SCAQMD regulations. In addition, local air quality impacts would not result in a significant adverse local carbon monoxide impact on a project or cumulative basis.

As shown in Table 3, *Cumulative Project Emissions without Mitigation*, operational emissions from stationary sources, utilities, onsite service vehicles and engines, and mobile sources will exceed the significance thresholds established by the SCAQMD for ROG, NOx, and CO. EIR 311 concluded that implementation of MMs 3.4-1 through MM 3.4-6, MM 3.8-4 through MM 3.8-6, and adherence to PDF 3.4-2 through PDF 3.4-8 would reduce emissions to the extent feasible. However, the increase in emissions associated with The Disneyland Resort Project would contribute to a significant impact on a cumulative basis. The City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

TABLE 3
CUMULATIVE PROJECT EMISSIONS WITHOUT MITIGATION

Year	Emissions (lbs./day)				
	VOC	NO_X	SO_X	CO	PM_{10}
Construction Emissions[a]	162	1,462	114	863	5,841[b]
WESTCOT Operational Emissions in 2000 (without mitigation)	329	1,157	98	2,002	104
Total Cumulative Emissions	**491**	**2,619**	**212**	**2,865**	**5,945**

Notes:
[a] Includes emissions due to grading, construction equipment, trucks, and employee vehicles due to Future Expansion District construction activities. Estimates of emissions from construction equipment, employee vehicles, and service and dirt trucks are based on the first quarter of 1995 construction activity for the WESTCOT Center.
[b] Grading emissions are based on anticipated maximum acreage exposed in year 2000. Source: The Walt Disney Company.
[c] Include emissions from utility usage, mobile sources, stationary sources and onsite engines due to WESTCOT Center operations. Stationary source emissions were included in the total emissions; however, they must be offset to obtain SCAQMD permits to begin operation.

Source: Anaheim 1992.

5.3.2 PROJECT ENVIRONMENTAL REVIEW

According to the City of Anaheim, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants: ozone, carbon monoxide, nitrogen oxides, sulfur dioxide, and particulate matter 10 and 2.5 microns. The characteristics and health effects of these criteria pollutants are described below:

- Ozone (O_3) is a nearly colorless gas that is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Ground-level O_3 exposure can cause a variety of health problems, including: lung irritation, wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities; permanent lung damage; aggravated asthma; and increased susceptibility to respiratory illnesses.
- Carbon monoxide (CO) is a colorless and odorless toxic gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can lead to headaches, aggravation of cardiovascular disease, and impairment of central nervous system functions.

- Nitrogen oxides (NO_x) are yellowish-brown gases, which at high levels can cause breathing difficulties. NO_x are formed when nitric oxide (a pollutant from internal combustion processes) combines with oxygen.
- Sulfur dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- Particulate Matter 10 (PM_{10}) and Particulate Matter 2.5 ($PM_{2.5}$) refer to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation. Particulate matter includes both aerosols and solid particles. An example of particulate matter is fugitive dust. Short-term exposure to high $PM_{2.5}$ levels is associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure to high $PM_{2.5}$ levels is associated with premature mortality and development of chronic respiratory disease. Short-term exposure to high PM_{10} levels is associated with hospital admissions for cardiopulmonary diseases, increased respiratory symptoms, and possible premature mortality.

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

The SCAQMD adopted the 2016 AQMP on March 3, 2017 (SCAQMD 2017b). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and the Southern California Association of Governments' (SCAG's) latest growth forecasts.

The two principal criteria for conformance with an AQMP are:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emissions reductions in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of Project buildout.

To estimate if a project may adversely affect the air quality in the region, the SCAQMD has prepared the *Air Quality Analysis Guidance Handbook* (SCAQMD 1993) to provide guidance to those who analyze the air quality impacts of projects. The SCAQMD Handbook states that any project in the SoCAB with daily emissions that exceed any of the identified significance thresholds may have an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions would exceed the full buildout for EIR 311, presented in Table 3, *Cumulative Project Emissions Without Mitigation*. The increase in emissions from vehicle trips associated with The Disneyland Resort Project, without mitigation, also would contribute to a significant impact on a cumulative basis. The City Council adopted a Statement of Overriding Considerations with regard to this potential impact. The air quality emissions presented in EIR 311 is the basis of comparison for this Addendum.

For informational purposes, the SCAQMD's established regional air quality significance thresholds are listed in Table 4, *South Coast Air Quality Management District Air Quality Significance Thresholds.* These regional emission thresholds cannot be used to correlate whether a specific health impact would occur to an individual receptor. These significance thresholds were developed to assist Lead Agencies with a consistent threshold that could be used to determine whether a project's emissions could significantly contribute to the total emissions occurring within an air basin. The totality of the air basin's emissions would determine whether it would be in attainment of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

TABLE 4
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds (lbs/day)		
Pollutant	**Construction**	**Operation**
VOC	75	55
NO_X	100	55
CO	550	550
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
Lead	3	3

lbs/day: pounds per day; VOC: volatile organic compound; NO_X: nitrogen oxides; CO: carbon monoxide; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter; SO_X: sulfur oxides.

Source: SCAQMD 2019.

The analysis estimated project emissions using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2018). CalEEMod models construction and operational emissions for land development projects and allows for the input of project- and County-specific information. The CalEEMod input for construction emissions uses the Project's construction assumptions and default assumptions derived from CalEEMod. Construction staging would be located on the site. The analysis used the vehicle trip generation rate provided by the traffic engineer (Gibson 2020) and the building area to characterize operations phase emissions.

Existing Air Quality Conditions

The monitoring data presented in Table 5, Air Quality Measurements at the Central Orange County—Anaheim Monitoring Station, were obtained from the SCAQMD (SCAQMD 2020). Pollutants measured at this monitoring station include O_3, $PM_{10}1$, $PM_{2.5}$, and NO_2. Federal and State air quality standards are presented with the number of times those standards were exceeded.

TABLE 5
AIR QUALITY MEASUREMENTS AT THE CENTRAL ORANGE COUNTY MONITORING STATION

Pollutant	California Standard	National Standard	Year	Max. Level[a]	State Standard Days Exceeded[b] /Percent Samples Exceeding	National Standard Days Exceeded[b, c] /Percent Samples Exceeding
O_3 (1 hour)	0.09 ppm	None	2016	0.103	2 days	0 days
			2017	0.090	0 days	0 days
			2018	0.112	1 day	0 days
O_3 (8 hour)	0.070 ppm	0.070 ppm	2016	0.074	4 days	4 days
			2017	0.076	4 days	4 days
			2018	0.071	1 day	1 day
PM10 (24 hour)	50 µg/m^3	150 µg/m^3	2016	74	1%	0%
			2017	128	5%	0%
			2018	129	4%	0%
PM10 (AAM)	20 µg/m^3	None	2016	24.4	N/A	N/A
			2017	26.3	N/A	N/A
			2018	27.2	N/A	N/A
NO_2 (1 Hour)	0.18 ppm	0.100 ppm	2016	0.064	0	0
			2017	0.081	0	0
			2018	0.066	0	0
NO_2 (AAM)	0.030 ppm	0.053 ppm	2016	0.015	–	–
			2017	0.014	–	–
			2018	0.014	–	–
CO (8 hour)	9.0 ppm	9.0 ppm	2016	2.1	–	–
			2017	2.1	–	–
			2018	1.9	–	–
PM2.5 (24 Hour)	None	35 µg/m^3	2016	44.45	N/A	0.3%
			2017	53.90	N/A	2%
			2018	54.10	N/A	0.8%
PM2.5 (AAM)	12 µg/m^3	15 µg/m^3	2016	9.47	N/A	N/A
			2017	11.39	N/A	N/A
			2018	11.02	N/A	N/A

O_3: ozone; ppm: parts per million; PM10: respirable particulate matter with a diameter of 10 microns or less; µg/m^3: micrograms per cubic meter; AAM: annual arithmetic mean; NO2: nitrogen dioxide; CO: carbon monoxide; PM2.5: fine particulate matter with a diameter of 2.5 microns or less

"–" indicates that the data are not reported or there is insufficient data available to determine the value. N/A indicates that there is no applicable standard.

[a] California maximum levels were used.
[b] For annual averaging times, a "Yes" or "No" response is given if the annual average concentration exceeded the applicable standard.
[c] PM is measured once every 6 days. Where 2 values are shown for PM10 and PM2.5, the first is for the measured value, and the second is the estimated value if monitored every day.

Source: SCAQMD 2020.

Would the project:

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As detailed above under "Project Environmental Review", the two principal criteria for conformance with an AQMP are:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emissions reductions in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of Project buildout.

With respect to the first criterion of conformance with the AQMP, the analyses prepared in response to Thresholds (b) and (c) below demonstrate that the Project would not generate short-term or long-term emissions of criteria pollutants that could potentially cause an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards beyond those impacts considered in EIR 311.

With respect to the second criterion, EIR 311 determined that The Disneyland Resort Project satisfies all three criteria set forth in the SCAG guidelines for both 2000 and 2010. The three criteria that the SCAG guidelines set forth for demonstrating conformity of general development projects include: job/housing balance or equivalent reduction in VMT; implementation of Transportation Demand Management (TDM) measures; and conformity with AQMP assumptions, including no significant negative impact on air quality, mitigation of negative air quality impacts, and analysis of air quality impacts on both a city or sub-regional basis and a regional basis. EIR 311 determined that although project-related emissions would exceed SCAQMD thresholds of significance, because project-related growth is within Growth Management Plan growth projections, the emissions increases have been accounted for and addressed in the 1991 AQMP. Overall, the EIR states that The Disneyland Resort Project would not exceed the assumptions of the AQMP. As shown in Table 1, *Remaining Entitlements*, of this Addendum, the Project is well within the existing entitlements allowed for development under DRSP. The Project proposes 350 rooms, and the remaining entitlements include 3,258 hotel rooms, with an overall DRSP allowance of 5,600 rooms. Therefore, consistent with the approach taken for EIR 311, the Project would also be consistent with the AQMP. There would be no new significant impacts or a substantial increase in the severity of previously identified effects. The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR.

Short-term Construction-Related Impacts

Air pollutant emissions would occur from the following activities: construction equipment exhaust; fugitive dust from demolition and site grading; exhaust from trucks hauling demolition debris, soil, and materials and from vehicles trips by construction workers; and volatile organic compounds (VOCs) from painting and asphalt paving operations. The analysis incorporates project construction rules such as SCAQMD Rule 403, Fugitive Dust, which requires watering of active grading areas, into the emissions calculations for the Project.

Construction Phase Emissions Thresholds

Table 6, *Estimated Maximum Daily Regional Construction Emissions*, presents the estimated maximum daily emissions during construction of the Project and compares the estimated emissions with the projected construction emissions of EIR 311 development and the SCAQMD thresholds. The SCAQMD thresholds are provided in Table 6 for informational purposes, to provide context for the magnitude of Project emissions compared to the SCAQMD's construction thresholds. However, for purposes of an Addendum, the Project emissions are compared to the emissions of The Disneyland Resort Project.

TABLE 6
ESTIMATED MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Year	Emissions (lbs./day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	2	18	8	<1	3	2
2021	3	34	22	<1	3	2
2022	2	15	12	<1	2	1
2023	113	13	12	<1	2	1
Proposed Project Maximum Emissions	*113*	*34*	*22*	*<1*	*3*	*2*
Approved Project Construction Emissions (Table 3)	162	1,462	863	114	5,841	NA*
SCAQMD Threshold for Construction	75	100	550	150	150	150
Does Proposed Project exceed SCAQMD Thresholds?	Yes	No	No	No	No	No
Does Approved Project Exceed SCAQMD Thresholds?	Yes	Yes	Yes	No	Yes	NA*
Does Proposed Project Exceed Emissions for the Approved Project?	**No**	**No**	**No**	**No**	**No**	**No**

lbs./day: pounds per day; VOC: volatile organic compound; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District

* At time of EIR 311 certification, the SCAQMD had not required quantification of $PM_{2.5}$ emissions

Source: SCAQMD 2019 (thresholds); see **Appendix A** for CalEEMod model outputs.

As shown in Table 6, Project construction mass daily emissions for NO_X, CO, SOx, PM_{10}, and $PM_{2.5}$ would be less than the respective SCAQMD threshold and the emissions disclosed in EIR 311 for the respective criteria pollutants. However, consistent with the analysis in EIR 311, mass daily emissions for VOCs were found to exceed the respective SCAQMD threshold primarily due to the application of architectural coatings. Implementation of MM 3.4-5 would reduce construction

emissions, but not to a level considered less than significant for VOC.[1] Despite the exceedance of the SCAQMD VOC threshold, the impacts identified for the Project would not be greater than those identified in EIR 311. Therefore, the Project would be consistent with the findings for the Approved Project. As such, the Project would not create a new significant impact or a substantial increase in the severity of impacts previously identified in EIR 311.

Cumulative Construction-Related Impacts

The Project Site is located in the SoCAB, which is currently designated by the United States Environmental Protection Agency (USEPA) for federal standards as a nonattainment area for ozone and $PM_{2.5}$ and by the California Air Resources Board (CARB) for the State standards as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. The regional ozone, PM_{10}, and $PM_{2.5}$ emissions associated with construction of the Project are provided in Table 6, above, and demonstrate that development of the Project would have less emissions than what was previously assumed for The Disneyland Resort Project. Therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified impacts.

Operational-Related Impacts

The following section provides an analysis of potential long-term air quality impacts to regional and local air quality with the long-term operation of the Project. The net change in emissions is the emissions associated with the Project with deductions for emissions from existing conditions. The potential operations-related air pollutant emissions have been analyzed below for the regional and local criteria pollutant emissions.

Operational emissions include area, energy, and mobile source emissions. The principal area source of VOC emissions associated with the Project would result from the use of consumer products; the major area source of CO emissions would be landscaping equipment. Area and energy source emissions are based on CalEEMod assumptions for the specific land uses and size. Mobile source emissions are based on the Project's Traffic Study, which found that the Project would generate 1,365 daily trips (Gibson 2020). Estimated peak daily operational emissions are shown in Table 7, *Peak Daily Operational Emissions*.

[1] The inputs for architectural coating VOC emissions were based upon SCAQMD Rule 1113 VOC limits. The SCAQMD defines Low-VOC paints as "paints that meet the regulatory limits in the South Coast AQMD Rule 1113" (https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings). Therefore, the modeling quantifies VOC emissions for architectural painting based upon the regulatory limit of Rule 1113.

TABLE 7
PEAK DAILY OPERATIONAL EMISSIONS

Source	Emissions (lbs./day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area sources	6	<1	<1	<1	<1	<1
Energy sources	<1	3	2	<1	<1	<1
Mobile sources	2	3	19	<1	7	2
Stationary sources	5	<1	14	<1	<1	<1
Total Proposed Project Operational Emissions*	14	6	36	<1	7	2
WESTCOT Operational Emissions in 2000 (without mitigation) (*Table 3)*	329	1,157	2,002	98	104	NA**
SCAQMD Significance Threshold for Operations	55	55	550	150	150	55
Does Proposed Project exceed SCAQMD Thresholds?	No	No	No	No	No	No
Does Approved Project Exceed SCAQMD Thresholds?	Yes	Yes	Yes	No	No	NA**
Does Proposed Project Exceed Approved Project Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

lbs./day: pounds per day; VOC: volatile organic compounds; NO_X: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District

* Some totals do not add due to rounding.

** At time of EIR 311 certification, the SCAQMD had not required quantification of $PM_{2.5}$ emissions.

Note: CalEEMod model data sheets are included in **Appendix A**.

As shown in Table 7, the Project's operational emissions would be less than the SCAQMD CEQA significance thresholds for all criteria pollutants, and less than operational emissions for EIR 311. The SCAQMD thresholds are provided in Table 6 for informational purposes, to provide context for the magnitude of emissions compared to the SCAQMD's operational thresholds. EIR 311 identified that operational emissions associated with the DRSP exceed the significance thresholds established by the SCAQMD for VOC, NOx, and CO, and would result in a significant and unavoidable impact. Operational emissions from the Project would not result in a substantial increase in magnitude of long-term emissions compared to that of The Disneyland Resort Project. Therefore, the Project's operational impact on regional emissions would be less than significant and no additional mitigation is required. Although impacts would be less than significant, implementation of MMs 3.4-2, 3.4-3, 3.4-5, and 3.4-6, and PDFs 3.4-4 and 3.4-6 from EIR 311 would further reduce emissions associated with stationary sources and Project-related traffic.

Operational-Related Cumulative Impacts

The greatest cumulative operational impact on air quality in the SoCAB would be the incremental addition of pollutants from increased traffic from guests staying at the Project. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or that can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The regional CO, NO_2, SO_x, PM_{10}, and $PM_{2.5}$ emissions created from the ongoing operations of the Project have been calculated above in Table 7, *Peak Daily Operational Emissions*. The analysis included above found that development of the Project would result in less than significant regional emissions of CO, NO_2, sulfur dioxide (SO_2), VOC and NOx (ozone precursors), PM_{10}, and $PM_{2.5}$ during operation of the Project. With respect to long-term emissions, the Project would have a less than significant cumulative impact. Additionally, per Table 1 of this Addendum, the Proposed

Project is well within the remaining entitlements allowed for development under the DRSP. With inclusion of the Project, there would be 3,258 remaining rooms left to develop.

Cumulative Health Impacts

The SoCAB is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$, which means that the background levels of those pollutants are, at times, higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (the elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. These health effects are not identified for specific individual receptors nor does the analysis identify the magnitude of health effects. The regional analysis detailed above found that the Project would not exceed the SCAQMD regional significance thresholds for VOC and NOx (ozone precursors), PM_{10}, and $PM_{2.5}$. As such, the Project would result in a less than significant cumulative health impact.

The Project would not result in any new cumulatively considerable emissions increases or new cumulative air quality impacts, nor would it result in an increase in the severity of any previously identified significant impacts compared to those identified in EIR 311. Therefore, the impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site, and thus, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The local concentrations of criteria pollutant emissions produced in the vicinity of the Project, which may expose sensitive receptors to substantial concentrations, are provided above in Tables 6, *Estimated Maximum Daily Regional Construction Emissions*, and 7, *Peak Daily Operational Emissions*, for both construction and operation. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest off-site sensitive receptors are residential land uses located approximately 130 feet west of the Project Site on the west side of Walnut Street. The three hotel towers within the Disneyland Hotel are located within 500 feet of the Project Site and are elements of The Disneyland Resort Project which are not considered to be off-site receptors for the purposes of CEQA.

Construction-Related Localized Impacts

Construction of the Project would not expose sensitive receptors to substantial concentrations of localized criteria pollutants and toxic air contaminant (TAC) emissions created from on-site construction equipment, as described in more detail below.

Construction Phase Localized Significance Thresholds

In addition to the mass daily emissions thresholds established by the SCAQMD, the Project was evaluated for short-term local impacts to nearby sensitive receptors from on-site emissions of nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$, based on SCAQMD localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts.

The SCAQMD recommends the LST method for projects that are five acres or less. For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for one hour for NO_2 and CO exposure and 24 hours for PM_{10} and $PM_{2.5}$ exposure. The emissions limits in the lookup tables are based on the SCAQMD's Ambient Air Quality Standards (SCAQMD 2016). The LST method was developed to provide a conservative estimate of the level of project-generated air pollutants that have the potential to exceed the NAAQS or CAAQS, which could consequently result in adverse health impacts. The LST methodology was developed after certification of EIR 311, and therefore, the methodology was not available to be used for EIR 311. Exceedance of the LST does not describe the prevalence or magnitude of health effects, but rather assesses the potential for a project-related health effect to occur. The LST method cannot provide an estimate of health effects related to ozone. Reactive organic gases (ROGs) and NO_x are pollutants that contribute to the formation of ozone, otherwise known as ozone precursors. It would be too speculative to determine how an individual project could affect the formation of ozone, and how it could affect the health for a specific receptor. Ozone does not fully form within the proximity of a project site, and the formation of ozone is affected by solar irradiance, meteorological conditions, presence of ozone precursors from other sources, and other factors. As such, modeling of ozone concentrations is conducted on the "macro" scale of an air basin for all pollutant sources within the basin, and not for an individual project. Consequently, the LST analysis focuses on a project- level analysis of the four criteria pollutants of greatest concern (CO, NO_x, PM_{10}, and $PM_{2.5}$).

Per the SCAQMD, the thresholds shown are from the lookup tables for a site that is one acre or less, which is calculated based on the amount of certain construction equipment used for the most intensive construction phase. While there are other land uses that occur near the Project Site, these uses are elements of The Disneyland Resort Project, the environmental impacts of which were analyzed in EIR 311, certified by the City in 1993, are considered to be on-site, and are not considered to be receptors under CEQA. These land uses include visitor-serving uses within The Disneyland Resort, including the Disneyland Hotel Convention Center, Disneyland Hotel "Adventure" Tower, and Disneyland Hotel "Fantasy" Tower. Users of these land uses include short-stay visitors (the average guest stay at the Disneyland Hotel is less than three days and typically guests do not occupy their hotel rooms for extended periods of time during the day), and employees. Therefore, the nearest sensitive receptors to the Project are residences located just east of South Walnut Street. The nearest residential units are 130 feet (approximately 40 meters) west of the Project Site. Even though they are not considered receptors under CEQA, implementation of MMs 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, 3.8-4, 3.8-5, 3.8-6 and PDFs 3.4-4, 3.4-6, and 3.4-8 would minimize Project air quality impacts.

The analysis of local air quality impacts from construction of the Project shown in Table 8, *Construction Phase Localized Significance Threshold Emissions,* above, found that the construction of the Project would not exceed the local NO_x, CO, PM_{10}, and $PM_{2.5}$ thresholds of significance. The Project's maximum daily on-site emissions would occur during the site preparation phase. As shown in Table 8, the local emissions from the Project to offsite residential uses across Walnut Street (130 feet away) would be less than the screening thresholds. Therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

TABLE 8
CONSTRUCTION PHASE
LOCALIZED SIGNIFICANCE THRESHOLD

Emissions and Thresholds	Emissions (lbs./day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Project maximum daily on-site emissions	18	8	3	2
Localized Significance Thresholds	**82**	**646**	**9**	**4**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs./day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter

Note: Data is for SCAQMD Source Receptor Area 17, Central Orange County, at a distance of 130 feet (40 meters) for a site that is 1 acre or less.

Source: SCAQMD 2009 (thresholds).

Construction Toxic Air Contaminants Impacts

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

Relatively few pieces of off-road, heavy-duty diesel equipment would be operated, and the total construction period would be relatively short when compared to a 30-year exposure period. Combined with the highly dispersive properties of DPM and additional reductions in particulate emissions from newer construction equipment, as required by USEPA and CARB regulations, construction emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. Therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Operations-Related Localized Impacts

The ongoing operations of the Project may expose sensitive receptors to pollutant concentrations of local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes vehicular CO emissions, local criteria pollutant impacts from on-site operations, and toxic air contaminant impacts.

Local Carbon Monoxide Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and federal CO standards of 20 parts per million (ppm) over 1 hour or 9 ppm over 8 hours. These CO standards represent the lowest concentration that the federal and State

governments consider necessary to protect the health of the public. Exceedance of these standards does not convey information on the severity of the health effect.

EIR 311 analyzed the local impacts of ambient CO levels in the vicinity of the Approved Project Site using guidelines developed by the SCAQMD in the 1987 SCAQMD Handbook. CO concentrations were modeled at peak traffic intersections near the Project Site. EIR 311 determined that the Approved Project would not cause a significant adverse impact on local CO concentrations.

At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the State have steadily declined. In 2007, the SoCAB was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hotspot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods with approximately 100,000 vehicles per day within the 2003 AQMP and did not predict a violation of CO standards. Since the intersections near the Project have less traffic and lower rates of CO emissions than those analyzed by the SCAQMD, no local CO hotspots are anticipated to be created from the Project and no CO hotspot modeling was performed. Therefore, a less than significant long-term air quality impact to local air quality is anticipated with the ongoing operation of the Project.

As discussed above, no local CO hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the Project, and EIR 311 determined that the Approved Project would not cause a significant adverse impact on local CO concentrations. Therefore, operation of the Project would also result in a less than significant exposure of off-site sensitive receptors to substantial pollutant concentrations. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Operations Phase Localized Significance Thresholds

The emissions associated with the operations phase of the Project were also evaluated under the same LST methods as used for the construction phase. Table 9, *Operations Phase Localized Significance Threshold Emissions*, shows the maximum daily on-site emissions for operations phase activities compared with the SCAQMD LSTs for the Walnut Street residences (130 feet away). As shown in Table 9, the local emissions from the Project would be less than the screening thresholds; therefore, no significant impacts would result and no mitigation is required.

TABLE 9
OPERATIONS PHASE
LOCALIZED SIGNIFICANCE THRESHOLD

Emissions and Thresholds	Emissions (lbs./day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Project maximum daily on-site emissions	3	17	1	<1
Localized Significance Thresholds	**82**	**646**	**2**	**1**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs./day: pounds per day; NO_X: nitrogen oxides; CO: carbon monoxide; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter

Note: Data is for SCAQMD Source Receptor Area 17, Central Orange County, at a distance of 130 feet (40 meters).

Source: SCAQMD 2009 (thresholds).

The local air quality impacts from the operation of the Project would occur from on-site sources such as architectural coatings, landscaping equipment, and natural gas appliances. The analysis provided above in Table 9, *Operations Phase Localized Significance Threshold,* found that the operation of the Project would not exceed the local NO_x, CO, PM_{10}, and $PM_{2.5}$ thresholds of significance. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Operational Toxic Air Contaminant Impacts

PM from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Project, a less than significant toxic air contaminant impact would occur during the ongoing operations of the Project and no mitigation would be required. Therefore, operation of the Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations. Additionally, an operational Health Risk Assessment was prepared for the Approved Project and was conducted utilizing SCAQMD risk assessment methodology. EIR 311 determined that the maximum individual cancer risk resulting from exposure of toxic air contaminants from the project would be less than one in one million, and therefore, would be below the SCAQMD's significance threshold for toxic contaminants. The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. According to the *CEQA Air Quality Handbook* (SCAQMD 1993), land uses associated with odor complaints typically include agricultural uses, sewer treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not produce objectionable odors. As such, the Project would have no impact related to objectionable odors. The Project uses are also regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402 and is regulated from fugitive dust by SCAQMD Rule 403. Rule 402 prohibits any the discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. Ruel 403 prohibits visible dust emissions from construction. Additionally, the Project uses would not change the type of uses allowed (i.e., hotel uses), and the Project rooms are well within the existing entitlements allowed for hotel rooms, per Table 1 of this Addendum. The Project would not create a new significant impact or a substantial increase in existing conditions.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the air quality analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design features are from Mitigation Monitoring Program No. 0067, adopted in connection with the Air Quality and Construction Impacts analyses in EIR 311. The following MMs and PDFs also would be applicable to the Project.

MM 3.4-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.4-2 Prior to ~~issuance of each~~**final** building **and zoning inspections** ~~permit~~, the property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department.

MM 3.4-3 Ongoing during operation ~~of the Disneyland Resort~~, the applicant shall implement the following measures to reduce emissions:

a. To the extent practicable, schedule goods movements for off-peak traffic hours.

b. Use clean fuel for attraction rides and other uses, as practicable.

MM 3.4-5 ~~Prior to issuance of each building permit,~~**During construction,** the property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of all buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications.

MM 3.4-6 ~~Prior to issuance of the first building permit for the future expansion district, excluding the South Parking Area; and, o~~**O**ngoing during project operation, the following will be achieved: (1) the 1.5 AVR target for all cast and (2) the average

length of the out-of-area guest stay of 1.72 days, or a demonstration that the SCAG VMT reduction targets have been met through other means.

MM 3.8-4 Ongoing during construction, the following measures will be followed by the property owner/developer to reduce air quality impacts:

a. Normal wetting procedures or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code.

b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice ~~a day~~**daily** to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur.

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

d. Trucks importing or exporting soil material and/or debris shall **either** be covered prior to entering public streets **or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. This California Vehicle Code section stipulates that the load, where it contacts the sides, front and back of the cargo container area, remain six inches from the upper edge of the container area, and the load does not extend, at its peak, above any part of the upper edge of the cargo container area**.

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

f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

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

h. The Project will comply with the SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction.

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

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

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

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

MM 3.8-5 Prior to approval of each grading plan (for import/export plan) and prior to issuance of demolition permit (for demolition plan), ~~other than for the Disneyland Administration building of the relocation of the SCE transmission lines,~~ the property owner/developer shall submit Demolition and Import/Export Plans. The plans shall include identification of offsite locations for material export from the project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a project in the vicinity

or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The applicant shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if not all can be reused on the project site.

MM 3.8-6 Ongoing during construction, the property owner/developer shall implement the following to limit emissions from architectural coatings and asphalt usage:

a. Use nonsolvent-based coatings on buildings, whenever appropriate.

b. Use solvent-based coatings, where they are necessary, in ways to minimize solvent emissions.

c. Encourage use of high-solid or water based coatings.

PDF 3.4-4 In accordance with transportation and circulation mitigation measures, ~~the~~ **The** Disneyland Resort traffic will be accommodated, and existing traffic conditions and circulation patterns will be improved through implementation of the identified transportation and parking features, including parking facilities, monorail and pedestrian way/guest transportation systems and convenient access to parking facilities from the freeway.

PDF 3.4-6 Prior to issuance of each building permit, project design will incorporate the following energy-saving features. This energy savings will also contribute to reduced emissions:

1. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.
2. Efficient heating and other appliances.
3. Incorporation of appropriate passive solar design.
4. Proper sealing of buildings.
5. Use of drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.

PDF 3.4-8 ~~Prior to final building and zoning inspections for the second theme park, and o~~**O**ngoing during project operation, the applicant will implement a comprehensive and aggressive Transportation Demand Management (TDM) Program for all project employees.

5.4 BIOLOGICAL RESOURCES

5.4.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

The Notice of Preparation/Initial Study written for The Disneyland Resort Project (included as Appendix A of EIR 311) notes there were no significant biological resources within the DRSP area at the time of scoping. Section 1.2.3 of EIR 311 states that because no significant biological resources exist on the site, no additional analysis is required.

5.4.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

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

c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

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

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

No Impact. The Project Site is composed of developed areas and limited ornamental landscaping. No natural vegetation communities are present on the Project Site and most of the existing plant species are not native to the region, which reduces the value of this habitat for most native plant and wildlife species. Given the degree of surrounding urban development, prior development of the Project Site, predominance of non-native ornamental plant species, and lack of connectivity to natural open space areas, only urban-tolerant wildlife species are expected to occur on the Project Site. No special status plants or wildlife species would be present on the Project Site. The Project would not create impacts related to habitat modification, effects on riparian habitat or sensitive natural communities, federally protected wetlands, migratory wildlife corridors, or native wildlife nursery sites. The Project is not located in an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan (NCCP); or other approved local, regional, or State HCP; therefore, Project implementation would not conflict with the provisions of an adopted HCP or NCCP since no habitat, wetlands, or corridors are present on the Project Site or nearby. Additionally, the Project would comply with existing laws and

regulations related to nesting raptors and birds, including the Migratory Bird Treaty Act (MBTA, see *Code of Federal Regulations,* Title 50, §10.13) and *California Fish and Game Code* (§3503, §3511, and §3513). Therefore, there would be no impact on biological resources; and no mitigation would be required.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the biological resources analysis provided in EIR 311.

Mitigation Program

No mitigation measures are required.

5.5 CULTURAL RESOURCES

5.5.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 identified no historic or prehistoric cultural resources in the area, including no prior surveys that had covered the study area. No prehistoric sites containing prehistoric resources such as fossils, archaeologic and paleontologic remains, and early Native American artifacts were identified within a one-mile radius of the study area used for EIR 311. Also, no historic resources were identified within the Project Site, with the exception of the Disneyland theme park, which is

as identified as being a historic landmark by the County of Orange but was determined in EIR 311 to not be affected by the Project. EIR 311 concluded that no impacts to cultural or historic resources were expected to occur from development of The Disneyland Resort Project. Implementation of MM 3.13-1, which requires hiring of an archaeologist for the Project, would ensure potential impacts associated with any unexpected discovered cultural resources during grading or development of the Project would be mitigated to a level considered less than significant.

5.5.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?

No Impact. Project construction would require the removal of an existing outdoor lawn and event space, outdoor walking paths, a health club building, and maintenance shops that currently exist within the Project Site and all of which are less than 45 years old, based on a review of aerial imagery (Historic Aerials 2020). This would also include the removal of an outdoor event space containing a fountain, pool, and backdrop that, along with other features previously removed, was once used to present the Dancing Waters and Fantasy Waters show. This outdoor event space was originally constructed in 1970. Currently known as the Frontier Meadow Planter, the former site of the Dancing Waters and Fantasy Waters shows was partially demolished and substantially altered sometime between 2010 and 2012, including the covering and planting of a portion of the fountain pool and backdrop wall. The main front portion of the fountain pool was also removed, which was the water and light show's primary character-defining feature or physical characteristic when the show was still in operation. Historical resources eligible for listing in the California Register must retain enough of their historic character or appearance to be recognizable as historical resources and must convey the reasons for their significance. Therefore, no historic resources remain in the Project Site and no impacts related to historical resources would occur.

Similarly, EIR 311 identified no designated or eligible historical resources are in the Project area. The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The following analysis is based on an archaeological/cultural resources records search conducted by Psomas at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on February 9, 2018.

Previously Recorded Cultural Resources

The record search indicated that five cultural resource sites have been previously recorded within one mile of the Project Site; however, none of these resources are located within the Project Site. Refer to Table 10, *Cultural Resource Sites Within One Mile of the Project Area*, below.

TABLE 10
CULTURAL RESOURCE SITES WITHIN ONE MILE OF THE PROJECT AREA

Trinomial/Primary Number	Recorder (Year)	Description
P-30-176483	McLean and Duke (1998)	Resource Name – 1010 South Harbor Blvd
P-30-176762	Marvin (2005)	Resource Name – Loara High School Gymnasium
P-30-177039	Glover (2010)	Resource Name – Mauerhan Ranch Standpipe
P-30-177545	Crawford (2014)	Resource Name – T-Mobile West LLC LA02856G/Anaheim Convention Center
P-30-177546	Crawford (2014)	Resource Name – T-Mobile West LLC LA33821D/Ramada Limited Hotel
Source: SCCIC 2018.		

Previous Cultural Resources Studies

Twenty-seven cultural resources studies have been completed within a one-mile radius of the Project Site; however, none of these studies included the Project Site. Refer to Table 11, *Cultural Resource Studies Within One Mile of the Project Area*, below.

TABLE 11
CULTURAL RESOURCE STUDIES WITHIN ONE MILE OF THE PROJECT AREA

Report No.	Author(s) (Year)	Type of Study (Resources Identified)
OR-00814	Romani (1982)	Historic Property Survey Route I-5 Santa Ana Transportation Corridor, Route 405 in Orange County to Route 605 in Los Angeles County PM 21.30/44.38; 0.00/6.85
OR-01801	Bonner (1998)	Cultural Resources Records Search and Literature Review Report for a Pacific Bell Mobile Services Telecommunications Facility: Cm 132-21 City of Garden Grove, California
OR-01949	Padon, McLean, and Strudwick (1995)	Cultural Resource Assessment for the City of Garden Grove
OR-02076	Lapin (2000)	Cultural Resource Assessment for AT&T Wireless Services Facility Number C751, County of Orange, California
OR-02095	Breece (1979)	Historical and Archaeological Investigations of the Proposed Anaheim Transportation Center Sites
OR-02097	Lapin (2000)	Cultural Resource Assessment for Pacific Bell Wireless Facility Cm 560-01, County of Orange
OR-02213	Maxon (2000)	Archaeological and Paleontological Monitoring for the Hotel Circle Specific Plan Mitigation Monitoring Program No. 0079, Anaheim, California
OR-02353	McKenna (2001)	Review of Cultural Resource Assessment/Evaluation for Cingular Wireless Site Sm-082-02, Orange County, California
OR-02506	Webb and Huey (1978)	Historic Property Survey, Haster Street Overcrossing
OR-02561	McKenna (2002)	Highway Project Located in the City of Anaheim, Orange County, on Ball Rd between Flore (West Place) and Walnut St.
OR-02889	Bonner (2005)	Cultural Resources Records Search and Site Visit Results for Nextel Communications Candidate Ca8760a (Cris Ave.) 1621 Euclid Street, Anaheim, Orange County, California
OR-02904	Kyle (2002)	Cultural Resource Assessment for Cingular Wireless Facility Sm 189-01, City of Anaheim, Orange County, California

TABLE 11
CULTURAL RESOURCE STUDIES WITHIN ONE MILE OF THE PROJECT AREA

Report No.	Author(s) (Year)	Type of Study (Resources Identified)
OR-02913	Carmack and Marvin (2005)	Verizon Wireless Falcon Saxons Facility
OR-03351	Carmack and Marvin (2005)	Cultural Resource Assessment Verizon Wireless Falcon Saxons Facility, City of Anaheim, Orange County, California
OR-03373	Arrington and Sikes (2006)	Cultural Resources Final Report of Monitoring an Findings for the Qwest Network Construction Project State of California: Volumes I and II
OR-03521	Bonner (2009)	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate LA33402B (Beth Emet Temple), 1770 West Cerritos Avenue, Anaheim, Orange County, California
OR-03670	Bonner (2007)	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA0672C (Monika's Payback), Near Intersection of Nutwood Street and Folsom Street, Anaheim, Orange County, California
OR-03671	Bonner (2007)	Direct APE Historic Architectural Assessment for Royal Street Communications, LLC Candidate LA0672C (Monika's Payback), near Intersection of Nutwood Street and Folsom Street, Anaheim, Orange County, California
OR-03776	Padon (2000)	Historic Property Survey Report for Harbor Boulevard Smart Street Improvements, City of Garden Grove, Orange County, California
OR-03779	Bonner and Arabesque (2009)	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate LA33822B (Anaheim First Christian Church), 520 West South Street, Anaheim, Orange County, California
OR-03782	Bonner, Arabesque, and Crawford (2009)	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate LA33821D (Ramada Inn), 2141 South Harbor Boulevard, Anaheim, Orange County, California
OR-03788	Bonner (2008)	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate LA33823A (Prince of Peace), 1421 West Ball Road, Anaheim, Orange County, California
OR-03936	Glover and Gust (2010)	Archaeological and Paleontological Resources Monitoring Compliance Report for the Disney's California Adventure Expansion, Cars Land Project, City of Anaheim, California
OR-04116	Fulton (2011)	Cultural Resource Assessment Verizon Wireless Services Sallie Facility, City of Anaheim, Orange County, California
OR-04173	Bonner (2011)	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate LA33402-A (Loara High School), 1765 West Cerritos Avenue, Anaheim, Orange County
OR-04474	Bonner and Crawford (2013)	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA33821D (Ramada Limited) 2141 Harbor Boulevard, Anaheim, Orange County, California
OR-04474A	Bonner and Crawford (2014)	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate LA33821D (Ramada Limited) 2141 Harbor Boulevard, Anaheim, Orange County, California
Source: SCCIC 2018.		

The Project Site is within the DRSP boundary; therefore, no new significant impacts beyond those identified in the EIR 311 are anticipated. The Project would be consistent with the findings of EIR 311 and no new impacts have been identified. Although five cultural resources were identified

within the one-mile search radius of the Project Site, none were determined to be eligible for listing on the NRHP. Also, historic plat maps for the area were reviewed to determine the potential for historic archaeological sites to underlie the Project Site, and there was no indication of historic structures or features found at the Project Site. The Project's consistency with the analysis provided in EIR 311, and implementation of MM 3.13-1 would reduce any potential impacts related to archaeological resources to less than significant levels. As a result, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to archaeological resources.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Consistent with the analysis in EIR 311, no cemeteries or identified human remains, including those interred outside formal cemeteries, are known to be located on the Project Site.

The Project Site was disturbed during development of the Disneyland Hotel, so the likelihood of uncovering a burial site is low. However, this does not preclude the possibility that individual burial sites may be discovered during grading activities. The Project would comply with Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code*, which requires the County Coroner to be notified immediately if any human remains are encountered. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to disturbance of human remains.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the cultural resources analysis provided in EIR 311.

Mitigation Program

The following mitigation measure is from Mitigation Monitoring Program No. 0067, adopted in connection with the Cultural Resources analysis in EIR 311. The following measure also would be applicable to the Project.

MM 3.13-1 Prior to approval of each grading plan, the property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:

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

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

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

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

5.6 ENERGY

5.6.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 did not directly address energy consumption related impacts. EIR 311 analyzed electricity and natural gas demand in Sections 5.21 and 5.23.1 of EIR 311, respectively. These sections discussed the energy demand and capacity, but did not address the 2019 CEQA Checklist questions as they relate to efficient use of energy resources. EIR 311 found that energy consumption with mitigation measures would result in vehicular fuel consumption impacts and other energy usage impacts that are at a level not considered significant. This Section addresses the 2019 CEQA Checklist related to efficient use of energy resources. MMs and PDFs related to energy include MMs 3.10.9-1 through 3.10.9-3 and PDF 3.10.9-2 for electricity, MM 3.10.10-1 and 3.10.10-2 for natural gas, as well as 3.14-1 and 3.14-2 for gasoline.

5.6.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. Energy consumption related to the Project would occur during the construction and operations phases, as described in more detail below.

Construction Energy Use

Project construction would require the use of construction equipment for grading, hauling and building activities. Construction also would include the vehicles of construction workers and vendors traveling to and from the Project Site and on-road haul trucks for the export of materials from site clearing and demolition and the export and import of soil for grading. Implementation of MM 3.8-4 and MM 3.10.9-1 specified in EIR 311 would reduce energy use during construction.

Off-road construction equipment use was calculated from the equipment data (vehicle types, hours per day, horsepower, load factor, and days per phase) provided in the CalEEMod construction output files included in **Appendix B**. The total horsepower hours for construction equipment used for the Project was then multiplied by fuel usage rates to obtain the total fuel usage for off-road equipment.

Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by fuel consumption factor from CARB's EMFAC 2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks. As shown in Table 12, the Project would consume a total 22,453 gallons of diesel fuel and 44,117 gallons of gasoline during construction.

TABLE 12
ENERGY USE DURING CONSTRUCTION

Source	Gasoline - gallons	Diesel Fuel - gallons
Off-road Construction Equipment	30	14,321
Worker commute	36,217	130
Vendors	7,859	101
On-road haul	11	7,902
Total	44,117	22,453
Sources: Psomas 2020 based on data from CalEEMod, Offroad and EMFAC2017.		

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. The Project also would implement MM 3.8-4.k (Section 3.4, Air Quality), which requires construction equipment to be properly maintained and to minimize idling. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than comparable equipment at construction sites in other parts of the State. Energy used in the construction of the Project would enable the development of buildings that meet the latest energy

efficiency standards, as detailed in California's Title 24 building standards. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Operations Phase Energy Use

As discussed in Section 4.0, Project Description, the Project is a visitor-serving development that would provide a 350-unit vacation ownership resort development adjacent to and integrated with the Disneyland Hotel. This would promote walking to The Disneyland Resort theme parks as well as local commercial uses.

During Project operations, the following measures from EIR 311 would be implemented to reduce energy consumption: MM 3.4-3; MM 3.4-6; MM 3.10.9-1 through MM 3.10.9-3; PDF 3.4-6; PDF 3.4-8; and PDF 3.10.9-2.

When taking into consideration the location of the Project, the infill nature of the development, and the compact land use pattern of the Project, it is estimated that Project-generated traffic would use 2,802 gallons of diesel fuel and 115,753 gallons of gasoline per year, as shown in Table 13, below. The development of lodging proximate to The Disneyland Resort theme parks would reduce transportation fuel use as compared to lodging options located further away from the theme parks which would generally require shuttle buses or personal transportation. Because the Project would provide lodging and a pedestrian-friendly environment proximate to nearby theme parks, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary.

TABLE 13
TRANSPORTATION ENERGY
(GALLONS/YEAR)

Source	Gasoline Fuel	Diesel Fuel
Project	115,753	2,802
Sources: CalEEMod, EMFAC2017		

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the CCR) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The current applicable standards are the 2019 Standards, effective January 1, 2020.

The 2019 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for hotel, retail, office, public schools and hospitals) throughout California (CBSC 2019). The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality (CBSC 2019). In short, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The City's Municipal Code adopts the mandatory provisions of the CALGreen Code by reference for all buildings and structures. The Project would promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen).

As shown in Table 14, the Project would result in natural gas usage of 9,590,000 kilo-British thermal unit (kBTU) per year for heating needs. Electricity consumed is estimated to be 2,531,200 kilowatt per year (kWh/yr). These energy estimates are based on the 2016 Title 24 standards incorporated into the CalEEMod model. The Project would follow the 2019 Title 24 standards which would result in less electricity and natural consumption than presented in Table 14. Development of buildings that comply with the latest energy efficiency standards adopted by the State California would not result in inefficient, wasteful and unnecessary consumption of energy.

TABLE 14
ENERGY FROM UTILITIES

Source	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
Project	9,590,000	2,531,200
Sources: CalEEMod, EMFAC2017		

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project would be required to comply with the State of California's Title 24 Building Standards. As discussed previously, the latest building standards incorporate the CEC's building energy efficiency standards which would reduce energy consumption by over 30 percent compared to the existing Title 24 Building Standards. The Project also would be consistent with Goal 9.1 from the City of Anaheim's General Plan Green Element. This is achieved by the Project's development of lodging within walking distance of commercial uses and theme parks. This is also consistent with the goals of the City's Greenhouse Gas Reduction Plan of reducing air pollutant emissions associated with vehicle trips. Because the Project would comply with the latest State of California energy efficiency standards, provides infill development close to mass transit, and promotes pedestrian-oriented development, the Project would not conflict with or obstruct a State or the City of Anaheim plan or policy for renewable energy or energy efficiency.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the energy analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design features are from Mitigation Monitoring Program No. 0067, adopted in connection with the Air Quality and Construction Impacts analyses and Public Services and Utilities - Electricity analysis in EIR 311. The following MMs and PDFs would be applicable to the Project.

MM 3.4-3 Ongoing during operation ~~of the Disneyland Resort~~, the applicant shall implement the following measures to reduce emissions:

a. To the extent practicable, schedule goods movements for off-peak traffic hours.

b. Use clean fuel for attraction rides and other uses, as practicable.

MM 3.4-6 ~~Prior to issuance of the first building permit for the future expansion district, excluding the South Parking Area; and, o~~**O**ngoing during project operation, the following will be achieved: (1) the 1.5 AVR target for all cast and (2) the average length of the out-of-area guest stay of 1.72 days, or a demonstration that the SCAG VMT reduction targets have been met through other means.

MM 3.8-4 Ongoing during construction, the following measures will be followed by the property owner/developer to reduce air quality impacts:

a. Normal wetting procedures or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code.

b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice ~~a day~~**daily** to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur.

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

d. Trucks importing or exporting soil material and/or debris shall **either** be covered prior to entering public streets **or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. This California Vehicle Code section stipulates that the load, where it contacts the sides, front and back of the cargo container area, remain six inches from the upper edge of the container area, and the load does not extend, at its peak, above any part of the upper edge of the cargo container area**.

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

f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.

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

h. The Project will comply with the SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction.

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

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

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

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

MM 3.10.9-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.9-2 Prior to issuance of each building permit, the property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standard for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations).

MM 3.10.9-3 Prior to issuance of the first building permit ~~for Phases II and III~~, the applicant shall enter into an agreement with the City ~~of Anaheim to address the need, timing, and financial responsibility for improvements required to serve the increase in electrical demand associated with development of the Disneyland Resort project. Pursuant to this agreement, the applicant shall provide demand projections to the City based on the applicant's development plans. When warranted by demand projections of the project, the applicant shall construct or cause to be constructed a maximum 100 MVA substation and associated facilities on the Disneyland Resort property to accommodate the increased demand. This requirement will not be necessary until the demand from the project of the existing and new Disneyland Resort project exceeds 45 MVA. The substation site shall comply with all City requirements for the necessary installation and maintenance within or crossing rights-of-way~~**(dated March 18, 1997) to meet the increased electrical demands for opening day (June 30, 2011) of the Disneyland Resort.**

MM 3.10.10-1 Prior to issuance of each building permit, the property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code).

MM 3.10.10-2 Prior to approval of each final building and zoning inspection, the Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The

property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies.

MM 3.14-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.14-2 Prior to issuance of each building permit, the property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the Project to the extent feasible.

PDF 3.4-6 Prior to issuance of each building permit, project design will incorporate the following energy-saving features. This energy savings will also contribute to reduced emissions:

1. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.
2. Efficient heating and other appliances.
3. Incorporation of appropriate passive solar design.
4. Proper sealing of buildings.
5. Use of drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.

PDF 3.4-8 ~~Prior to final building and zoning inspections for the second theme park, and o~~**O**ngoing during project operation, the applicant will implement a comprehensive and aggressive Transportation Demand Management (TDM) Program for all project employees.

PDF 3.10.9-2 Prior to issuance of each building permit and to be implemented prior to each final building and zoning inspection, in order to conserve energy, ~~**the**~~ **The** Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following:

- Consultation with the City energy-conservation experts for assistance with energy-conservation design features.
- Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors.
- Use of electric motors designed to conserve energy.
- Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights.
- Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots.

5.7 GEOLOGY AND SOILS

5.7.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

Analysis of potential impacts related to earth resources in EIR 311 indicated The Disneyland Resort Project would expose people to seismic risk typical of Southern California. Such a risk was considered less than significant with implementation of project mitigation measures. MM 3.6-1 through MM 3.6-6 require the following: preparation of a soils and geological report; approval of foundation design information; submission of a report regarding foundation excavations; submission of plans showing analysis of earthquake loading; training with the Fire Department for hotel staff and cast members; and approval of an earthquake emergency response plan for hotels.

Paleontological resources was discussed in Section 3.13, Cultural Resources, of EIR 311. EIR 311 concluded no impacts to paleontological resources were expected to occur from development of The Disneyland Resort Project. However, implementation of MM 3.13-2, which requires a paleontologist to be hired for the Project, would ensure that if any paleontological resources were unexpectedly discovered during grading or development of the Project, potential impacts would be mitigated to a level considered less than significant.

5.7.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on the *Geotechnical Engineering Design Report for the Project at the Hotel District of The Disneyland Resort* (Geotechnical Report) prepared for the Project by Group Delta (2020), which is provided as **Appendix C**. This report was prepared in compliance with MM 3.6-1 as stated in Mitigation Monitoring Program No. 0067 for The Disneyland Resort Project.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. According to the Geotechnical Report, and consistent with EIR 311, the Project Site is located in the seismically active Southern California region in the influence area of several fault systems. However, the Project Site does not lie within the boundaries of an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. The type and magnitude of seismic hazards affecting the Project Site are dependent on the distance to causative faults and the intensity and the magnitude of the seismic event. As discussed in the Geotechnical Report, the closest active fault is the Anaheim fault located at about 5.5 kilometers (3.3 miles) southwest of the Project Site. The closest major faults are Puente Hills (Coyote Hills) and Newport Inglewood faults located approximately 6.8 kilometers (4.2 miles) from the Project Site and the Compton fault located approximately 11.4 kilometers (7.1 miles) from the Project Site, with a maximum magnitude of 7.2 moment magnitude scale (Mw). Project construction would adhere to City and State codes. Consistent with the conclusions of EIR 311, all future

development associated with the Project would comply with MMs 3.6-2 through 3.6-6 from EIR 311 and COA 8, as detailed below. With implementation of these measures, impacts related to exposure of people or structures to seismic-related hazards would be less than significant.

The impacts identified for the Project would not be greater than identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. According to the Geotechnical Report, and consistent with the findings in EIR 311, the Project Site is not located in a liquefaction hazard zone as designated by the California Geologic Survey (CGS). Groundwater was encountered at the Project Site between depth of approximately 74.5 feet below ground surface (bgs) with an historic high-water level at the Project Site of greater than 50 feet bgs. Additionally, based on available CGS maps and the anticipated depth to groundwater, liquefaction hazard potential at the Project Site is considered very low. Further, other geologic hazards related to liquefaction, such as lateral spreading, are also considered low (Group Delta 2020).

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

iv) Landslides?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As discussed in the Geotechnical Report and in EIR 311, the Project Site is located within a fairly flat area with limited amounts of exposed soil. Therefore, hazards related to landslides have no potential to occur on the Project Site.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effect.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As discussed in EIR 311, due to the relatively flat and developed location of the Project Site, substantial erosion or loss of topsoil associated with the Project would be unlikely. According to the *Preliminary Water Quality Management Plan (WQMP) for Timeshare Project at Disneyland Hotel* (Preliminary Hydrology Report), prepared by Psomas (2020), with implementation of the Project, impervious surfaces on the Project Site would increase by 9 percent to 69 percent of the Project Site. This increase in impervious surface area would occur primarily due to the redevelopment of the currently developed Project Site, much of which is grass and landscaped areas, as discussed previously in Section 4.0, Project Description. However, as described in the Preliminary Hydrology Report, storm water generated on the Project Site would flow in a manner that mimics the existing condition and would flow towards the existing storm drain system located on the property to the southwest of the Project Site. The design of the Project's drainage system would allow it to avoid soil erosion and loss of topsoil. During and after construction of the Project, the Project Site would comply with BMPs identified in the Preliminary WQMP prepared to reduce erosion effects to less than significant levels, as discussed in Section 5.9, Hydrology and Water Quality, of this Addendum. Furthermore, construction activities would be performed pursuant to

the current National Pollutant Discharge Elimination System (NPDES) permit requirements and implemented consistent with MMs 3.8-2 and 3.8-3 which are stated in Section 5.9, Hydrology and Water Quality, of this Addendum.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Consistent with the findings of EIR 311, the Project Site is not located on a geologic unit or soil that is unstable. As discussed in the Geotechnical Report, the Project Site is not located in an area susceptible to liquefaction, lateral spreading, or other potentially unstable conditions.

Based on the field explorations conducted as part of the Geotechnical Report, it was determined that a variable fill layer of fill up to 7 feet in thickness is present at the Project Site. The surficial fill layer is underlain by alluvial soils to the maximum depth explored of approximately 90 feet bgs. The alluvial soils generally consist of sands, silty sands, and sandy silts with few interbeds of clay and sand with gravel. In general, the soils are medium dense in the upper 65 feet and dense to very dense to the maximum depth explored. Interbedded loose layers of clayey sand and silty sand were identified between approximately 25 and 40 feet bgs. Recommendations for remedial grading and other structural design measures would be implemented, as described in more detail in Section 7.3.1. of the Geotechnical Report.

Groundwater was encountered during the geotechnical investigation at a depth of 74.5 bgs. The historical high groundwater depth for the Project Site is greater than 50 feet below ground surface (bgs) according to the CGS (Group Delta 2020).

Based on these Project Site conditions, potential impacts related to ground stability would be less than significant. This impact is consistent with impacts identified in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As described in the Geotechnical Report, laboratory testing was performed on a sample of near surface materials collected at the Project Site. The material had an Expansion Index (EI) value of zero, which indicates a very low expansion potential based on the standard test method for expansive soil (ASTM D4829 standards), meaning it would not be classified as expansive soil. Therefore, less than significant impacts would result from implementation of the Project.

This impact is consistent with that identified in EIR 311 related to buildout of The Disneyland Resort Project. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would not involve the use of septic tanks or alternative sewer disposal systems. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Paleontological resources were discussed in Section 3.13, Cultural Resources, of EIR 311, which concluded no impacts to paleontological resources were expected to occur from development of The Disneyland Resort Project. However, implementation of MM 3.13-2, which requires a paleontologist to be hired for the Project, would ensure that if any paleontological resources were unexpectedly discovered during grading or development of the Project, potential impacts would be mitigated to a level considered less than significant.

The following information is based on the results of a paleontological records search requested by Psomas for the Project, which was conducted by Dr. Samuel McLeod from the Natural History Museum (NHM) of Los Angeles County on February 28, 2018.

The Project Site is composed of younger terrestrial Quaternary Alluvium, with older terrestrial Quaternary sediments occurring at various depths, as part of the general floodplain of the Santa Ana River that flows just east of the Project Site. The younger Quaternary alluvial deposits are not likely to contain significant vertebrate fossils; however, deeper excavations at the Project Site may encounter significant fossils.

No fossil localities were found during the NHM records search within the Project Site, although many have been recorded nearby from older Quaternary sediments. Los Angeles County Museum (LACM) 1652, located on Rio Vista Avenue south of Lincoln Avenue, produced a fossil specimen of *Ovis* (sheep). The closest fossil locality is LACM 4943, situated east of locality LACM 1652 along Fletcher Avenue east of Glassell Street, that produced a specimen of *Equus* (horse), at a depth of 8 to 10 feet below the surface.

As noted above, no paleontological resources have been identified in the Project Site; however, paleontological resources have been identified nearby and may be present within the older Quaternary sediments. Therefore, consistent with the analysis provided in EIR 311, implementation of MM 3.13-2 would reduce any potential impacts related to paleontological resources to less than significant levels. As a result, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to paleontological resources.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the geology and paleontological resources analyses provided in EIR 311.

Mitigation Program

The following mitigation measures are from Mitigation Monitoring Program No. 0067, adopted in connection with the Earth Resources – Geology, Soils, and Seismicity analysis in EIR 311, including MMs 3.8-2 and 3.8-3 which are stated in Section 5.9, Hydrology and Water Quality, of this Addendum and adopted in connection with the Construction Impacts analysis in EIR 311. These measures also would be applicable to the Project.

MM 3.6-1 Prior to approval of each grading plan, the property owner/developer shall submit **to the Public Works Department, Development Services Division, for review and approval** a thorough soils and geological report for the area to be graded, based on proposed grading and prepared by an engineering geologist and geotechnical engineer. The report shall comply with Title 17 of the Anaheim Municipal Code.

MM 3.6-2 Prior to issuance of each building permit, the property owner/developer shall submit **to the Public Works Department, Development Services Division,** for review and approval detailed foundation design information for the subject buildings, prepared by a civil engineer, based on recommendations by a geotechnical engineer.

MM 3.6-3 Prior to issuance of each foundation permit, the property owner/developer shall submit a report prepared by a geotechnical engineer **to the Public Works**

Department, Development Services Division, for review and approval which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing.

MM 3.6-4 Prior to issuance of each building permit, the property owner/developer shall submit plans showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim.

MM 3.6-5 Ongoing during project operations, the property owner/developer shall coordinate earthquake training with the Fire Department for hotel staff and cast members.

MM 3.6-6 Prior to ~~issuance of each~~**final** building ~~permit~~**and zoning inspections**, for hotels, the property owner/developer shall submit an earthquake emergency response plan for review and approval. That plan shall require posted notices in all hotel rooms on earthquake safety procedures.

MM 3.13-2 Prior to approval of each grading plan, the property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented:

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

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

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

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

The following condition of approval was set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and is applicable to the Project.

COA 8 That prior to issuance of each grading permit, a rough or precise grading plan prepared by a registered Civil Engineer shall be submitted to the City Engineer for review and approval.

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 did not directly address greenhouse gas emissions; however, an analysis of The Disneyland Resort Project's impacts related to greenhouse gas emissions due to other environmental impact issues, including energy and water use and mobile sources, was provided in EIR 311. MMs and PDFs related to energy from EIR 311 included the following: MM 3.14-1, which requires implementation of all PDFs; MM 3.14-2, which requires incorporation of fuel-efficient models of gas-powered building equipment; PDF 3.14-1, which requires development in conformance with the DRSP; and PDF 3.14-2, which ensures parking facility design in conformance with Section 7.0 of the DRSP. Despite the new demand for energy that would result from implementation of the DRSP, EIR 311 determined that implementation of MM 3.14-1, MM 3.14-2, PDF 3.14-1, and PDF 3.14-2 would reduce energy usage impacts to a level considered less than significant.

5.8.2 PROJECT ENVIRONMENTAL REVIEW

SCAQMD Significance Criteria

On December 5, 2008, the SCAQMD Governing Board presented the staff proposal for a tiered threshold approach wherein Tier 1 determines if a project qualifies for an applicable CEQA exemption, Tier 2 determines consistency with GHG reduction plans, and Tier 3 proposes a numerical screening value as a threshold. At their September 28, 2010, meeting, the Working Group suggested a Tier 3 threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for all land use types. Tier 4 determines if the project meets performance standards. Tier 4 has three options: Option 1—percent emission reduction target; Option 2—early implementation of applicable measures, and Option 3—sector-based standard. Tier 5 determines mitigation for CEQA offsets.

In the absence of adopted thresholds, the Tier 3 standard is used for this analysis (SCAQMD 2008). The development of project-level thresholds in accordance with CEQA is an ongoing effort at the State, regional, and County levels, and significance thresholds may differ for future projects based on new or additional data and information that may be available at that time for consideration. The City of Anaheim has not officially adopted any GHG CEQA significance threshold. The City defers to assessment methods and significance thresholds developed by the SCAQMD. This impact analysis evaluates consistency with regulatory programs designed to reduce GHG emissions and that contribute to the achievement of AB 32's and SB 32's goals as the primary significance criterion. In addition, this impact analysis also evaluates the Project's estimated emissions compared to the Tier 3 threshold (as discussed above) for impacts related to GHG emissions proposed by staff of the SCAQMD, but not adopted by the SCAQMD Board.

Would the project:

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Based on the proposed construction activities, the principal source of construction GHG emissions would be internal combustion engines of construction equipment, on-road construction vehicles, and workers' commuting vehicles. GHG emissions from construction activities were obtained from the CalEEMod model, described above. The estimated construction

GHG emissions for the Project would be 1,031 $MTCO_2e$, as shown in Table 15, *Estimated Greenhouse Gas Emissions from Construction*. Because impacts from construction activities occur over a relatively short period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, also shown in Table 15, so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008).

TABLE 15
ESTIMATED GREENHOUSE GAS EMISSIONS
FROM CONSTRUCTION

Source	Emissions ($MTCO_2e$)
2020	26
2021	514
2022	463
2023	29
Total	1,031
Annual Construction Emissions Amortized over 30 Years	**34**

$MTCO_2e$: metric tons of carbon dioxide equivalent

Notes:
- Totals may not add due to rounding variances.

Operational GHG emissions would come primarily from vehicle trips; other sources include electricity and water consumption, natural gas for space and water heating, and gasoline-powered landscaping and maintenance equipment. Estimated Project operational GHG emissions are shown in Table 16, *Estimated Annual Greenhouse Gas Emissions from Project Operation*.

TABLE 16
ESTIMATED ANNUAL GREENHOUSE GAS
EMISSIONS FROM PROJECT OPERATION

Source	Emissions ($MTCO_2e$/yr)
Area	<1
Energy	1,720
Mobile	1,018
Stationary	2
Waste	54
Water	75
Total Operational Emissions	**2,869**

$MTCO_2e$/yr.: metric tons of carbon dioxide equivalent per year

Notes:
- Totals may not add due to rounding variances.

Table 17 *Estimated Total Project Buildout Annual Greenhouse Gas Emissions,* shows that the total estimated annual GHG emissions for the Project would be 2,903 $MTCO_2e$/year at buildout, which is the sum of the amortized construction emissions and the operational emissions.

TABLE 17
ESTIMATED TOTAL PROJECT BUILDOUT
ANNUAL GREENHOUSE GAS EMISSIONS

Source	Emissions ($MTCO_2e$/yr)
Construction (amortized) (from Table 15)	34
Operations (from Table 16)	2,869
Total Annual GHG Emissions	**2,903**
SCAQMD-recommended Tier 3 Threshold	3,000
Exceed threshold?	***No***

$MTCO_2e$/year: metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas; SCAQMD: South Coast Air Quality Management District

Note; Totals may not add due to rounding variances.

As shown in Table 17, *Estimated Total Project Buildout Annual Greenhouse Gas Emissions,* the Project's estimated GHG emissions at buildout would not exceed the 3,000 $MTCO_2e$ Tier 3 threshold. Further, the Project is a component of the overall Disneyland Resort Project, the impacts of which were fully evaluated in EIR 311. As discussed previously, EIR 311 analyzed The Disneyland Resort Project's impacts related to greenhouse gas emissions due to other environmental impact issues, including energy and water use and mobile sources, and impacts were found to be less than significant. Because the Project would be consistent with full buildout of The Disneyland Resort Project and because the Project's estimated annual GHG emissions would not exceed the SCAQMD-recommended threshold, the Project's impact would be less than significant. The Project would not create new significant environmental impacts or increase the severity of impacts. Despite the finding of less than significant impacts, implementation of MMs 3.4-2, 3.4-3, 3.8-6, 3.14-1, and 3.14-2 from EIR 311 would assist in reducing GHG emissions.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plans for the Project consist of CARB's Climate Change Scoping Plan, the City of Anaheim's *Greenhouse Gas Reduction Plan* (GHG Reduction Plan), adopted July 2015, and the SCAQMD Working Group's draft GHG thresholds.

California Air Resources Board

CARB approved a *Climate Change Scoping Plan* as required by AB 32 in 2008; this plan is required to be updated every five years. The *Climate Change Scoping Plan* proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The *Climate Change Scoping Plan* has a range of GHG-reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation regulation to fund the program. CARB released the latest update to the *Climate Change Scoping Plan* (CARB

2017). This update describes California's progress towards AB 32 goals, stating that California is on track to exceed the near-term 2020 greenhouse gas target.

The Project would be consistent with the goals of the *Climate Change Scoping Plan* through the energy and water saving features described in greater detail below. As evaluated earlier, the large SP served by this Project results in GHG emissions which are below the efficiency threshold identified by the SCAQMD.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) adopted this 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. The RTP/SCS seeks to improve the mobility, sustainability and economies of this region (SCAG 2016). This Plan demonstrates how the region would reduce transportation emissions to comply with Senate Bill 375 (SB 375). This is achieved by numerous transportation related programs and projects which seek to improve the operational efficiency of the transportation network, promote mass transit and non-automobile forms of transportation, and fulfill the requirements for the SCS to reduce GHG emissions. For example, per PDF 3.3-15, the RTP/SCS is recognized through the administration of a Transportation Demand Management (TDM) program for the Disneyland Resort. Objectives of the TDM program are to increase ridesharing and use of alternative transportation modes by guest, provide transportation "linkages" to existing and future transportation modes; and through mechanisms such as commuter bus, shuttle service, and bicycling. Additionally, the Anaheim Regional Transportation Intermodal Center (ARTIC) is located approximately 2.9 miles east of the Project Site on Katella Avenue. The Orange County Line of Metrolink and Amtrak's Pacific Surfliner both stop at this station. Metrolink also operates six other rail lines that connect directly or indirectly to the Orange County Line and, therefore, can reach the ARTIC. Anaheim Resort Transportation ("ART") provides circulator shuttles with 20 different routes within the resort area, many of which stop at the Disneyland and California Adventure theme parks along Harbor Boulevard. The Project is consistent with the RTP/SCS land use assumptions for the Project Site.

City of Anaheim

The City of Anaheim's GHG Reduction Plan provides reduction targets for energy usage, water conservation, photovoltaic (PV) rooftop installations, and transportation emissions. For energy usage, the GHG Reduction Plan provides a target 15 percent reduction of the energy utilized by businesses and homes in Anaheim from 1990 levels by 2020 and a 30 percent reduction from 1990 levels by 2030. This target would be met through implementation of the following Project features that would be incorporated into the Project design:

- Provide shuttle service to Disneyland;
- Utilize high-efficiency light-emitting diode (LED) indoor and outdoor lighting;
- Install low-flow toilets, faucets, and showers; and
- Install water-efficient landscaping, with no turf.

In addition to the project design features, the Project would be required to meet State regulations that include *California Code of Regulations* Title 24, Part 6 California's Energy Efficiency Standards for Buildings and Title 24, Part 11, California's Green Building Standards, which require a variety of energy efficiency measures to be installed in new businesses that would reduce energy usage by 30 percent over the prior 2016 Title 24 Building Standards. The Project would be required to meet the 2019 Title 24 Building Standards, which would reduce energy emissions

for non-residential uses, including the land uses of the Project, through photovoltaic requirements and other energy reductions. Therefore, through implementation of the project design features listed above and State regulations, the Project would meet the energy use reduction targets provided in the GHG Reduction Plan.

The GHG Reduction Plan also includes water conservation targets of a 20 percent reduction by 2020 and a 25 percent reduction by 2030. As detailed above, the Project would incorporate energy-saving features to reduce emissions. These features would include the following: improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors, efficient heating and other appliances; incorporation of appropriate passive solar design and proper sealing of buildings; and use of drought-resistant landscaping where feasible to reduce energy used in pumping and transporting water. These project design features would reduce the amount of water and energy used by the Project, and the Project would comply with this measure.

The GHG Reduction Plan also includes a 2020 target of 27,000 kilowatts (kW) of PV systems installed by 2020 and 37,000 kW of PV systems installed by 2030. This target would be met through application of State regulations, including *California Code of Regulations* Title 24, Part 6. The 2016 Title 24 Building Standards require that new buildings are constructed to be solar ready to facilitate the installation of rooftop solar systems. This requirement is typically met through structural design to ensure that rooftops are designed to handle the weight of PV systems and through installation of electrical conduit from the main circuit panel area to the roof. Therefore, through compliance with the State regulations, the Project, in association with future commercial projects in the City, would meet the PV rooftop installation targets provided in the GHG Reduction Plan.

The GHG Reduction Plan also includes a 2020 target of a 6,000 $MTCO_2e$ reduction in vehicle emissions and a 2030 target of a 20,000 $MTCO_2e$ reduction in vehicle emissions. As detailed above, the Project would include the energy saving features to reduce emissions from decreasing water and energy usage. These project design features would reduce vehicle emissions generated by the operation of the Project, and the Project would comply with this measure. Therefore, the Project would comply with the reduction targets provided in the GHG Reduction Plan.

Draft GHG Emissions Thresholds

As discussed previously, the quantitative analysis demonstrates the Project would have a less than significant impact when measured against the Assembly Bill (AB) 32 standards. However, CARB and the air districts have not established protocols for quantifying and assessing consistency with SB 32, which was signed into law on September 8, 2016. The above analysis is a good faith effort to identify the Project's ability to meet the 2030 target by using the SCAQMD project level significance threshold developed to achieve a 40 percent reduction in GHG compared to the 1990 GHG emission levels mandated by AB 32 for 2035.

According to the GHG emissions calculations provided above, implementation of the Project would result in emissions of 2,903 $MTCO_2e$/year at buildout, which is the sum of the amortized construction emissions and the operational emissions. Therefore, the Project would result in less emissions than the SCAQMD-recommended Tier 3 threshold, and would be less than significant. As detailed above, development of the Project would meet the targets outlined in the GHG Reduction Plan and would meet SCAQMD's draft threshold.

Additionally, although not State, regional, or local agency plan, the Walt Disney Company has published the 2019 Corporate Social Responsibility Update, which provides information on

Disney's efforts to reduce GHG emissions amongst its worldwide operations through investments such as sustainable design innovations, energy efficiencies, low-carbon fuel sources, renewable electricity, and natural climate solutions (Disney 2020).

Overall, implementation of MMs 3.4-2, 3.4-3, 3.7-3; 3.8-6, 3.10.6-2, 3.10.6-3, and 3.14-2 and PDF 3.10.9-2 would also provide GHG emission reductions through reduced vehicle miles traveled, reduced water use, and improved energy efficiency. Thus, the Project would not conflict with an applicable plan, policy, or regulation of State, regional, or local agencies and the impact would be less than significant. This impact identified for the Project would be consistent with those impacts identified in EIR 311; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

> (1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
>
> (2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
>
> (3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:
>
> (a) Create new significant impacts,
>
> (b) Substantially increase the severity of previously examined effects,
>
> (c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or
>
> (d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the greenhouse gas emissions analysis provided in EIR 311.

Mitigation Program

The following mitigation measures from Mitigation Monitoring Program No. 0067, adopted in connection with EIR 311, are applicable to the Project: MMs 3.4-2 and 3.4-3 from the Air Quality analysis in EIR 311 (stated in Section 5.3, Air Quality, of this Addendum); MM 3.8-6 from the Construction Impacts analysis in EIR 311 (stated in Section 5.3, Air Quality, of this Addendum); MM 3.7-3 from the Groundwater and Surface Hydrology analysis in EIR 311 (stated in

Section 5.19, Water, of this Addendum); MMs 3.10.6-2 and 3.10.6-3 of the Public Services and Utilities – Water analysis in EIR 311 (stated in Section 5.19. Water, of this Addendum); PDF 3.10.9-2 of the Public Services and Utilities – Electricity analysis in EIR 311 (stated in Section 5.21, Electricity, of this Addendum); and MMs 3.14.1 and 3.14-2 from the Energy analysis in EIR 311 (stated in Section 5.23, Public Utilities, of this Addendum). Implementation of these mitigation measures would minimize GHG emissions from the Project.

5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

Because of the historical agricultural use of the area, EIR 311 identified that there was potential for pesticide and/or herbicide residue in the shallow soils within the portion of The Disneyland Resort site previously used for agricultural uses. EIR 311 also identified that existing soil contamination had occurred associated with underground storage tanks, clarifiers, and electrical transformers that are located at a number of locations within the site. EIR 311 concluded impacts associated with the potential release of hazardous materials was significant without mitigation, but would be reduced to a level considered less than significant with implementation of MM 3.11-1 through MM 3.11-10, MM 3.8-10, and PDF 3.11-1. MM 3.11-1 requires implementation of PDF 3.11-1, which requires expansion of compliance efforts for the utilization of hazardous materials. MM 3.11-2 through MM 3.11-5 are related to underground storage tanks (USTs). MM 3.11-6, MM 3.11-7, MM 3.11-9, and MM 3.11-10 are related to potentially hazardous conditions at specific sites within The Disneyland Resort. MM 3.11-8 requires testing of transformers for PCBs.

5.9.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

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

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Project construction would require the removal of an existing outdoor lawn and event space, outdoor walking paths, a health club building, and maintenance shops that currently exist within the Project Site. This demolition would include removal of an outdoor event space containing a fountain, pool, and backdrop. These existing structures have the potential to contain lead-based paint and/or asbestos-containing-materials. In addition, during construction and operation of the Project, the applicant anticipates incidental use of materials categorized as "hazardous", including paints, solvents, certain cleaners, and other corrosive materials like common cleaners and detergents. The use, transport, and storage of these materials would comply with all regulations. Construction and operational activities associated with the Project would comply with all applicable federal, State, and local laws and regulations regarding hazardous waste, including the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program. Additionally, although not anticipated, implementation of MM 3.8-10 from EIR 311 would reduce any potential impacts related to exposure to asbestos-

containing materials to less than significant levels. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Implementation of MM 3.11-1, which requires compliance with PDF 3.11-1 from EIR 311, would expand current compliance efforts that the applicant implements throughout The Disneyland Resort related to the utilization of hazardous materials. In addition, should the applicant encounter any underground tanks during construction or other remediation activities become warranted as disclosed in EIR 311, then the applicant would implement MM 3.11-3 through 3.11-5.

The impacts identified for the Project would not be greater than those impact identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The nearest school to the Project Site is Anaheim City Elementary School, located 0.45 miles southwest of the Project Site at 1841 9th Street in Anaheim. Therefore, the Project is not located within one-quarter mile of an existing school. In addition, the Project would not involve the storage, handling, or transport of hazardous materials beyond those associated with typical construction and operational activities such as common cleaners and detergents. The applicant would conduct the handling and transport of these materials in compliance with all applicable federal, State, and local laws and regulations regarding hazardous waste.

Based on this analysis, the impacts identified for the Project would not be greater than those impacts identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. An *EDR Radius Map Report with Geocheck* (EDR Report), was prepared for the Project by Environmental Data Resources, Inc. (EDR 2020), which is provided as **Appendix D**. The EDR Report included a review of federal, State, local, tribal, and other databases. As discussed in the EDR Report, no listed hazardous materials sites of concern are within the Project Site, including any properties listed on the Cortese list compiled pursuant to Government Code Section 65962.5.

The Project Site is located at 1150 West Magic Way, a property containing the Project as well as the rest of The Disneyland Hotel, which is shown in the EDR Report nine times, as noted below within the regulatory databases listed below:

- California Hazardous Material Incident Reporting System (CHMIRS),
- Emergency Response Notification System (ERNS),
- California Integrated Water Quality System (CIWQS),
- Resource Conservation and Recovery Act – Large quantity generators database (RCRA-LQG),
- Facility Index System/Facility Registry System (FINDS),

- Enforcement and Compliance History Online database (ECHO),
- California Environmental Reporting System (CERS),
- Hazardous Waste Information System (HAZNET), and
- Hazardous Waste Tracking System (HWTS).

The Project Site historically experienced a minor spill of bleach in 2008, the accidental release of sodium hypochlorite and muriatic acid in 2017, and the release of an unknown amount of hydronic water containing sodium nitrite (e.g., rust inhibitor) in November 2019. Each of these events have been remediated or are currently undergoing remediation. The Project Site is also listed as a hazardous waste generator and a site that obtained stormwater coverage for a previous renovation project. No required follow up actions were identified in the listing.

MM 3.8-10 requires that a hazardous waste encountered during site preparation and/or construction shall be handled and disposed of consistent with applicable laws and regulations, which would mitigate any potential impacts related to on-site soil contamination caused by the recorded occurrences described above.

According to the EDR Report, no new hazardous materials sites were identified by the regulatory databases included in its search anywhere within the boundaries of the Project Site (EDR 2020). Of the hazardous materials-related records identified in the vicinity of the Project Site, none of the identified occurrences or records pose a hazard to the Project. No new impacts related to hazardous materials sites are anticipated, and no additional mitigation is required.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. According to the Airport Environs Land Use Plan for Fullerton Municipal Airport (ALUC 2005), the Project Site is not within an adopted Airport Land Use Plan. Additionally, the Project Site is not located near a private airstrip, heliport, or helistop. No new impacts are anticipated.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project Site occurs within the City of Anaheim, which has adopted a *Hazard Mitigation Plan* (Anaheim 2017a) as well as an *Emergency Operations Plan* (Anaheim 2017b). The Project would not conflict with either of these plans. Construction activity would be confined to the Project Site and would not interfere with vehicle movement or emergency access along the roadway. As detailed in Section 5.17, Transportation, of this Addendum, any impacts related to the addition of Project-related traffic would be less than significant; therefore, the Project would not interfere with the movement of emergency vehicles along local roadways. The Project would

not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR.

The Project Site is located in an urbanized area in which there is no threat of wildland fire risk. The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the hazards and hazardous materials analysis provided in EIR 311.

Mitigation Program

The following MMs and PDFs are from Mitigation Monitoring Program No. 0067, adopted in connection with the Construction Impacts and Hazardous Materials analyses in EIR 311. These MMs and PDF also would be applicable to the Project.

MM 3.8-10 Ongoing during demolition and construction, in the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), according to the requirements of the California Administrative Code, Title 30, Chapter 22, and the Uniform Fire Code, Article 87.

MM 3.11-1 Throughout project construction and operation, the applicant shall implement the project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.11-3 Prior to removal of underground tanks and during removal of underground tanks, a permit shall be obtained for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Environmental Protection Section **of the Fire Department** shall be onsite to direct soil sampling.

MM 3.11-4 Remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Fire Department.

MM 3.11-5 Prior to approval of the first grading plan or issuance of the first Phase I demolition permit, whichever occurs first, the property owner/developer will submit a plan which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite.

PDF 3.11-1 Ongoing during Project operation, the current compliance efforts for hazardous materials utilized at the existing Disneyland theme park and Disneyland Hotel described under Section 3.11.1.1 **of DEIR 311**, shall be expanded to encompass the Project to ensure compliance with applicable laws and regulations.

5.10 HYDROLOGY AND WATER QUALITY

5.10.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 determined that despite storm water runoff increases related to the development of The Disneyland Resort Project, compliance with NPDES permit requirements and implementation of best management practices would reduce any impacts to groundwater and surface hydrology to less–than-significant levels. Additionally, the Project Site was found to be located outside the 100-year floodplain, within Flood Zone X which is subject to flooding during the 500-year flood or during the 100-year flood with average flood depths less than one foot. No significant impacts

were projected with implementation of MM 3.7-1 through 3.7-5, MMs 3.8-2 and 3.8-3, and PDF 3.7-1.

5.10.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The following analysis is based on the *Preliminary Water Quality Management Plan (WQMP) for Timeshare Project at Disneyland Hotel*, prepared by Psomas (2020), which is provided as **Appendix E**. According to the WQMP, potential pollutant sources associated with the development and operation of the Project may include suspended solids/sediments, nutrients, pathogens (bacteria/virus), pesticides, toxic organic compounds, trash and debris, oil, and gasoline. Construction and development activities would increase the potential for storm water runoff to transport these pollutants into the storm drain system, thus contributing to the degradation of water quality and the potential violation of water quality standards or waste discharge requirements.

The Project would involve construction activities that disturb one acre or more of land and would be required to obtain an NPDES permit from the State Water Resources Control Board (SWRCB), Division of Water Quality (refer to MMs 3.8-2 and 3.8-3). A Storm Water Pollution Prevention Plan (SWPPP) is required for a project to be covered under the NPDES General Construction permit and must include BMPs to reduce water quality impacts during construction.

Non-structural BMPs proposed for the Project include education for property owners, tenants and occupants, activity restrictions, common area landscape management, BMP maintenance, Uniform Fire Code implementation, common area litter control, employee training, common area catch basin inspection, and street sweeping private streets and parking lots.

Structural source control BMPs include storm drain system stenciling; and efficient irrigation systems and landscape design, water conservation, smart controllers, and source control.

As described and depicted in more detail in the Hydrology Report (Psomas 2020), the post-development drainage characteristics are generally the same as the existing condition. The drainage patterns within the Project Site remain the same, except the Project's runoff would be captured and diverted into a number of BMPs including: a Storm Chamber infiltration system, a Stormtech infiltration system, infiltration storm drain tank, modular wetland, infiltration basin an existing underground infiltration trench that would be protected in place. Implementation of MM 3.7-4 would ensure that water runoff from Project operations flowing into City storm drains would comply with the City's NPDES permit would reduce water quality impacts associated with post-construction drainage to a less than significant level. No new significant impacts would occur.

Consistent with the analysis presented in EIR 311, implementation of proposed mitigation and compliance with the standard requirements would minimize construction and operational impacts from future developments in The Disneyland Resort areas through implementation of construction and non-structural BMPs that would reduce construction-related and operational-related pollutants. This would ensure that any impacts to downstream waters resulting from construction

activities and long-term operations associated with the Project Site would be less than significant. In addition to the requirements of the NPDES General Construction Permit, the *Uniform Building Code* and grading permit requirements include elements that also require reduction of erosion and sedimentation impacts during construction. Full compliance with applicable federal, State, and local regulations, including implementation of MMs 3.7-1, 3.7-4, 3.7-5, 3.8-2, and 3.8-3 would reduce water quality impacts associated with construction to a less than significant level. No new significant impacts would occur.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site?

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The following analysis is partially based on the *Preliminary Water Quality Management Plan (WQMP) for Timeshare Project at Disneyland Hotel*, prepared by Psomas (2020), and the *Preliminary Hydrology Report for: Timeshare Project at The Disneyland Hotel* (Hydrology Report) prepared for the Project by Psomas (2020), which are provided as **Appendix F**.

As noted in the Hydrology Report (Psomas 2020), with implementation of the Project, impervious surfaces on the Project Site would increase by 9 percent to 69 percent of the Project Site, primarily due to replacement of currently grassy and landscaped areas with hardscape and built structures. However, the Project is located in an area with low infiltration rates. Therefore, although there would be an increase in impervious surface coverage on the Project Site, reduction in groundwater recharge would be negligible.

Due to the predominately developed nature of the Project Site and its connectivity to existing storm water infrastructure, the Project Site has limited potential for erosion or siltation to occur on- and off-site. To avoid and minimize the potential for erosion related to the Project, the applicant would implement a SWPPP during construction and the BMPs described in the preliminary WQMP (Psomas 2020)

According to the WQMP, the existing storm runoff drains into existing catch basins throughout the site, which connect to the south and west of the Project Site through storm drain laterals into Anaheim-Barber City Channel. This channel exists as a 35-foot-wide concrete trapezoidal

channel that flows westerly and southerly for approximately seven miles before merging with Bolsa Chica Channel. From this point, Bolsa Chica Channel flows westerly and southerly approximately nine miles before ultimately discharging into the Pacific Ocean alongside Huntington Harbor (Psomas 2020).

As described in the Hydrology Report (Psomas 2020), the applicant has designed the Project to mimic the existing condition on the Project Site and to flow towards the existing storm drain system located on the property to the southwest. One proposed storm chamber infiltration facility and two bioretention basins would be used to treat the runoff. With implementation of this design, the Project would reduce the post-development peak discharge from a 25-year storm event, in comparison to existing conditions, from 19.15 cubic feet per second (cfs) to 14.12 cfs. Therefore, based on the findings of the Hydrology Report, no significant impacts would occur with development of the Project related to on- or off-site flooding associated with increased runoff from the Project or exceedance of local storm water drainage systems. The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As noted in the Project's Geotechnical Report (Group Delta 2020), The Project Site is in an area of minimal flood hazard (0.2 percent annual chance of flood hazard) as defined by the United States Federal Emergency Management Agency (FEMA). The Project Site is also located within the general limits of the flood impact zones associated with Prado Dam failure. Both of these were conditions identified previously in EIR 311. Implementation of the Project may potentially expose more people and habitable structures to potential flooding. However, development of structures in compliance with local, State, and federal regulations, including compliance with the Cobey-Alquist Floodplain Management Act requirements and State of California Model Ordinance as set forth in the City of Anaheim General Plan, would ensure that significant impacts would not occur. Therefore, because the Project Site is in the same location as previously analyzed in EIR 311 and because the flood conditions in the area are unchanged, a new significant impact or a substantial increase in the severity of previously identified effects would not be created in relation to the 100-year flood hazard area from the Project.

Also, consistent with the analysis in EIR 311, the Project Site is not located near any large, enclosed bodies of water that would cause a seiche. Additionally, the Project Site is, in general, a flat area that experiences such a slight change in elevation that it would not be subject to mudflows. Finally, given that the Project Site is not located close enough to the coast it would not be subject to possible impacts from a tsunami.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the hydrology and water quality analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design feature are from Mitigation Monitoring Program No. 0067, adopted in connection with the Groundwater and Surface Hydrology and Construction Impacts analyses in EIR 311. These MMs and PDF also would be applicable to the Project.

MM 3.7-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.7-4 Ongoing during **construction and** operation ~~of Disneyland Resort~~, the applicant shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim including, but not limited to, private streets and parking lots on not less than a monthly basis. Using water to clean streets, parking lots, and other areas shall be allowed on a periodic basis if allowed in the applicant's NPDES permit. Nightly washdown shall be allowed in the theme parks and, where advisable to maintain safe and sanitary working conditions, the back-of-house area, if allowed in the applicant's and City's NPDES permit. Flushing debris, residue, and sediment down the storm drains shall conform to the applicant's

NPDES requirements. applicant agrees that material deposited in the City storm drains shall not be in violation of the City's NPDES permit.

MM 3.7-5 The property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans.

MM 3.8-2 Ongoing during grading operations, the property owner/developer shall implement standard practices from all applicable codes and ordinances to prevent erosion.

MM 3.8-3 Prior to approval of each grading plan, the property owner/developer shall obtain required NPDES construction storm permits from the State Water Resources Control Board, if applicable. Copies of the Notice of Intent or permits, as applicable, shall be submitted to the City Engineer.

PDF 3.7-1 To be installed with project water mains; to be connected if reclaimed water becomes available, to reduce the project's demand on potable water, the property owner/developer shall install water lines onsite so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available.

5.11 LAND USE AND PLANNING

5.11.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

Land Use-Related Plans and Policies

According to EIR 311, The Disneyland Resort Project proposed to amend the City of Anaheim General Plan Land Use, Circulation, and Environmental Resource and Management Element. Specifically, the amendments included the following:

- Land Use Element. An amendment to the General Plan Land Use Element was analyzed to re-designate a 5.7-acre parcel from Medium Density Residential to Commercial Recreation. This was determined to not represent a significant impact because it was considered a minor boundary change to incorporate a single, abutting, vacant parcel surrounded on three sides by land designated as Commercial Recreation in the General Plan and zoned C-R, Commercial Recreation. Additionally, in conjunction with the General Plan Amendment, the Water and Electrical Distribution Systems, Sewer, and Storm Drain Maps were revised to incorporate infrastructure upgrades.
- Circulation Element. A General Plan amendment was required for upgrades to the circulation system along West Street, Cerritos Avenue between Walnut Street and East Street, and Freedman Way. These impacts were deemed to be less than significant because they did not involve diminishing overall traffic capacity.
- Environmental Resource and Management Element. A General Plan Amendment was required to eliminate the Agricultural Preserve designation from the General Plan for a 56.0-acre property located southeast of Katella Avenue and Harbor Boulevard. This impact was identified as significant and unavoidable and a Statement of Overriding Considerations was adopted by the Anaheim City Council.

The analysis of The Disneyland Resort Project in EIR 311 also determined the project would require an amendment to the Orange County Master Plan of Arterial Highways to allow for upgrades to the circulation system within The Disneyland Resort Specific Plan. Consistent with the findings related to the Circulation Element, these impacts were deemed to be less than significant because they did not involve diminishing overall traffic capacity. Except for the significant and unavoidable impact related to the elimination of the Agricultural Preserve, no significant impacts were identified related to land use-related plans and policies; however, MM 3.1-1 requiring implementation of PDFs described throughout EIR 311 or their environmental equivalents, MM 3.1-2 requiring City review of building plans for consistency with the Specific Plan, and PDF 3.1-1 requiring that The Disneyland Resort Project be implemented based on guidelines and standards in The DRSP.

Land Use Compatibility

According to EIR 311, the general nature and intensities of the land use proposed under The Disneyland Resort Project were addressed and the potential land use compatibility impacts affecting onsite and surrounding uses for each District (Hotel, Theme Park, Parking, and Future Expansion) was analyzed.

Land uses identified for dislocation included motels and hotels, restaurants, markets, gas stations, RV parks and campgrounds, parking areas, vacant land, and agricultural land. In general, EIR 311 identified that The Disneyland Resort Project would allow for the replacement of on-site uses with similar land uses or uses similar to those being dislocated or removed would continue to exist in the immediate area. The loss of vacant land was not considered significant because the vacant parcels did not provide usable open space, aesthetic value, or other substantial public benefits to the community. The removal of the agricultural fields was determined to be a significant and unavoidable impact and a Statement of Overriding Considerations was adopted by the Anaheim City Council.

EIR 311 analyzed The Disneyland Resort Project's compatibility with surrounding land uses, including impacts related to activity, intensity of use, and appearance. It was determined that impacts related to The Disneyland Resort Project would be minimized through buffer features including setbacks, layered landscaping, and adherence to height requirements, thus resulting in no significant impact to land use compatibility with implementation of MM 3.2-1 requiring implementation of PDFs described throughout EIR 311 or their environmental equivalents, MM 3.2-2 requiring the submittal of plans detailing setbacks and landscaping for parking structures, and PDF 3.2-1 requiring submittal of documentation that all PDFs are in compliance with all building setbacks, height standards, landscaping requirements, and design guidelines specified in The DRSP. EIR 311 also identified The Disneyland Resort Project would contribute to a significant impact related to land use compatibilities inherent in the juxtaposition of commercial and residential uses. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

5.11.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Physically divide an established community?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Consistent with the findings of EIR 311, the Project involves the redevelopment of a site currently occupied by hotel and back-of-house uses with a 12-story, 350-unit building and associated facilities. Because the Project proposes a vacation ownership resort within the Hotel

District of the DRSP, which allows these uses within this area and uses similar to those being dislocated would continue to exist in the immediate area, the Project would not divide a community or established area. The impacts identified for the Project would be consistent with those identified in EIR 311.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The applicant has designed the proposed 12-story, 350-unit building to be consistent with land use plans, policies, and regulations applicable to the Project. As noted, the Project Site is located entirely within the boundaries of the DRSP's Hotel District. The DRSP allows for the construction of up to 5,600 hotel rooms, 300,000 sf of hotel-supporting retail/restaurant space, 200,000 sf of meeting space, and 9,930 parking spaces in the Hotel District of the DRSP area. Of the 5,600 allowable hotel rooms, up to 1,000 hotel rooms may be constructed in the Theme Park District. To date, Disney has constructed 1,992 hotel rooms, including the hotel rooms in Disney's Grand Californian Hotel, allowed to be constructed within the Theme Park District under the DRSP. After completion of the Project, Disney would have constructed 2,342 hotel rooms, with 3,258 hotel rooms remaining within the 5,600 hotel rooms analyzed in EIR 311 and allowed within the Hotel District of the DRSP. According to the City of Anaheim zoning map, the Project Site is zoned DRSP and is subject to and would conform to the development standards set forth in the DRSP as incorporated into the City's Zoning Ordinance as Chapter 18.114. No variances are requested. As part of the development review process, the City will review the Project's design to verify that the Project is consistent with the General Plan, DRSP, and Municipal Code. Therefore, no conflicts with applicable land use plans, policies, or regulations would occur. Although this analysis does not identify any significant impacts, implementation of MMs 3.1-1, 3.2-1, and 3.2-2, PDFs 3.1-1 and 3.2-1, and COAs 27 and 67, requiring that development be in accordance with The DRSP and that all appropriate mitigation measures and project design features identified in Final EIR 311 and Addendum be implemented, would ensure that no impacts would occur related to land use incompatibilities.

The impacts identified for the Project would not be greater than those impacts identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the land use analysis provided in EIR 311.

Mitigation Program

The following MMs and PDFs are from Mitigation Monitoring Program No. 0067, adopted in connection with the Land Use- Related Plans and Policies, and Land Use Compatibility analyses in EIR 311. These MMs and PDFs also would be applicable to the Project.

MM 3.1-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.1-2 Prior to issuance of each building permit, building plans shall be submitted by the property owner/developer and will be reviewed for consistency with the Specific Plan.

MM 3.2-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.2-2 Prior to issuance of each building permit, for parking facilities associated with the Hotel and Parking Districts, the property owner/developer shall submit plans detailing the setbacks for the parking structures and landscaping plans which minimize compatibility impacts of the parking facilities on surrounding areas, consistent with Section 5.8 of the Specific Plan.

PDF 3.1-1 Prior to approval of ~~each~~ **the** final site plan ~~or issuance of each building permit, whichever occurs first~~, the Project shall be implemented based on the guidelines and standards in ~~**The**~~ **the** Disneyland Resort Specific Plan, which includes zoning and development standards, design guidelines, and a Public Facilities Plan. All development proposals within ~~**The**~~ **the** Disneyland Report Specific Plan area must be consistent with ~~**The**~~ **the** Disneyland Resort Specific Plan and the City of Anaheim General Plan.

PDF 3.2-1 Prior to approval of each final site plan ~~or issuance of each building permit, whichever occurs first~~, applicant shall submit documentation that project design features are in compliance with all building setbacks, height standards, landscaping requirements, and design guidelines as specified in Section 7.0 of Appendix B, ~~**The**~~ **the** Disneyland Resort Specific Plan.

The following conditions of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 27 That no development shall occur unless such development is substantially in accordance with ~~**The**~~ **the** Disneyland Resort Specific Plan No. 92-1 document on file with the Planning Department and marked Exhibit A, Amendment No. 4, Amendment No. 5 to ~~**The**~~ **the** Disneyland Resort Specific Plan No. 92-1, and Amendment No. 6 to The Disneyland Resort Specific Plan No. 92-1. It should be noted that Amendment Nos. 4, 5 and 6 to ~~**The**~~ **the** Disneyland Resort Specific Plan No. 92-1 text and accompanying exhibit changes relate to development which may occur under the Anaheim GardenWalk Overlay only. These changes are set forth in Ordinance No. 5689, Ordinance No. 5807, and Ordinance No. 6022. Except as specifically set forth in said ordinances, all other Disneyland Resort Specific Plan No. 92-1 provisions including those adopted in connection with Amendment No. 3 to ~~**The**~~ **the** Disneyland Resort Specific Plan No. 92-1 (Ordinance No. 5580) and Adjustments to ~~**The**~~ **the** Disneyland Resort Specific Plan (Ordinance Nos. 5613, 5736, and 5768), remain unchanged.

COA 67 That the applicant and/or property owner developer, as specified in the individual mitigation measures, shall be held responsible for compliance with the mitigation measures and that the applicant shall be responsible for implementation of the project design features identified in Final EIR No. 311 and Addendum and for complying with the Modified Mitigation Monitoring Program No. 0067, in compliance with Section 21081.6 of the Public Resources Code. Furthermore, the applicant and/or property owner/developer, as specified in the individual mitigation measures, and the applicant for project design features, shall be responsible for any direct costs associated with the monitoring and reporting required to ensure implementation of those mitigation measures and project design features identified in Final EIR No. 311 and Addendum that have been incorporated into the Modified Mitigation Monitoring Program No. 0067 (modified on Oct. 8, 1996). The Modified Mitigation Monitoring Program No. 0067, which includes mitigation measures and project design features, is attached and made a part of these conditions of approval.

5.12 MINERAL RESOURCES

5.12.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

As discussed in Section 1.2.3, Potential Impacts Found Not to be Significant, of EIR 311, no impacts would occur related to natural or fabricated features in the project area, which includes mineral resources. Therefore, a detailed analysis of mineral resources is not included in EIR 311.

5.12.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

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

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project is not located in an area designated as a Mineral Resource Zone (MRZ) or Regionally Significant Aggregate Resources Area (Anaheim 2004b). Also, there are no known mineral resources of value or importance located within the Project Site.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the mineral resources analysis provided in EIR 311.

Mitigation Program

No mitigation measures are required.

5.13 NOISE

5.13.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 determined implementation of MMs 3.5-1 through 3.5-7 and MMs 3.8-7 through 3.8-9 would reduce any potential noise impacts from The Disneyland Resort Project, including fireworks and the proposed amphitheater, to a level considered less than significant. Traffic-related noise impacts were within the limits of the Noise Ordinance and therefore would be considered less than significant.

5.13.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on *Walt Disney Parks and Resorts U.S., Inc. (Disney), Vacation Ownership Resort Project at the Disneyland Hotel, Anaheim, California: Noise and Vibration Analysis* (Noise Report) prepared for the Project by Psomas (2020c), which is provided as **Appendix G**.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR.

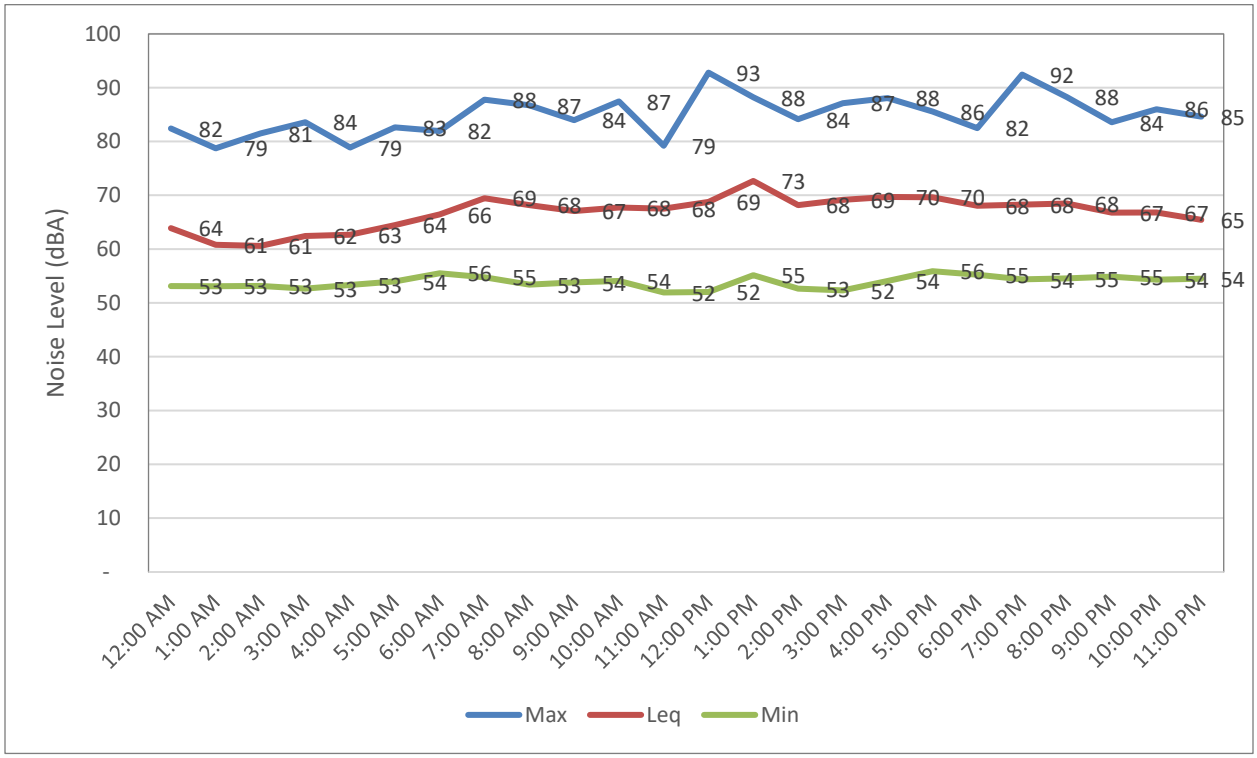
Existing Noise Levels

The existing noise environment in and near the Project Site is primarily influenced by traffic noise on Walnut Street near the west Project Site boundary, mechanical noise from the existing buildings onsite, and people playing in the swimming pool area next to the northeast Project Site boundary.

Psomas conducted ambient noise surveys for the Project on January 2 and 3, 2020.

The noise level measurements were collected for 24 hours near the western and southern Project Site boundaries. The energy average (L_{eq}), maximum noise level (L_{max}), and minimum noise level (L_{min}) values were taken at each ambient noise measurement location, and are presented in Figures 1 and 2 for the respective noise monitoring locations. Noise Monitoring Location 1 (sound level meter 1) recorded noise levels approximately 15 feet from Walnut Street. Noise levels were measured at this location to characterize traffic noise. As shown in Figure 1, Hourly Noise Levels at Noise Monitoring Location 1 (Near Western Property Boundary), average daytime noise levels at Location 1 range from 61 to 73 A-weighted decibels (dBA L_{eq}) with noise levels being higher during daytime hours due to higher traffic volumes. The 24-hour weighted noise level at this location is 72.2 dBA Community Noise Equivalent Level (CNEL). The measured noise levels are representative of an urban environmental setting near a heavily travelled roadway.

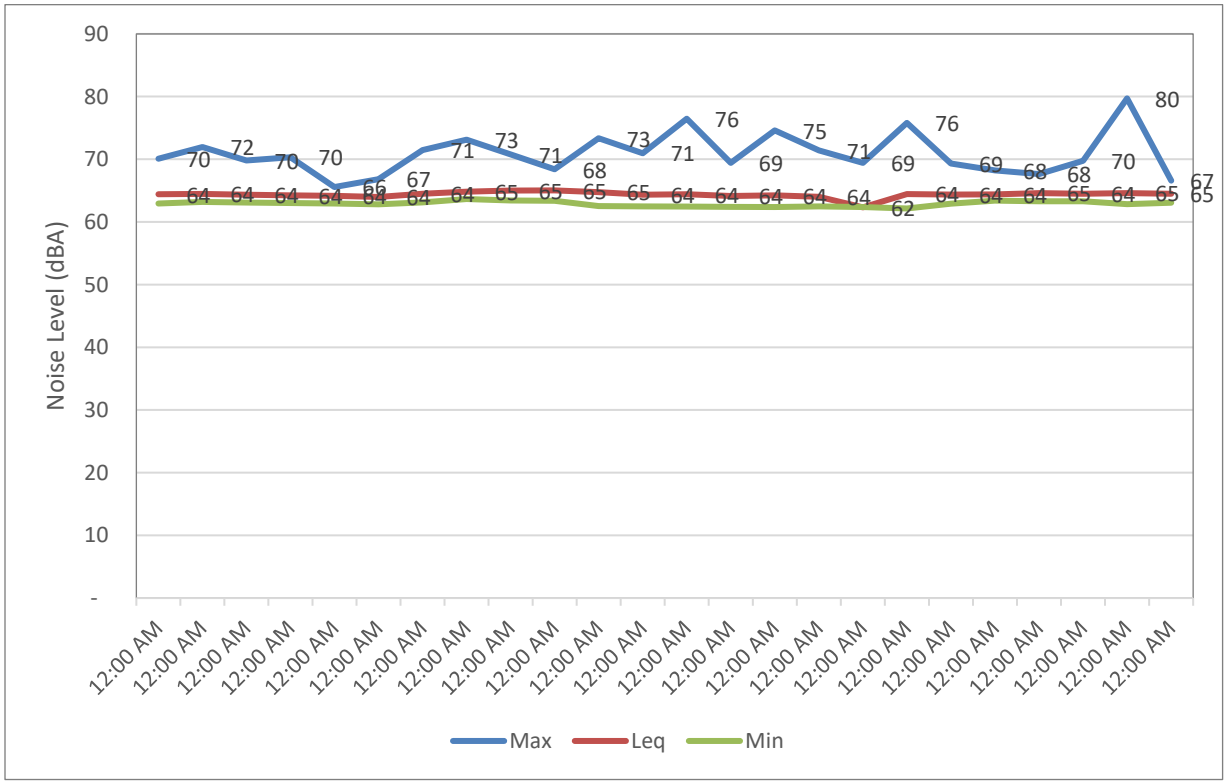
FIGURE 1
EXISTING HOURLY NOISE LEVELS AT NOISE MONITORING LOCATION 1
(NEAR WESTERN PROJECT SITE BOUNDARY)



Source: Psomas 2020c.

Noise Monitoring Location 2 (sound level meter 2) was located approximately 80 feet west of the Frontier Tower and near the southern Project Site boundary. Noise at this location consists primarily of noise from mechanical equipment in an open-topped outdoor enclosure next to the southwest corner of the Frontier Tower. As shown in Figure 2, Hourly Noise Levels at Noise Monitoring Location 2 (Southern Property Boundary), average daytime noise levels in this location range from 62 to 80 dBA L_{eq}. The 24-hour weighted noise level at this location is 71.0 dBA CNEL. The measured noise levels are fairly constant through the course of the 24-hour period and are representative of nearby mechanical noise at the Central Energy Plant.

FIGURE 2
EXISTING HOURLY NOISE LEVELS AT NOISE MONITORING LOCATION 2
(NEAR SOUTHERN PROJECT SITE BOUNDARY)



Source: Psomas 2020c.

Short-term noise measurements were taken proximate to the northern and eastern boundaries of the Project Site (sound level meters 3 and 4) at Locations 3 and 4, respectively. Sound level meters 3 and 4 were located near the southwestern edge of the swimming pool deck, and noise from people playing in the swimming pool was the major noise source at these locations. Noise levels are shown in Table 18.

TABLE 18
EXISTING NOISE LEVELS FOR LOCATIONS 3 AND 4

	Minimum	L_{eq} (Average)	Maximum
Location 3 (Northern Property Line)	50	65	84
Location 4 (Eastern Property Line)	53	57	75
Source: Psomas 2020c.			

Existing noise-sensitive receptors to be considered are the occupants of multiple off-site hotels surrounding the DRSP area and residential uses located to the west of the Project Site along Walnut Street. While there are land uses that are located closer to the development area of Project Site, these uses also are elements of The Disneyland Resort Project, the environmental impacts of which were analyzed in EIR 311, certified by the City in 1993, and, accordingly, are not considered to be off-site. Additionally, these land uses are not considered to be "sensitive receptors" due to the short-term nature of the uses. The average guest stay at The Disneyland Hotel is less than three days and, typically, guests do not occupy their hotel rooms for extended periods of time during the day. Employees also do not continuously occupy these areas for extended durations. Therefore, these uses do not constitute noise-sensitive uses.

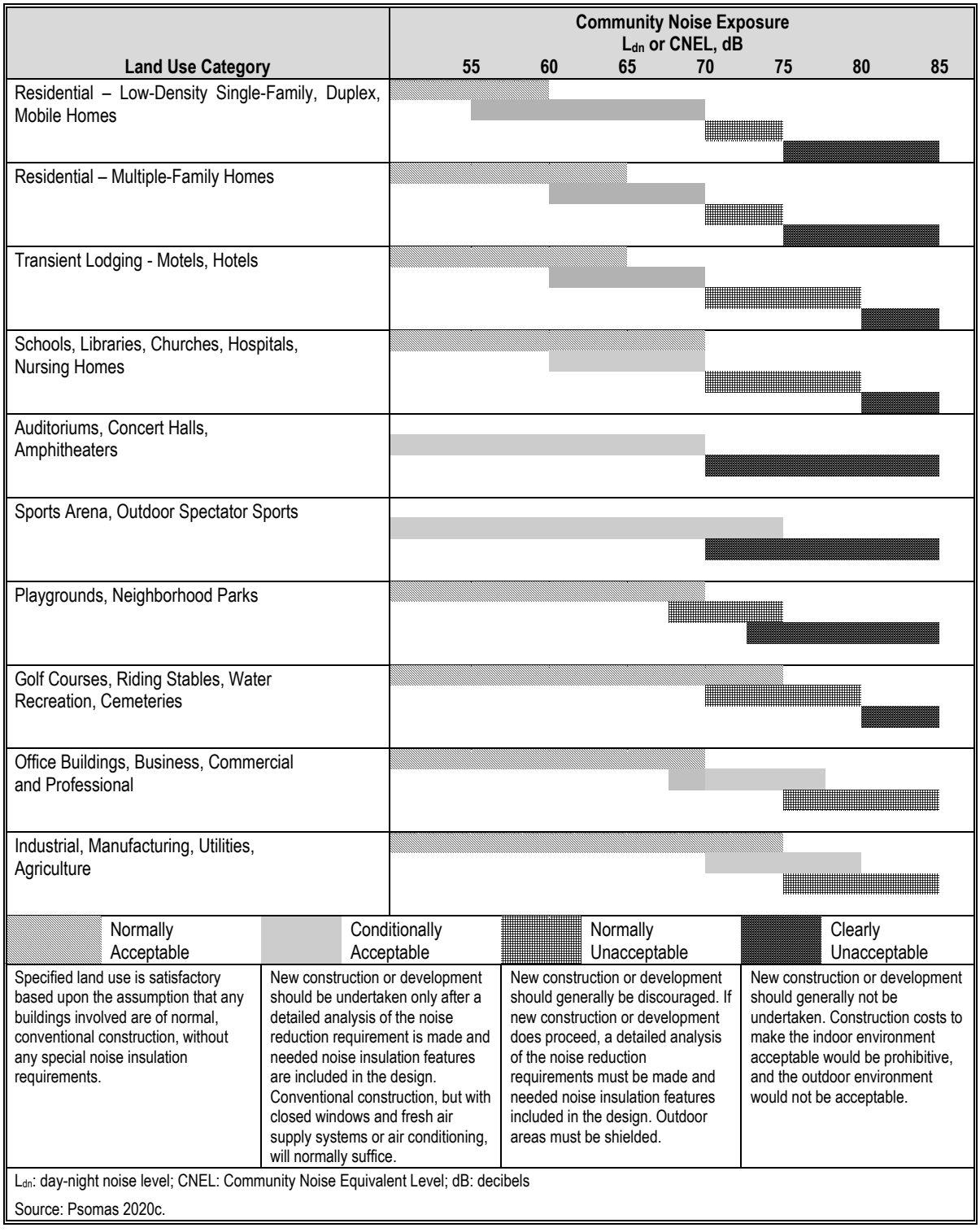
Regulatory Setting

Title 24 of the *California Code of Regulations,* also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. Section 1207.11.2 requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so the interior noise attributable to exterior sources does not exceed 45 dBA CNEL in any habitable room. Section 1207.12 states, "if interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior requirement. The ventilation system must not compromise the dwelling unit or guest room noise reduction."

Section 6.70.010 of the City of Anaheim Municipal Code states: "No person shall within the City create any sound radiated for extended periods from any premises which produces a sound pressure level at any point on the property line in excess of sixty decibels …." This section of the Municipal Code also states: "Sound created by construction or building repair of any premises within the City shall be exempt from the applications of this chapter during the hours of 7:00 a.m. to 7:00 p.m."

In the *City of Anaheim General Plan* Noise Element, the City adopted land use-noise compatibility standards shown in Table 19, *Land Use Compatibility for Noise Exposure*.

TABLE 19
LAND USE COMPATIBILITY FOR NOISE EXPOSURE



L_{dn}: day-night noise level; CNEL: Community Noise Equivalent Level; dB: decibels

Source: Psomas 2020c.

The Noise Element, Goal 1.1, includes the following policies applicable to the Project:

4) Require mitigation where sensitive uses are to be placed along transportation routes to ensure that noise levels are minimized through appropriate means of mitigation, thereby maintaining quality of life standards.

7) Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Long-term (Permanent) Impacts

Impacts to Off-Site Land Uses

Daily operation of the Project has the potential to result in an increased ambient noise level in the Project vicinity through the addition of vehicular trips associated with the Project. As mentioned previously, EIR 311 determined traffic-related noise impacts would result in less than significant impacts. Because the Project would not exceed the projected amount of development anticipated to occur in the Hotel District of the DRSP as part of The Disneyland Resort Project, the traffic volumes and the associated traffic noise impacts associated with the Project would not exceed what was evaluated in EIR 311. The Project would result in less than significant traffic noise impacts.

The operation of the Project would result in noise associated with the proposed outdoor recreational facilities (hot tub, BBQ area, interactive water feature and deck area). The City's Noise Element of the General Plan states that a 60 dBA L_{eq} limit is established for stationary sources of noise. Noise associated with the use of these outdoor facilities was estimated based on noise levels associated with the anticipated number of people that would be using the hot tub, barbeque area, interactive water feature, and deck area. It was projected that an average of 90 people would be using these facilities at any one time. The assessment included noise levels associated with "Raised Normal Speaking" to "Loud Speaking" (Acoustics 2006). Noise from human speech was calculated from a reference distance of 1 meter to the distances from the noise source and the offsite receptors. A 12-foot tall soundwall would be developed along the western boundary of the outdoor recreational area. This sound wall would attenuate noise generated from the outdoor recreational facilities to the Walnut Street residences. Details of the quantitative analysis are provided within the Attachment A of this Letter Report and would result in noise levels of 37 dBA L_{eq} at the nearest property line to residential uses along Walnut Street. The 37 dBA L_{eq} emitted by the outdoor activities associated with the Project is less than the 60 dBA L_{eq} limit established within Municipal Code Section 6.70.010.

Noise associated with heating-ventilation-air conditioning (HVAC) is regulated under Municipal Code Section 6.70.010. As discussed previously, the City limits noise generated from properties to 60 decibels or less at the property line. The selection of HVAC units for the Project would be required to comply with the City's noise limit. Compliance with the City's noise limit is mandatory, and compliance with the noise limit would result in acceptable levels of noise levels. As such, the Project would comply with the City's limitations on noise generation from outdoor facilities and HVAC equipment which would result in less than significant noise impacts.

Interior Noise Impacts

Habitable rooms are required to meet the California Building Code's 45 dBA CNEL interior noise standard (per Title 24 of the California Code of Regulations). Typical building attenuation would provide a 25 dBA noise level reduction for exterior noise levels to building interiors with windows closed (National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971). Mechanical ventilation would be provided within each of the rooms of the proposed Project which would allow for the rooms to operate with a windows-closed condition. Based on a 25 dBA noise level reduction, structures placed within the 70 dBA CNEL contour line would provide sufficient interior noise reduction with standard construction materials.

As discussed previously, ambient noise measurements proximate to Walnut Street were taken and shown to result in noise levels of 72 dBA CNEL. To meet the California Building Code's 45 dBA CNEL interior noise standard, noise reduction standards providing noise reduction greater than 25 dBA would be required. In the case where new rooms facing Walnut Street would be exposed to noise levels exceeding 70 dBA CNEL, the required interior noise reduction to meet the interior level standard of 45 dB CNEL may be achieved by locating the building facades facing these roads outside the 70 dBA CNEL noise contour, or by providing upgraded construction. Upgraded construction may include some or all of the following noise reduction standards in the building design: upgraded dual-glazed windows, exterior wall/roof assemblies free of cut-outs or openings, and/or upgraded exterior wall assemblies.

In addition, the Project would comply with Mitigation Measure 3.5-5 that requires an acoustical study be prepared which demonstrates that the interior noise standard of 45 dBA CNEL would be met. Compliance with the building's designs would ensure that that the required 45 dBA CNEL interior noise level would not be exceeded and potential impacts would be reduced to less than significant levels.

Short-Term Construction Impacts

Short-term construction noise would be generated on-site by construction equipment during demolition, excavation, site preparation, and building construction activities. It is anticipated that construction of the Project would occur for approximately four years (2020-2023). The nearest noise-sensitive receptors would be residential uses to the west of the Project site which are approximately 100 feet at their closest point to the Project site. The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Construction noise at the nearest offsite noise sensitive uses were estimated based on construction noise data from the USEPA's Noise from Construction Equipment and Operations, Building Equipment and Home Appliances (USEPA 1971). A worst-case analysis approach to the calculation of offsite noise exposure was undertaken which includes noise attenuation for hard-ground which results in a higher level of noise exposure as well as not accounting for any noise attenuation provided by intervening structures which may act as sound barriers. Construction noise levels for hotel uses was used to estimate noise levels attributable to the development of the Project are shown in Table 20, *Construction Noise Levels at Noise-Sensitive Uses*, and calculations are included in the Noise Report.

TABLE 20
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES

Construction Phase	Noise Levels (L_{eq} dBA)							
	Hotel Use to the North of the Project Site (Holiday Inn)		Residential Uses to the West of the Project Site (Walnut Residences)		Retail and Residential Uses to the South of the Project Site		Hotel Uses to the East of the Project Site	
	Max (2,865 ft)	Avg (2,975 ft)	Max (100 ft)	Avg (240 ft)	Max (1,605 ft)	Avg (1,775 ft)	Max (3,545 ft)	Avg (3,810 ft)
Ground Clearing/ Demolition	49	49	78	70	54	53	47	46
Excavation	54	54	83	75	59	58	52	51
Foundation Construction	43	43	72	64	48	47	41	40
Building Construction	52	52	81	73	57	56	50	49
Paving and Site Cleanup	54	54	83	75	59	58	52	51

L_{eq} dBA: Average noise energy level; Max: maximum; avg: average; ft: feet

Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures.

Source: Psomas 2020c.

Table 20 shows both the maximum average and typical average noise levels. Maximum noise levels represent the noise levels from construction occurring near the Project Site boundary closest to the noise-sensitive use/receptor. Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of all Project components. Noise levels from general Project-related construction activities would range from 38 to 83 dBA L_{eq} for the maximum noise levels and from 37 to 75 dBA L_{eq} for the average noise levels. Noise levels of this magnitude are not uncommon in urban areas and are generally not considered to be of high magnitude especially for construction activities. Construction noise levels were also assessed in EIR 311 which stated: "Offsite noise-sensitive receptors would be impacted by the construction activities in the project area. Depending on the location of these receptors, maximum outdoor noise levels at residences west of Walnut Street could be as high as 85 dBA." Due to the distance between the Project Site and the Walnut Street residences as well as the off-site hotel uses, construction noise levels are anticipated to be less than the noise levels identified in EIR 311.

Short-term construction noise also would be generated on local roadways by workers commuting to and from the job site and delivering construction materials. It is estimated that a maximum of approximately 120 worker trips, 47 vendor trips, and 35 haul truck trips would occur on a daily basis. It is anticipated that Project-related construction traffic would avoid residential roadways (i.e., Walnut Street) and would travel along Disneyland Drive. Existing traffic volumes along Disneyland Drive are approximately 13,000 average daily trips.[2] The increase in volume of traffic and change in vehicular mix would result in less than 1 dBA increase in noise levels along Disneyland Drive, Ball Road, and Katella Avenue due to the infrequent and low volume of Project-related traffic. The impact would be less than significant; no mitigation is required.

Because construction would occur only during the daytime hours when people are less sensitive to noise, the magnitude of noise is not generally considered excessive and would represent a

[2] Average Daily Trips was estimated based on the quantified PM peak volumes constituting 10% of the Average Daily Trips.

short-term, temporary impact, the impact would be less than significant, and no mitigation beyond MMs 3.5-1, 3.8-7, 3.8-9 and COAs 23 and 63 is required.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

b) Would the Project result in generation of excessive groundborne vibration groundborne noise levels?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Groundborne vibration, expressed as peak particle velocity (ppv), consists of oscillatory waves that propagate from the source through the ground to adjacent structures. Vibration of building components can also take the form of an audible, low-frequency rumbling noise, which is referred to as groundborne noise. Vibration energy spreads out as it travels through the ground, causing the vibration level to decrease as distance from the source increases.

Groundborne vibration and noise can be generated during construction activities and is generally highest during impact pile driving, blasting, and demolition-related activities. No impact pile driving is anticipated for the Project. Building foundations will be developed with pre-drilled caissons which are not vibration or noise intensive. Because the City of Anaheim does not have regulatory standards for construction or operational vibration sources, thresholds for potential structural damage and human annoyance associated with vibration are based on the California Department of Transportation's (Caltrans 2020b) vibration limits. For purposes of this analysis, a threshold of 0.9 ppv is used as the threshold of significance related to human perception because this level of vibration represents a level that is strongly perceptible. A vibration level of 0.2 and 0.3 ppv is used for residential and commercial buildings, respectively, as the threshold of significance for structural damage, as this is the point at which continuous or frequent vibrations would begin to damage buildings (FTA 2018). Table 21, *Vibration Levels for Construction Equipment,* summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment at a distance of 25 feet.

TABLE 21
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	ppv at 25 ft (in/sec)
Vibratory roller	0.210
Caisson drill	0.089
Large bulldozer	0.089
Small bulldozer	0.003
Jackhammer	0.035
Loaded trucks	0.076
ppv: peak particle velocity; ft: feet; in/sec: inches per second Source: Psomas 2020c.	

As shown in Table 22, *Vibration Annoyance Criteria at Sensitive Uses*, vibration decibel levels would not exceed the criteria threshold under maximum conditions when activities are closest to affected uses as well as under average conditions. As such, vibration generated by the Project's construction equipment would be below the significance threshold and would result in a less than significant impact related to vibration-induced annoyance.

TABLE 22
VIBRATION ANNOYANCE CRITERIA AT SENSITIVE USES

	Vibration Level (ppv)			
Equipment	**Hotel Use to the North of the Project Site (Holiday Inn) (ppv @ 2,930 ft)**	**Residential Uses to the West of the Project Site (Walnut Residences) (ppv @ 110 ft)**	**Retail and Residential Uses to the South of the Project Site (ppv @ 1,417 ft)**	**Hotel Uses to the East of the Project Site (ppv @ 3,590 ft)**
Vibratory Roller	<0.01	0.02	<0.01	<0.01
Caisson Drill	<0.01	0.01	<0.01	<0.01
Large bulldozer	<0.01	0.01	<0.01	<0.01
Small bulldozer	<0.01	<0.01	<0.01	<0.01
Jackhammer	<0.01	<0.01	<0.01	<0.01
Loaded trucks	<0.01	0.01	<0.01	<0.01
Criteria	0.9	0.9	0.9	0.9
Exceeds Criteria?	**No**	**No**	**No**	**No**

ppv: peak particle velocity; ft: feet
Source: Psomas 2020c.

Table 23, *Structural Damage Criteria at Sensitive Uses*, shows the ppv levels relative to structural damage to sensitive uses from vibration activities.

TABLE 23
STRUCTURAL DAMAGE CRITERA AT SENSITIVE USES

	Vibration Levels (ppv)			
Equipment	**Hotel Use to the North of the Project Site (Holiday Inn) (ppv @ 2,930 ft)**	**Residential Uses to the West of the Project Site (Walnut Residences) (ppv @ 110 ft)**	**Retail and Residential Uses to the South of the Project Site (ppv @ 1,417 ft)**	**Hotel Uses to the East of the Project Site (ppv @ 3,590 ft)**
Vibratory Roller	<0.01	0.02	<0.01	<0.01
Caisson Drill	<0.01	0.01	<0.01	<0.01
Large bulldozer	<0.01	0.01	<0.01	<0.01
Small bulldozer	<0.01	<0.01	<0.01	<0.01
Jackhammer	<0.01	<0.01	<0.01	<0.01
Loaded trucks	<0.01	0.01	<0.01	<0.01
Criteria	**0.3**	**0.2**	**0.3**	**0.3**
Exceeds Criteria?	**No**	**No**	**No**	**No**

ppv: peak particle velocity; ft: feet
Source: Psomas 2020c.

As shown in Table 23 all ppv levels would be below the structural damage threshold. As such, no structural damage is anticipated related to construction activities associated with the Project.

The nature of daily operation of the proposed Project would not involve activities that would create significant operational vibration impacts. Therefore, there would be no long-term vibration-related impacts, and no mitigation is required.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in exposure of people residing or working in the Project area to excessive noise levels?

No Impact. EIR 311 found that no public airports, public use airports, heliports, or private airstrips are in the vicinity of the Project Site. The Project would not expose people residing or working in the area to excessive levels of aircraft- or airport-related noise. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. No impact would occur, and no mitigation would be required.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the noise and vibration analyses provided in EIR 311.

Mitigation Program

The following mitigation measures are from Mitigation Monitoring Program No. 0067, adopted in connection with the Noise and Construction Impacts analyses in EIR 311. The following measures also would be applicable to the Project.

MM 3.5-1 Throughout project construction and operation, the applicant shall implement all project design features or the environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.5-5 Prior to approval of each final site plan and to be implemented prior to final building and zoning inspections, for hotels within the 70 CNEL contour from West Street/Disneyland Drive, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer identifying whether noise attenuation is required, and defining any attenuation measures and specific performance criteria, if any such measures are required to comply with the Uniform Building Code. Ultimate noise attenuation requirements, if any, shall depend on the final locations of such buildings and noise-sensitive room/uses inside the buildings.

MM 3.5-8 Prior to approval of each final site plan and to be implemented prior to final building and zoning inspections, for structures that are adjacent to residential areas, the applicant shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with the Sound Pressure Level Ordinance.

MM 3.8-7 Ongoing during demolition and construction, construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries of ~~**The**~~ **the** Disneyland Resort Specific Plan area before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code.

MM 3.8-9 Ongoing during construction, the property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers.

The following conditions of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 23 That prior to the commencement of construction activity, the property owner/developer shall install and maintain specially designed construction barriers at the construction project perimeter areas. The construction sound barriers shall be a minimum height of 8’ with a minimum surface weight of 1.25 lbs per square foot or a minimum Sound Transmission Class Rating (STC) of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals or other design techniques to minimize sound leakage when in the closed position. Access doors should be self closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product.

COA 24 That sweeping operations in the parking facilities and private streets or on-site roadways shall be performed utilizing sweeping/scrubbing equipment which operate at a sound level measured not greater than 60 dBA at the nearest adjacent property line.

COA 25 That pressure washing operations for purposes of building repair and maintenance due to graffiti or other aesthetical considerations shall be limited to daytime hours of operation between 7:00 am and 8:00 pm.

COA 31 That prior to final building and zoning inspections, all air conditioning facilities and other roof and ground mounted equipment shall be shielded from public view as required by the Specific Plan and the sound buffered to comply with City of Anaheim noise ordinances from any adjacent residential or transient occupied properties. Such information shall be specifically shown on the plans submitted for building permits.

COA 63 That in conjunction with the construction of the East and West Public Parking Facilities the Hotel parking structures, and the South Parking Area Structure, no impact driven piles shall be allowed.

5.14 POPULATION AND HOUSING

5.14.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 determined The Disneyland Resort Project would result in minimal growth within the City, and, with implementation of PDF 3.9-1, would not create a significant impact on employment, population, or housing.

5.14.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Based on information provided by the applicant, it is anticipated that implementation of the Project would generate approximately 103 employment positions. The Project would not include development of dwelling units; however, it is likely that some of these 103 new employees would desire to live near work. Given the low number of employees relative to the overall City and County statistics, which reported a total of 257,974 total employees in the City (ESRI 2019), a significant impact related to population and housing would not occur, and no mitigation is required. However, implementation of PDF 3.9-1 and MM 3.9-1 would further efforts in offering additional employment opportunities in the City and region. Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional population growth, employment, or housing demand impacts would result from what was previously analyzed in EIR 311.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The current structures on the Project Site that would be demolished in order to accommodate the new building do not serve as housing; therefore, development of the Project would not displace any residents and would not necessitate construction of replacement housing. The impacts identified for the Project would be less than those identified in EIR 311; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the population and housing analysis provided in EIR 311.

Mitigation Program

The following mitigation measure and project design feature are from Mitigation Monitoring Program No. 0067, adopted in connection with the Population and Housing analysis in EIR 311. The MM and PDFs also would be applicable to the Project.

MM 3.9-1 Throughout project construction and operation, the applicant shall implement the project design feature included herein or its environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

PDF 3.9-1 Ongoing during project operations, the existing Disneyland theme park and Disneyland Hotel special employment programs such as summer employment for teachers and educational programs offering local high school students jobs will continue. The Walt Disney Company will also aggressively recruit workers who are already a part of the resident work force in the region. Implementation of ~~**The**~~ **the** Disneyland Resort Specific Plan will further efforts in offering employment opportunities at various socioeconomic levels.

5.15 PUBLIC SERVICES

5.15.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

Fire Protection

EIR 311 reported The Disneyland Resort Project would increase the demand for fire protection services, thus increasing response times, the number of service call responses, and the number of search, rescue, and disaster responses. However, the implementation of MMs 3.10.1-1 through 3.10.1-10 and PDF 3.10.1-1, which include installation of fire hydrants, submittal of an emergency fire access plan, a Construction Fire Protection Plan, evidence of sprinklers in all buildings except parking structures, submittal of plans for City of Anaheim Fire Department review, payment of fair share for staffing and equipment, design of the water supply system to provide sufficient fire flow, placement of emergency telephone service numbers in prominent locations, and extension of Disneyland Resort Fire Department services into The Disneyland Resort, in combination with the implementation of roadway and intersection improvements to accommodate City of Anaheim Fire Department vehicles and equipment, would reduce impacts to a level considered less than significant. Additionally, compliance with COAs 10, 11, and 12 would require conformance with the Uniform Fire Code, all drive surfaces would comply with Fire Department requirements, and all access gates be equipped with Knox box devices.

Police Protection

According to EIR 311, development of The Disneyland Resort Project would increase the volume of calls for police services. However, implementation of MMs 3.10.2-1 through 3.10.2-6 requiring private security and surveillance, payment of fair share funding for police personnel and equipment, physical space to support the Anaheim Police Department, Police Department review and approval of safety and security measures, and provision of anti-gang and substance abuse education programs; PDFs 3.10.2-1 through 3.10.2.3 requiring expansion of Disneyland Security into The Disneyland Resort, installation of surveillance equipment in parking structures, and expansion of the existing Court Liaison program; MM 3.8-11 requiring payment of fair share funding for any required traffic control measures; and COA 40 requiring Anaheim Police Department review and approval of plans for safety, accessibility, crime prevention, and security provisions would reduce impacts to a level considered less than significant.

Schools

EIR 311 determined that development of The Disneyland Resort Project would not create any direct impacts on local schools because the DRSP does not allow for the construction of new dwelling units within the DRSP area. However, school-aged children of Project employees would create a potential indirect impact from development of The Disneyland Resort Project that would be mitigated through payment of state-mandated Development Fees (MM 3.10.5-1 and

MM 3.10.5-2 and PDF 3.10.5-1 requiring continued implementation of educational programs. Thus, the potential impacts would be reduced to a level considered less than significant.

Parks

EIR 311 determined that development of The Disneyland Resort Project would result in increased use of ball fields by Project cast (employees). Implementation of MMs 3.10.4-1 and 3.10.4-2 requiring fair share payment for night lighting at two existing ballfields within the City and PDFs 3.10.4-1 and 3.10.4-2 requiring provision of pedestrian amenities and an eating area outside the paid gates would reduce this impact to a level considered less than significant.

5.15.2 PROJECT ENVIRONMENTAL REVIEW

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The City of Anaheim Fire Department (Fire Department) would provide fire protection services for the Project. Construction of the Project would result in an increase in the number of structures as well as number of guests and workers that would require fire protection, including administrative tasks associated with approval and construction of the Project (e.g., building plan check) and response to fire service calls once the Project is occupied. Based on an assessment of the existing uses that would be replaced and with the Fire Department engaged in the review of Project plans as part of design review, the increase in demand for fire protection services is not expected to independently require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service to the Project area. However, to maintain current levels of response times, the Fire Department may need to add to their existing staffing to accommodate the Project as well as other cumulative projects in the vicinity, which is evaluated on an ongoing basis by the Fire Department. No physical impacts associated with the provision of fire protection services would occur and no mitigation is required. Compliance with fire protection design standards during Project-specific site planning would ensure that the Project would not inhibit the ability of fire protection or paramedic crews to respond at optimum levels. Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional impacts related to public services would result from what was previously analyzed in EIR 311.

Although no significant impacts are identified, the Project shall comply with previously approved mitigation measures (refer to MMs 3.10.1-1 through 3.10.1-6, and 3.10.1-10) from EIR 311 as well as COAs 10 through 12. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

b) Police protection?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Law enforcement and crime prevention services are provided by the Anaheim Police Department (APD). Construction of the Project would result in the addition of 350 vacation ownership resort units with an estimated 103 employees and 1,459 guests. Relative to the City's overall population of more than 359,000 residents, 24,000 businesses, and 25,000,000 annual visitors, the Project is a minor addition and is not anticipated to affect the delivery of police protection services (Anaheim 2020). Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional impacts related to public services would result from what was previously analyzed in EIR 311.

Although the Project would not result in a significant impact, the Project would comply with previously approved mitigation measures and project design features from EIR 311 (refer to MMs 3.8-11, 3.10.2-1, 3.10.2-2, 3.10.2-6 and PDFs 3.10.2-1 and 3.10.2-3). The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

c) Schools?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As stated previously, the Project does not involve the construction of new dwelling units. Therefore, direct impacts on the Anaheim Elementary School District (AESD), formerly Anaheim City School District, or the Anaheim Union High School District (AUHSD) are not expected to occur as a result of the Project. Development of the Project could produce an indirect impact. As discussed in Section 5.14, it is likely that some of the 103 new employees associated with the Project would desire to live near work thereby potentially generating some additional demand for housing; however, given the Project would not directly induce population growth, no significant impact to school services would occur, and no mitigation is required. Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional impacts related to public services would result from what was previously analyzed in EIR 311.

As mandated by Senate Bill 50, payment of fees by the Developer would reduce the potential impacts to the AESD and the AUHSD to less than significant levels (refer to MM 3.10.5-2). Additionally, the applicant would continue to implement various educational and enrichment programs described in PDF 3.10.5-1. Additionally, MM 3.10.5-1 would continue to apply. Therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Parks?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Consistent with the findings of EIR 311, no direct increase in demand for City parklands or recreational facilities would result from Project implementation because the Project would

function primarily as a visitor-serving use. While the Project has the potential to indirectly increase the residential base of the City through the addition of approximately 103 jobs, the number of potential new residents associated with the increase in employment positions would be so minor that related impacts to recreational facilities would be less than significant. Further, it is impossible to determine where within the City or nearby cities the new residents would choose to locate. Also, it is likely that some current residents would apply for and fill these new jobs. Based on this rationale, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects and no mitigation is required. Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional impacts related to public services would result from what was previously analyzed in EIR 311.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

e) Other public facilities?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Local public services include libraries, post offices, and hospitals. The Project would result in an incrementally higher demand for such services; however, these increases would not represent a significant impact. Moreover, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, no additional impacts related to public services would result from what was previously analyzed in EIR 311.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the public services analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design features are from Mitigation Monitoring Program No. 0067, adopted in connection with the Public Services and Utilities analysis for Fire, Police, and Schools in EIR 311. The measures also would be applicable to the Project.

Fire Protection

MM 3.10.1-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.1-2 Prior to commencement of structural framing on each parcel or lot, onsite fire hydrants shall be installed and charged, as required, by the property owner/developer.

MM 3.10.1-3 Prior to approval of each grading plan, the property owner/developer shall submit an emergency fire access plan to ensure that service to the site is in accordance with the Fire Department service requirements.

MM 3.10.1-4 Prior to issuance of each building permit, the property owner/developer shall submit a Construction Fire Protection Plan which shall include detailed design plans for accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The property owner/developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow.

MM 3.10.1-5 Prior to issuance of each building permit and to be implemented prior to each final building and zoning inspection, plans shall indicate that all buildings, exclusive of parking structures, shall have sprinklers installed by property owner/developer.

MM 3.10.1-6 Prior to issuance of each building permit, plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including:

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

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

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

d. Adequate off-site public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the property owner/developer.

The precise number, types, and locations of the hydrants shall be determined during building permit review. Hydrants are to be a maximum of 400 feet apart.

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

MM 3.10.1-10 Prior to ~~each~~ final building and zoning inspection, ~~the property owner/developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department~~ **emergency telephone service numbers shall be posted for at least one telephone in each facility (for non-occupied facilities) and emergency telephone service numbers shall be posted at each telephone that is deemed appropriate by the Fire Department in each facility (for occupied facilities); prior to Opening Day, emergency telephone service numbers will be posted within The Disneyland Resort for all telephones that are deemed appropriate by the Fire Department**.

PDF 3.10.1-1 Ongoing during Project operation, the existing services and capabilities of the Disneyland Fire Department shall be extended within the Disneyland Resort. Existing services include preconstruction checks, reinvention of fires and alarms, preplanning for fires and evacuations, fire prevention program activities, and monitoring of pyrotechnics and special effects.

The following conditions of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 10 That prior to the approval of each Final Site Plan and prior to the issuance of each building permit plans shall be reviewed and approved by the Fire Department as being in conformance with the Uniform Fire Code.

COA 11 That prior to the placement of building materials on a building site, an all weather road/driving surface shall be provided from the roadway system to and on the construction site and to fire hydrants at all times, as required by the Fire Department. Such routes shall be paved or, subject to the approval of the Fire Department, shall otherwise provide adequate emergency access. Every building constructed must be accessible to Fire Department apparatus. The width and radius of the driving surface must meet the requirements of Section 10.204 of the Uniform Fire Code as adopted by the City of Anaheim.

COA 12 That all lockable pedestrian and/or vehicular access gates shall be equipped with “knox box” devices as required and approved by the Fire Department.

Police Protection

MM 3.8-11 Ongoing during construction, if Anaheim Police Department or Anaheim TMC personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fairshare basis, if applicable, for reasonable costs associated with such services.

MM 3.10.2-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.2-2 Ongoing during operation ~~of the Disneyland Resort~~, the operator of the public parking facilities shall provide an adequate staff of private security officers for patrol and surveillance of the facilities.

MM 3.10.2-6 Ongoing during operation ~~of The Disneyland Resort~~, the applicant shall continue to provide anti-gang and substance abuse educational programs which are currently provided for park security Cast Members.

PDF 3.10.2-1 Ongoing during operations, the Disneyland Security Department shall be expanded to provide equivalent levels of service to the entire Disneyland Resort. These services will include initial response, investigation, and report writing. Entry points to the theme parks will be patrolled by the Disneyland Security Department.

PDF 3.10.2-3 Ongoing during project operation, the applicant shall continue to provide and expand its Court Liaison program to meet the needs of ~~**the**~~ **The** Disneyland Resort.

COA 40 That with the exception of the Theme Park and Parking Districts, which are already addressed in the Specific Plan, prior to approval of each Final Site Plan and prior to issuance of each building permit, the Anaheim Police Department shall review and approve plans for safety, accessibility, crime prevention, and security provisions during both the construction and operative phases

Schools

MM 3.10.5-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.5-2 Prior to issuance of each building permit, the property owner/developer shall provide proof that school impact fees have been paid consistent with State statutes. **[Note: For the Anaheim City School District, See 1998 Certificate of Compliance executed by the Anaheim City School District and the Walt Disney Company.]**

PDF 3.10.5-1 Ongoing during project operations, the existing Disneyland theme park has developed and/or engaged in a series of educational programs in cooperation with the local community and regional agencies and organizations, designed to enhance and complement the educational opportunities and experiences for the youth. The 10 educational programs that currently exist are indicated below (see Section 3.10.5, Schools, for detailed information regarding these programs):

1. The Disneyland Creativity Challenge Awards Program
2. Orange County Young Listeners Concerts
3. Junior Achievement (JA)
4. Work Exposure Day at Disneyland
5. Disney Magic Music Days
6. Job Search Strategy Class
7. “Free From Drugs” Program
8. Job Training Opportunities

9. School Support Programs
10. CIF Champion Celebration

The applicant will continue these programs and/or substitute similar programs of equal importance.

5.16 RECREATION

5.16.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 does not specifically address recreation; however, EIR 311 did address impacts to parks. EIR 311 determined development of The Disneyland Resort Project would result in increased use of ball fields by project cast (employees). Implementation of MM 5.10.4-1 and 5.10.4-2 would reduce this impact to a level considered less than significant.

5.16.2 PROJECT ENVIRONMENTAL REVIEW

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. No direct increase in demand for City parklands or recreational facilities would result from Project implementation because the Project would function primarily as a visitor-serving use. While the Project has the potential to indirectly increase the residential base of the City through the addition of approximately 103 jobs, the number of potential new residents associated with the increase in employment positions would be so minor that related impacts to recreational facilities would be less than significant. Further, it is impossible to determine where within the City or nearby cities the new residents would choose to locate. Also, it is likely that some current residents would apply for and fill these new jobs. Based on this rationale, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the recreation analysis provided in EIR 311.

Mitigation Program

No mitigation is required.

5.17 TRANSPORTATION

5.17.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

The evaluation of traffic impacts associated with development of The Disneyland Resort Project in EIR 311 analyzed City intersections in years 2000 and 2010. With substantial infrastructure improvements, through the implementation of project design features ("PDFs") and mitigation measures ("MMs"), summarized below, City streets and intersections were projected to operate at acceptable levels of service ("LOS") – LOS D or better during the afternoon peak hour. EIR 311 also projected traffic volumes on various freeway segments under the guidelines of *1991 Orange County Congestion Management Program* (Orange County Transportation Authority ["OCTA"], 1991). EIR 311 found The Disneyland Resort Project would generate hundreds of peak hour trips on the freeway system, including the mainline freeway lanes and the high occupancy vehicle lanes. It identified afternoon peak hour deficiencies by year 2000 on I-5 between SR 91 and Harbor Boulevard, between Harbor Boulevard and Katella Avenue, and between Katella Avenue and SR 22, although the I-5 widening project, which has since been completed, was expected to fully mitigate these deficiencies. EIR 311 also projected substantial impacts on Disney Way (formerly Freedman Way) between Manchester Avenue/Clementine Street and I-5 during the morning and late-night peak hours, although those hours were not quantitatively analyzed in EIR 311. The City adopted a Statement of Overriding Considerations with regard to these potential impacts.

The trips that would be generated by the Project were envisioned and analyzed in EIR 311, which required implementation of traffic mitigation measures. Those mitigation measures were implemented previously through development of other components of The Disneyland Resort Project. This traffic analysis has been completed to confirm the conclusions of the EIR 311 remain

unchanged today despite the changes to area traffic patterns due to growth and development in The Anaheim Resort since 1993.

According to EIR 311, two changes were proposed in the DRSP to allow for the realignment/modification of Cerritos Avenue and West Street/Disneyland Drive. These changes required an amendment to the MPAH, which was analyzed in EIR 311.

5.17.2 PROJECT ENVIRONMENTAL REVIEW

The following analysis is based on the *Traffic Study for the Timeshare Project at The Disneyland Hotel, Anaheim, California* (Traffic Study), prepared by Gibson Transportation Consulting, Inc. (2020), which is provided as **Appendix H**.

Would the project:

a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The analysis below provides an assessment of the Project's impacts to the local transportation system and assessment of consistency with plans, ordinances, and policies. Given that the Project would not result in impacts to local roadways, including Walnut Street, Magic Way, and Disneyland Drive, there is no potential for impacts to transit, bicycle, or pedestrian facilities. Therefore, the analysis below focuses on potential Project impacts related to vehicular traffic congestion.

A total of twelve intersections along primary traffic travel routes for the Project were selected for detailed analysis. The following intersections were analyzed:

1. Disneyland Drive and I-5 Southbound Ramps
2. Disneyland Drive and Ball Road
3. Harbor Boulevard and Ball Road
4. Disneyland Drive and Magic Way
5. Disneyland Drive and Paradise Way
6. Disneyland Drive and Downtown Drive/Disney Way
7. Disneyland Drive/West Street and Katella Avenue
8. Harbor Boulevard and Katella Avenue
9. Clementine Street and Katella Avenue
10. Anaheim Boulevard/Haster Street and Katella Avenue
11. Manchester Avenue/I-5 Southbound Ramps and Katella Avenue
12. Anaheim Way and Katella Avenue

The intersections were analyzed for peak-hour operating conditions during the morning peak period and the afternoon peak period. Intersections 8, 11, and 12 are designated Orange County Transportation Authority (OCTA) Congestion Management Program (CMP) Intersections, which are analyzed in the Traffic Study according to *2019 Orange County Congestion Management Program* criteria and discussion. The traffic study also includes a full analysis of California Department of Transportation (Caltrans) freeway mainline segments (Gibson 2020).

Methodology and Significant Impact Criteria

Intersection Analysis

The analysis is based on the Intersection Capacity Utilization (ICU) methodology, which is consistent with EIR 311 and current methodologies use by the City. The ICU methodology calculates the volume-to-capacity (V/C) ratio of each lane of the intersection to determine the intersection level of service (LOS) according to the definitions in Table 24, *Level of Service Definitions For Intersections and Street Segments*.

TABLE 24
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS AND STREET SEGMENTS

Level of Service	Volume-to-Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
Source: Gibson 2020.		

EIR 311 concluded that all analyzed intersections were mitigated to below the level of significance by operating at LOS D or better. Therefore, for purposes of this Addendum, a significant impact would be identified if an intersection were found to operate at LOS E or F.

Analysis Scenarios

The traffic impact analysis was conducted for the following traffic scenarios:

- **Existing Conditions (Year 2020)** – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis is based on current traffic volumes and intersection configurations. Intersection turning movement counts were collected in December 2019 for morning and afternoon peak hour conditions and represent year 2020 conditions for the purposes of this analysis. The traffic counts and intersection lane configurations are provided in Appendices A and B of the Traffic Study.
- **Existing with Project Conditions (Year 2020)** – This analysis projects the potential operating conditions that would be expected if the Project were operating today with no other development or infrastructure improvements considered.
- **Future without Project Conditions (Year 2023)** – This analysis projects future traffic growth and operating conditions that would be expected by year 2023, the anticipated opening year of the Project. These conditions include traffic growth anticipated from other

developments in the area as well as any infrastructure improvements that may occur by year 2023.

- **Future with Project Conditions (Year 2023)** – This analysis adds Project traffic to the Future without Project Conditions.

Existing Street System

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

Freeway System

The Project Site is located approximately 0.7 miles southwest of I-5, which provides regional access to the Project Site. I-5 travels northwest and southeast near the Project Site and provides the primary regional route for cast members and guests traveling to and from Los Angeles and surrounding communities. It connects to other regional freeways nearby, including State Route (SR)-57 to San Dimas, SR-22 to Long Beach, SR-91 between the South Bay and Riverside, and SR-55 between Newport Beach and Anaheim at SR-91.

Street System

The major roadways providing regional and sub-regional access to the Project Site vicinity are categorized by the City of Anaheim General Plan Circulation Element (Anaheim 2018) ("General Plan Circulation Element") as major arterial, primary arterial, resort smart street, and secondary arterial. Smart streets seek to improve traffic capacity and smooth traffic flow through signal synchronization, bus turnouts, removal of on-street parking, consolidation of driveways, and implementation of landscaped median islands to limit left-turns onto or off of the street. Within the study area used for the Traffic Study, Harbor Boulevard is a major arterial, Ball Road and Anaheim Boulevard/Haster Street are primary arterials, Disneyland Drive is a secondary arterial, and Katella Avenue is a resort smart street.

Public Transit System

There are various ways to get to the Study Area via public transit, as the theme parks and hotels are major tourist destinations. The various public transit options within and around the Study Area are described below.

- **OCTA Route 43/543** – OCTA Route 43 provides bus service along Harbor Boulevard between Fullerton and Costa Mesa. During morning and afternoon peak periods, buses run approximately every 20 minutes. Additionally, Route 543 offers limited stop service approximately every 15 minutes during the peak periods. Both routes stop on Harbor Boulevard adjacent to the Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.
- **OCTA Route 46** – OCTA Route 46 provides bus service along Ball Road between Los Alamitos and Orange. During morning and afternoon peak periods, buses run approximately every 30 minutes. It stops on Ball Road at Walnut Street, approximately 0.8 miles north of the Project Site.
- **OCTA Route 47** – OCTA Route 47 provides bus service along Anaheim Boulevard and Haster Street between Fullerton and Newport Beach. During morning and afternoon peak

periods, buses run approximately every 15 to 20 minutes. It stops on Anaheim Boulevard at Katella Avenue, approximately 1.5 miles southeast of the Project Site.

- **OCTA Route 50** – OCTA Route 50 provides bus service along Katella Avenue between Long Beach and Orange. During morning and afternoon peak periods, buses run approximately every 15 minutes. It stops on Katella Avenue at Disneyland Drive, approximately 0.4 miles south of the Project Site.
- **OCTA Route 83** – OCTA Route 83 provides bus service between Anaheim and Laguna Hills, traveling on Katella Avenue within the Study Area. During morning and afternoon peak periods, buses run approximately every 15 minutes. It stops on Katella Avenue at Disneyland Drive, approximately 0.4 miles south of the Project Site.
- **Metro Route 460** – The Los Angeles County Metropolitan Transportation Authority (Metro) operates Route 460 between downtown Los Angeles and the Disneyland Resort. During morning and afternoon peak periods, buses run approximately every 20 minutes. It stops at the Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.
- **Riverside Transit Agency CommuterLink Route 200** – CommuterLink Route 200 is a commuter express bus connecting San Bernardino, Riverside, Orange, and Anaheim (including The Disneyland Resort and the Anaheim Convention Center). It operates approximately every 60 minutes on weekdays and every 90 minutes on weekends. It stops at The Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.

Additionally, the Anaheim Regional Transportation Intermodal Center (ARTIC) is located approximately 2.9 miles east of the Project Site on Katella Avenue. The Orange County Line of Metrolink and Amtrak's Pacific Surfliner both stop at this station. Metrolink also operates six other rail lines that connect directly or indirectly to the Orange County Line and, therefore, can reach the ARTIC. Anaheim Resort Transportation ("ART") provides circulator shuttles with 20 different routes within the resort area, many of which stop at the Disneyland and California Adventure theme parks along Harbor Boulevard. The ART Sports Complex Line connects the Disneyland Resort with ARTIC via Katella Avenue.

Existing Traffic Volumes and Operating Conditions

Table 25 show intersection operations at Existing Conditions during the weekday morning and afternoon peak hours, including information related to V/C ratios and corresponding LOS at each of the analyzed intersections. As shown in Table 25, all of the analyzed intersections currently operate at LOS D or better during each analyzed peak hour. Detailed LOS worksheets are provided in the Traffic Study (**Appendix H**).

TABLE 25
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Location	Peak Hour	Existing Conditions	
			ICU	LOS
1	Disneyland Drive and I-5 Southbound Off-ramps	Morning Afternoon	0.379 0.315	A A
2	Disneyland Drive and Ball Road	Morning Afternoon	0.566 0.800	A C
3	Harbor Boulevard and Ball Road	Morning Afternoon	0.701 0.772	C C
4	Disneyland Drive and Magic Way	Morning Afternoon	0.249 0.245	A A
5	Disneyland Drive and Paradise Way	Morning Afternoon	0.262 0.290	A A
6	Disneyland Drive and Downtown Drive/Disney Way	Morning Afternoon	0.255 0.362	A A
7	Disneyland Drive/West Street and Katella Avenue	Morning Afternoon	0.550 0.500	A A
8	Harbor Boulevard and Katella Avenue	Morning Afternoon	0.514 0.564	A A
9	Clementine Street and Katella Avenue	Morning Afternoon	0.588 0.848	A D
10	Anaheim Boulevard/Haster Street and Katella Avenue	Morning Afternoon	0.388 0.567	A A
11	Manchester Avenue/I-5 Southbound Ramps and Katella Avenue	Morning Afternoon	0.608 0.604	B B
12	Anaheim Way and Katella Avenue	Morning Afternoon	0.416 0.635	A B

Source: Gibson 2020

Future Without Project Conditions

The Traffic Study considers the effects of the Project in relation to other developments and infrastructure improvements either proposed, approved, or under construction in the study area. The analyzed year 2023 was selected to coincide with the projected completion of the Project.

Future Infrastructure Improvements

No major infrastructure improvements are expected within the Study Area by year 2023. The ultimate buildout of the General Plan Circulation Element includes widening of Katella Avenue to an eight-lane facility east of Walnut Street within the Study Area. The Project would not affect the ability to implement this widening. However, because it would not be implemented prior to completion of the Project, the Future without Project Conditions analysis assumes Katella Avenue remains in its current configuration.

Future Without Project Traffic Projections

The Future without Project traffic projections reflect any growth in traffic or changes in traffic patterns that are expected to occur by the Project buildout year of 2023. Traffic growth is projected from two sources. The first source is ambient growth in traffic, which reflects increases in traffic due to regional growth and development outside the Project Site. The second source is growth due to traffic generated by projects which are proposed, approved, or under construction within

or near to the Study Area (collectively, the "Related Projects"), described below. The Related Projects may also result in changes to traffic patterns of existing traffic.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historic trends, and in consultation with the City, an ambient growth factor of 1 percent per year (3 percent total) was used to adjust the existing traffic volumes to reflect the effects of regional growth and development between years 2020 and 2023.

Related Projects

A total of 17 Related Projects were identified within or near the Study Area. Information about Related Projects was obtained from the City website in December 2019 and was current as of August 27, 2019 for projects in The Anaheim Resort area and May 6, 2019 for projects in the Platinum Triangle area.

The peak hour vehicle trips associated with these Related Projects were accounted for in the future traffic forecasts through the following three-step process:

1) **Trip Generation**. Trip generation estimates for the Related Projects were calculated using a combination of previous study findings and trip generation rates contained in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017). These projections are conservative in that they do not in every case account for existing land uses to be removed or the likely use of alternative modes of transportation (transit, walking, bicycling) by patrons of each Related Project.
2) **Trip Distribution**. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees, residents, or patrons of the Related Projects are drawn, and the location of these projects in relation to the surrounding street system. Many of the Related Projects are located beyond the borders of the Study Area, and not all of the trips generated by those projects would be expected to travel through the Study Area.
3) **Trip Assignment**. The trip generation estimates for the Related Projects were assigned to the local street system and freeways using the trip distribution patterns developed in step 2.

The volumes from Related Projects were then added to the existing peak hour traffic volumes, after adjustment by 3 percent to account for ambient growth, to represent year 2023 conditions. These traffic volumes are the Future without Project peak hour traffic volumes.

Future Without Project Intersection Operations

The projected Future without Project operating conditions are shown in Table 26, *Future Conditions (Year 2023) Intersection Peak Hour Levels of Service*. As shown, in the year 2023, all of the analyzed intersections are expected to operate at LOS D or better during each analyzed peak hour.

TABLE 26
FUTURE CONDITIONS (YEAR 2023) INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Location	Peak Hour	Future without Project Conditions	
			V/C Ratio	LOS
1	Disneyland Drive and I-5 Southbound Off-ramps	Morning Afternoon	0.389 0.324	A A
2	Disneyland Drive and Ball Road	Morning Afternoon	0.586 0.827	A D
3	Harbor Boulevard and Ball Road	Morning Afternoon	0.723 0.796	C C
4	Disneyland Drive and Magic Way	Morning Afternoon	0.255 0.250	A A
5	Disneyland Drive and Paradise Way	Morning Afternoon	0.269 0.297	A A
6	Disneyland Drive and Downtown Drive/Disney Way	Morning Afternoon	0.262 0.372	A A
7	Disneyland Drive/West Street and Katella Avenue	Morning Afternoon	0.575 0.525	A A
8	Harbor Boulevard and Katella Avenue	Morning Afternoon	0.545 0.613	A B
9	Clementine Street and Katella Avenue	Morning Afternoon	0.611 0.887	B D
10	Anaheim Boulevard/Haster Street and Katella Avenue	Morning Afternoon	0.433 0.610	A B
11	Manchester Avenue/I-5 Southbound Ramps and Katella Avenue	Morning Afternoon	0.655 0.697	B B
12	Anaheim Way and Katella Avenue	Morning Afternoon	0.453 0.686	A B

Source: Gibson 2020.

Project Traffic

The Project would generate new vehicle trips, including (1) occupant trips added by the Project; and (2) service vehicle trips added by the Project. The impact analysis contained in the Project's Traffic Study includes consideration of requirements from EIR 311 related to operational transportation impacts that would apply to the Project, including MMs 3.3-2 and 3.3-8, PDFs 3.3-15 and 3.3-17, and COAs 44-47 and 54.

Project Trip Generation

Empirical trip generation rates were developed based on trips currently generated by three Disney-associated hotels that serve The Disneyland Resort: the Disneyland Hotel, Disney's Paradise Pier Hotel, and Disney's Grand Californian Hotel. These three hotels are in close proximity to the Project Site and have trip generating characteristics similar to those anticipated for the Project.

Traffic counts were collected at all access points for those three hotels (excepting service driveways) on Thursday, October 19, 2017, Friday, October 20, 2017, and Sunday, October 22, 2017 during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods. These days were chosen based on recommendations from Disney operations staff that Thursdays and Fridays were the busiest weekdays and Sundays were the busiest overall day for check-in

and check-out activity (the primary activity resulting in vehicle trips entering and leaving the hotels). As the Sunday results were found to be generally consistent with the Thursday and Friday results, all three days were averaged together to calculate trip generation rates for the Project during the morning and afternoon peak hours. More information is provided in the Traffic Study (Gibson 2020).

The existing hotels within The Disneyland Resort were found to generate trips at average rates of approximately 0.24 trips per room during the morning peak hour and 0.25 trips per room during the afternoon peak hour. While daily trip counts were not collected at the existing hotels, a daily trip generation rate was developed using information from EIR 311. In EIR 311, hotels were estimated to generate 5.32 daily trips per room and 0.341 trips per room during the afternoon peak hour. Applying the same ratio between daily and peak hour trips to the afternoon peak hour empirical rate results in a daily trip generation rate of 3.90 trips per room.

Using this same generation rate for the Project, the Project is expected to generate 1,365 trips on a typical day, including up to a total of 84 trips during the morning peak hour and 88 trips during the afternoon peak hour. This trip generation estimate does not account for service vehicles. However, because the Project would use Disneyland Hotel infrastructure, it would add only incrementally to the number of service vehicles already serving the Disneyland Hotel. Disney operations staff conducted a review of all types of service vehicles already coming to the Disneyland Hotel and how it would change with the Project, and determined the Project would result in two additional trash pick-ups per week over the four per week currently serving the Disneyland Hotel. These trips, accessed from Walnut Street, would have a negligible effect on traffic operations and were not included in the Traffic Study.

Existing and Future With Project Conditions

Existing With Project Conditions (Year 2020)

Table 27, *Existing With Project Conditions (Year 2020) Intersection Peak Hour Levels of Service*, summarizes the LOS results under Existing with Project Conditions during the weekday morning and afternoon peak hours for the 12 study intersections. As shown in Table 27, all 12 intersections would operate at LOS D or better. Intersection 2, Disneyland Drive and Ball Road, would worsen from LOS C to LOS D during the afternoon peak hour with the Project as compared to Existing Conditions, though this is the result of the existing operating condition being right at the threshold between LOS C and LOS D before Project traffic. The Project would not result in new significant impacts or substantially increase the severity of previous impacts at any of the 12 intersections based on the criteria that each intersection should operate at LOS D or better.

TABLE 27
EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Significant Impact
1.	Disneyland Dr & I-5 SB Off-Ramps	Morning Afternoon	0.379 0.315	A A	0.383 0.324	A A	0.004 0.009	NO NO
2.	Disneyland Dr & Ball Rd	Morning Afternoon	0.566 0.800	A C	0.573 0.809	A D	0.007 0.009	NO NO
3.	Harbor Blvd & Ball Rd	Morning Afternoon	0.701 0.772	C C	0.705 0.774	C C	0.004 0.002	NO NO
4.	Disneyland Dr & Magic Way	Morning Afternoon	0.249 0.245	A A	0.261 0.258	A A	0.012 0.013	NO NO
5.	Disneyland Dr & Paradise Way	Morning Afternoon	0.262 0.290	A A	0.267 0.294	A A	0.005 0.004	NO NO
6.	Disneyland Dr & Downtown Dr/Disney Way	Morning Afternoon	0.255 0.362	A A	0.261 0.366	A A	0.006 0.004	NO NO
7.	Disneyland Dr/West St & Katella Ave	Morning Afternoon	0.550 0.500	A A	0.552 0.502	A A	0.002 0.002	NO NO
8. [a]	Harbor Blvd & Katella Ave	Morning Afternoon	0.514 0.564	A A	0.516 0.565	A A	0.002 0.001	NO NO
9.	Clementine St & Katella Ave	Morning Afternoon	0.588 0.848	A D	0.589 0.850	A D	0.001 0.002	NO NO
10.	Anaheim Blvd/Haster St & Katella Ave	Morning Afternoon	0.388 0.567	A A	0.390 0.568	A A	0.002 0.001	NO NO
11. [a]	Manchester Av /I-5 SB Ramps & Katella Ave	Morning Afternoon	0.608 0.604	B B	0.609 0.605	B B	0.001 0.001	NO NO
12. [a]	Anaheim Way & Katella Ave	Morning Afternoon	0.416 0.635	A B	0.417 0.637	A B	0.001 0.002	NO NO

Notes:
[a] Designated Congestion Management Program arterial intersection.

Future With Project Conditions (Year 2023)

Table 28, *Future With Project Conditions (Year 2023) Intersection Peak Hour Levels of Service*, summarizes the LOS results under Future with Project Conditions during the weekday morning and afternoon peak hours for the 12 study intersections. As shown in Table 28, all 12 intersections would operate at LOS D or better, just as under Future without Project Conditions. The Project, therefore, would not result in new significant impacts or substantially increase the severity of previous impacts at any of the 12 intersections based on the criteria that each intersection operate at LOS D or better.

TABLE 28
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Significant Impact
1.	Disneyland Dr & I-5 SB Off-Ramps	Morning Afternoon	0.389 0.324	A A	0.394 0.334	A A	0.005 0.010	NO NO
2.	Disneyland Dr & Ball Rd	Morning Afternoon	0.586 0.827	A D	0.593 0.835	A D	0.007 0.008	NO NO
3.	Harbor Blvd & Ball Rd	Morning Afternoon	0.723 0.796	C C	0.728 0.799	C C	0.005 0.003	NO NO
4.	Disneyland Dr & Magic Way	Morning Afternoon	0.255 0.250	A A	0.267 0.264	A A	0.012 0.014	NO NO
5.	Disneyland Dr & Paradise Way	Morning Afternoon	0.269 0.297	A A	0.274 0.302	A A	0.005 0.005	NO NO
6.	Disneyland Dr & Downtown Dr/Disney Way	Morning Afternoon	0.262 0.372	A A	0.267 0.375	A A	0.005 0.003	NO NO
7.	Disneyland Dr/West St & Katella Ave	Morning Afternoon	0.575 0.525	A A	0.577 0.527	A A	0.002 0.002	NO NO
8. [a]	Harbor Blvd & Katella Ave	Morning Afternoon	0.545 0.613	A B	0.547 0.614	A B	0.002 0.001	NO NO
9.	Clementine St & Katella Ave	Morning Afternoon	0.611 0.887	B D	0.611 0.888	B D	0.000 0.001	NO NO
10.	Anaheim Blvd/Haster St & Katella Ave	Morning Afternoon	0.433 0.610	A B	0.434 0.611	A B	0.001 0.001	NO NO
11. [a]	Manchester Ave/I-5 SB Ramps & Katella Ave	Morning Afternoon	0.655 0.697	B B	0.656 0.699	B B	0.001 0.002	NO NO
12. [a]	Anaheim Way & Katella Ave	Morning Afternoon	0.453 0.686	A B	0.453 0.687	A B	0.000 0.001	NO NO

Notes:
[a] Designated Congestion Management Program arterial intersection.

The Project would not cause any of the intersections within the study area to operate at a deficiency. Therefore, the impacts related to intersection operations identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Freeway Mainline Segments

The Traffic Study evaluated the following three freeway mainline segments using the V/C methodology:

- I-5 north of Disneyland Drive
- I-5 between Disneyland Drive and Katella Avenue
- I-5 south of Katella Avenue

Freeway segment capacity is typically assumed to be approximately 2,000 vehicles per hour per lane. However, high-occupancy vehicle lanes and auxiliary lanes connecting on-ramps with

downstream off-ramps typically carry fewer vehicles than general flow lanes. Therefore, for the purposes of this analysis, the peak hour freeway capacity at each segment was taken from EIR 311. EIR 311 estimated a capacity of 10,900 vehicles per hour in each direction at the three analyzed segments following completion of I-5 widening and the infrastructure improvements to which Disney contributed. Today, each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane in each direction.

Existing Conditions

Caltrans publishes annual average daily traffic volumes as well as peak hour and directional factors to calculate the morning and afternoon peak hour volumes. Existing traffic volumes were gathered from *2017 Traffic Volumes on California State Highways* (Caltrans 2018). Future conditions were developed using the same methodology as for intersection traffic volumes and Project traffic was estimated using the same patterns as described in Chapter 4 of the Traffic Study. Table 29 summarizes the freeway mainline segment volumes and V/C ratios for each segment under Existing Conditions and Existing with Project Conditions. As shown, the maximum V/C ratio identified is 0.86 (e.g., the volume would represent 86 percent of capacity) on I-5 north of Disneyland Drive in the northbound direction during the morning peak hour. While the Project would generate between 5 and 19 peak hour trips to each segment, it would not increase the V/C ratio at any location.

EIR 311 identified a maximum V/C ratio of 0.94 based on the afternoon peak hour condition (the only peak hour analyzed in EIR 311) in year 2010 with buildout of The Disneyland Resort. The analysis in Table 29 indicates that the freeway, with Project traffic, would continue to operate under that level and would have lower peak hour traffic volumes than forecast in the DR EIR except at one location. I-5 between Disneyland Drive and Katella Avenue in the northbound direction is projected to experience a slightly higher volume (approximately 2.6 percent of freeway capacity) than forecast in EIR 311. This would not be the result of Project traffic but would result from existing traffic volumes. Nonetheless, the V/C ratio at that location remains well under 0.94 and the Project adds minimal traffic to that segment. The Project would not result in significant impacts on the freeway system.

TABLE 29
EXISTING CONDITIONS (YEAR 2020) FREEWAY MAINLINE SEGMENTS

Location, Peak Hour, and Direction		Capacity [a]	Existing Conditions		Project-Only Volume	Existing with Project Conditions	
			Volume	V/C		Volume	V/C
I-5 north of Disneyland Drive							
Daily Volume		n/a	276,300	n/a	478	276,778	n/a
Morning Peak Hour	Northbound	10,900	9,311	0.85	11	9,322	0.86
	Southbound	10,900	6,742	0.62	19	6,761	0.62
Afternoon Peak Hour	Northbound	10,900	8,966	0.82	15	8,981	0.82
	Southbound	10,900	7,750	0.71	16	7,766	0.71
I-5 between Disneyland Drive and Katella Avenue							
Daily Volume		n/a	263,900	n/a	191	264,091	n/a
Morning Peak Hour	Northbound	10,900	8,893	0.82	6	8,899	0.82
	Southbound	10,900	6,440	0.59	5	6,445	0.59
Afternoon Peak Hour	Northbound	10,900	8,564	0.79	6	8,570	0.79
	Southbound	10,900	7,402	0.68	7	7,409	0.68
I-5 south of Katella Avenue							
Daily Volume		n/a	240,900	n/a	300	241,200	n/a
Morning Peak Hour	Northbound	10,900	8,118	0.74	12	8,130	0.75
	Southbound	10,900	5,878	0.54	7	5,885	0.54
Afternoon Peak Hour	Northbound	10,900	7,817	0.72	10	7,827	0.72
	Southbound	10,900	6,757	0.62	9	6,766	0.62

Notes:
[a] Each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane. Capacity is based on that used in The Disneyland Resort EIR.

EIR 311 identified a maximum V/C ratio of 0.94 based on the afternoon peak hour condition (which represents the only peak hour analyzed in EIR 311 due to the afternoon peak hour representing the highest roadway and freeway combination condition, despite I-5 V/C ratios being higher during the morning hours) in year 2010 with buildout of The Disneyland Resort. The analysis in Table 29 indicates that the freeway, with Project traffic, would continue to operate under the V/C ratio of 0.94 and would have lower peak hour traffic volumes than forecast in EIR 311. The Project would not result in significant impacts on the freeway system.

Future Conditions

Table 30 summarizes the freeway mainline segment volumes and V/C ratios for each segment under Future without Project Conditions and Future with Project Conditions. As shown, the maximum V/C ratio identified is 0.92 (e.g., 92 percent of capacity) on I-5 north of Disneyland Drive in the northbound direction during the morning peak hour.

EIR 311 identified a maximum V/C ratio of 0.94 based on the afternoon peak hour condition (the only peak hour analyzed in EIR 311) in year 2010 with buildout of The Disneyland Resort. The analysis summarized in Table 30 indicates that the freeway, with Project traffic and traffic growth through year 2023, would continue to operate under that level and would have lower peak hour traffic volumes than forecast in EIR 311 except at one location. I-5 between Disneyland Drive and Katella Avenue in the northbound direction is projected to experience a higher volume (approximately 9 percent of freeway capacity) than forecast in EIR 311. This would not be the

result of Project traffic but would result from existing volumes and background traffic growth between Existing Conditions and Project completion in 2023. Nonetheless, the V/C ratio at that location remains well under 0.94 and the Project adds minimal traffic to that segment. The Project would not result in significant impacts on the freeway system.

TABLE 30
FUTURE CONDITIONS (YEAR 2023) FREEWAY MAINLINE SEGMENTS

Location, Peak Hour, and Direction		Capacity [a]	Future without Project Conditions		Project-Only Volume	Future with Project Conditions	
			Volume	V/C		Volume	V/C
I-5 north of Disneyland Drive							
Daily Volume		n/a	302,057	n/a	478	302,535	n/a
Morning Peak Hour	Northbound	10,900	10,052	0.92	11	10,063	0.92
	Southbound	10,900	7,384	0.68	19	7,403	0.68
Afternoon Peak Hour	Northbound	10,900	9,750	0.89	15	9,765	0.90
	Southbound	10,900	8,629	0.79	16	8,645	0.79
I-5 between Disneyland Drive and Katella Avenue							
Daily Volume		n/a	284,653	n/a	191	284,844	n/a
Morning Peak Hour	Northbound	10,900	9,571	0.88	6	9,577	0.88
	Southbound	10,900	6,935	0.64	5	6,940	0.64
Afternoon Peak Hour	Northbound	10,900	9,228	0.85	6	9,234	0.85
	Southbound	10,900	8,172	0.75	7	8,179	0.75
I-5 south of Katella Avenue							
Daily Volume		n/a	259,877	n/a	300	260,177	n/a
Morning Peak Hour	Northbound	10,900	8,713	0.80	12	8,725	0.80
	Southbound	10,900	6,290	0.58	7	6,297	0.58
Afternoon Peak Hour	Northbound	10,900	8,401	0.77	10	8,411	0.77
	Southbound	10,900	7,339	0.67	9	7,348	0.67

Notes:
[a] Each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane. Capacity is based on that used in The Disneyland Resort EIR.

The Project would not cause any of the freeway segments within the study area to operate at a deficiency. Therefore, the impacts related to freeway operations identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

CMP Intersection Analysis

The CMP requires that a development generating 2,400 or more daily trips analyze its potential traffic impact on intersections identified in the CMP. Although the Project would generate fewer daily trips, a CMP intersection analysis was prepared for public information purposes. Intersections are analyzed using the same ICU methodology as required by the City. The CMP defines facilities operating at LOS F as deficient; intersections operating at LOS E or better are within the allowed standard. A significant impact is identified if a project increases the intersection V/C ratio by more than 0.10 at intersections operating at (or projected to operate at) LOS F.

Harbor Boulevard and Katella Avenue are arterial highways included in the CMP. As such, Intersections 8, 11, and 12 are CMP facilities and were analyzed in the Traffic Study according to

the CMP guidelines and criteria. These intersections include: Harbor Boulevard and Katella Avenue; Manchester Avenue/I-5 Southbound Ramps and Katella Avenue; and Anaheim Way and Katella Avenue.

Tables 27 and 28 show the intersection LOS and impact analyses under Existing with Project Conditions and Future with Project Conditions, respectively. As shown, the three CMP facilities operate at LOS B or better, with and without Project traffic, under all conditions. Therefore, no intersections are deficient and no significant impacts would occur.

Project Access, Circulation, and Parking

Vehicular guest access to the Project would share the existing Disneyland Hotel access infrastructure. Therefore, all access would be from Magic Way via the Disneyland Hotel entry road. Valet pick-up and drop-off would be along the north side of the Disneyland Hotel's Fantasy Tower (as shown in Figure 1 of the Traffic Study contained in Appendix H). The Disneyland Hotel access and circulation infrastructure is sufficient to accommodate the increase in traffic associated with the Project.

The Project requires a total of 305 parking spaces based on the City's Municipal Code. However, the Disneyland Hotel currently provides excess parking inventory above its requirement to accommodate demand during major events at the Disneyland Hotel Convention Center, and the Project's parking requirement is met by this excess inventory. Therefore, all Project parking, including valet and self-parking, can be accommodated in lots north of the Fantasy Tower as well as in the Disneyland Hotel parking structure above the Disneyland Hotel Convention Center. During big events at the Disneyland Hotel Convention Center, convention center visitors would be accommodated at the Pixar Pals parking structure north of Magic Way. The Project also would use the Disneyland Hotel's service infrastructure, and therefore would only incrementally increase the amount of service-related traffic already traveling to and from the Disneyland Hotel. Service access is provided via a driveway on Walnut Street west of the Project, and therefore the minimal service traffic would not interact with guest traffic. The service access is sufficient to accommodate the minimal increase in service traffic.

Off-Site Queuing

As detailed in Table 12 of the Traffic Study, there are two study intersections where the anticipated queues have the potential to exceed the existing turn pocket lengths at the following intersections:

- Intersection No. 2, Disneyland Drive and Ball Road
- Intersection No. 3, Harbor Boulevard and Ball Road

At both intersections, the turn pockets are substantially exceeded under Existing Conditions and Future without Project Conditions, and the Project only adds between 1 and 13 feet of length to the forecast queue lengths.

The traffic demands at the turn pockets in question may diminish as a result of the update to Disney's Toy Story guest parking lot, which should be completed by the summer 2020. That project will develop a theme park parking experience on the east side of The Disneyland Resort comparable to the experience currently provided at the Mickey & Friends/Pixar Pals guest parking structure off Disneyland Drive and Magic Way. As theme park guests learn about the availability of this lot, it will draw guest trips away from the west side of The Disneyland Resort. In particular, guests approaching the area from the south on I-5 would experience a particular benefit in reduced travel time and ease of access by parking in the Toy Story Lot, thereby reducing demand

on the northbound left-turn from Harbor Boulevard to Ball Road and the westbound left-turn from Ball Road to Disneyland Drive. While those changes may not fully relieve the identified queue length exceedances, they have the potential to reduce them far beyond the small incremental increases resulting from Project traffic.

Project Construction

EIR 311 noted that construction of The Disneyland Resort Project, including the Project, would impact City streets either due to construction traffic or temporary disruptions to roadway capacity due to adjacent construction activity. The EIR 311 therefore required any construction activities that would result in disruption to traffic to prepare and implement traffic management plans. Specifically, PDFs 3.8-4, 3.8-5, and 3.8-6 require a Construction Traffic Management Plan to govern DR EIR construction activity, a Trip Reduction Plan for construction crew vehicles, and a Traffic Management Plan to sequence and phase off-site roadway and infrastructure improvements, respectively. Because the temporary effects of Project construction were identified within EIR 311, which was certified by the City in 1993, no additional impacts are anticipated as a result of Project construction.

Construction is anticipated to last for approximately 33 months, with completion in year 2023. Construction staging and laydown would take place on Disney property, primarily within the existing Lilo and Stitch surface parking lots. Construction activities would be fully contained within the Project Site or adjacent private property owned by Disney; therefore, Project impacts to the circulation system would be limited primarily related to haul trucks taking excavated materials from the Project Site.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. CEQA Guidelines Section 15064.3(b) provides updated criteria for analyzing transportation impacts for projects pursuant to CEQA. These changes become mandatory on July 1, 2020. For land use projects, the CEQA Guidelines state: "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." Given that the Project occurs within a High Quality Transit Area (SCAG 2019), less than significant impacts would result from the Project.

The topic of vehicle miles traveled was not explicitly addressed in EIR 311 given it was not required to be considered at the time; however, EIR 311 did discuss related topics including traffic and required implementation of several mitigation measures to reduce vehicle miles traveled by guests and cast members. As discussed above under Threshold (a), the Project would be consistent with the findings in EIR 311 for traffic.

Therefore, based on this information, the impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project would utilize existing roads and driveways; therefore, there would be no

new increased hazards due to a geometric design feature or incompatible use, and no mitigation is required.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Result in inadequate emergency access?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project Site is located between Disneyland Drive and Walnut Street, accessible to visitors from Magic Way. Construction activity would be confined to the Project Site and would not interfere with vehicle movement or emergency access along adjacent roadways. Impacts related to the addition of project-related traffic would be less than significant; therefore, the Project would not interfere with the movement of emergency vehicles along local roadways. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would bring not about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the transportation analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design features are from Mitigation Monitoring Program No. 0067, adopted in connection with the Transportation and Circulation and Construction Impacts analyses in EIR 311. The MM and PDFs also would be applicable to the Project.

MM 3.3-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.3-2 Prior to issuance of each building permit, appropriate traffic signal assessment fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit or credit given for City-authorized improvements. **[Note: See Development Agreement No. 96-01 regarding payment of traffic assessment fees.]**

MM 3.8-12 Prior to issuance of the first demolition, grading or building permit ~~for Phase II,~~ whichever occurs first, ~~excluding permits for relocation of the SCE transmission lines, or for demolition related to relocation of the SCE transmission lines as specified in the Phasing Plan,~~ the applicant will establish an onsite public information office (which is conveniently and accessibly located) where construction scheduling and phasing information will be available to the public. The public information office shall be open during construction hours. A telephone "hotline" will be provided to the community to allow members of the public to call the office with questions or comments during business hours. At least one liaison officer will be staffed at the office. The liaison officer shall be available to answer questions from the public and shall coordinate with the City of Anaheim, other public agencies, and major developers in the area regarding the coordination of construction activities and infrastructure improvements. The City shall be provided with a monthly summary of the calls received and follow-up actions.

PDF 3.3-15 Prior to final building and zoning inspection for the second theme park and ongoing during project operation, the need to minimize cast vehicle trips to reduce congestion and improve air quality, consistent with the goals of both the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) and with the Regional ~~Mobility Plan of the Southern California Association of Governments (SCAG)~~ **Transportation Plan of the Sustainability Communities Strategy**, is recognized. The Disneyland Resort will implement and administer a comprehensive Transportation Demand Management (TDM) program for all cast, which will strive to achieve an average vehicle ridership (AVR) goal of 1.5 persons per vehicle and, an average length of out-of-area guest stay of 1.72 days, by 2001.

At this point in project development, it is not possible to predict precisely which programs and activities would be most successful for ~~the~~ **The** Disneyland Resort in meeting these goals. In addition, applicant will review annually with the City any changes to the TDM Program and the Program's effectiveness toward achieving a 1.5 AVR. In consultation with the SCAQMD, the City of Anaheim and other agencies, and after analyzing the effectiveness of these items, The Walt Disney Company will select specific programs for implementation.

Objectives of the TDM program are:

- Increase ridesharing and use of alternative transportation modes by guests.
- Meet the cast 1.5 AVR target.
- Provide a menu of commute alternatives for ~~**the**~~ **The** Disneyland Resort cast, to reduce project-generated trips.
- Provide transportation "linkages" to existing and future transportation modes (other than single-occupant vehicle travel) for both ~~**the**~~ **The** Disneyland Resort cast and guests.

Implementation strategies and elements of the TDM program for cast and guest trips are described below.

Cast

Making a commitment to commute management and trip reduction will become an integral part of the new-hire training. A menu of TDM program strategies and elements for both existing and future cast commute options would be examined, including, but not limited to, the following:

- **Onsite Service.** Onsite services, such as food, retail, and other services may be provided to the cast.
- **Ridesharing.** A computer listing of all cast members may be developed for the purpose of providing a "matching" of members with other cast members who live in the same geographic areas and who could not rideshare to ~~**the**~~ **The** Disneyland Resort.
- **Vanpooling.** A computer listing of all cast members may be developed for the purpose of matching numbers of cast who live in geographic proximity to one another and could comprise a vanpool to ~~**the**~~ **The** Disneyland Resort.
- **Transit Pass.** Los Angeles County Metropolitan Transportation Authority ("LACMTA") and Orange County Transportation Authority (including commuter rai) passes may be promoted through financial assistance and onsite sales to encourage cast to use the various transit and bus services to ~~**the**~~ **The** Disneyland Resort from throughout the region.
- **Commuter Bus.** As commuter "express" bus service expands throughout the region, passes for use on these lines may be provided for cast members who choose to use this service. Financial incentives will be provided.
- **Shuttle Service.** A computer listing of all cast members living in proximity to ~~**the**~~ **The** Disneyland Resort may be generated, and a local shuttle program will be offered to encourage cast members to travel to work by means other than the automobile.
- **Bicycling.** A Disneyland Resort Bicycling Program may be developed to offer a bicycling alternative to cast members. Secure bicycle racks, lockers, and showers will be provided as part of this program. Maps of bicycle routes throughout the area would be provided to inform potential bicyclists of these options.

- **Rental Car Fleet.** A "fleet vehicle" program may be developed to provide cast members who travel to work by means other than an automobile with access to automobiles in case of emergency, medical appointments, etc. This service would help cast members use alternative modes of transportation by ensuring that they would be able to have personal transportation in the event of special circumstances.
- **Guaranteed Ride Home Program.** The program may provide cast members who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. In essence, this program addresses the concerns of the cast member who rideshares and might be stranded without a vehicle in the event of an emergency.
- **Housing Coordinator and Referral Program and Local Hiring Efforts.** Continue to provide referral service to facilitate employees in finding housing and actively recruit prospective employees residing within 30-minute commute shed.
- **Target Reduction of Longest Commute Trip.** Design an incentives program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips.
- **Work Schedule**
    - **Staggered Shifts.** The Disneyland Resort cast may work different hours throughout the daily hours of park operation. A thorough review of cast shifts would be undertaken to provide the potential for cast shifts during nonpeak travel times, thus lessening peak hour congestion.
    - **Compressed Work Week.** The Disneyland Resort may review the possibility of developing a "compressed work week" program, which provides for fewer work days but longer daily shifts, as an option for cast members. This program would help eliminate certain trips on certain days that would otherwise be generated daily by ~~the~~ **The** Disneyland Resort Cast.
    - **Telecommuting.** The Disneyland Resort employs a variety of cast in different positions, cast members include clerical, office support, and administrative members. The Disneyland Resort may explore the possibility of a "telecommuting" program that would link some of these cast members to The Disneyland Resort via electronic means (e.g., computer with modem). This would help to eliminate certain trips that would otherwise be generated by a cast member who would otherwise physically need to be at ~~the~~ **The** Disneyland Resort.

- **Work Environment/Facility Management**
    - **Parking Management.** The Disneyland Resort may develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work.
    - **Management Staff.** The existing Disneyland theme park transportation management staff may be expanded onsite to accommodate new employees and to explore relationships with adjacent employers to

determine whether joint efforts can lead to greater reductions in VMT by project employees.

- **Amenities.** Transit systems, transit shelters, bicycle storage areas, and other amenities may be provided with efficient parking management for cast and guests.
- **Access.** Preferential access to high occupancy vehicles and shuttles may be provided.
- **Delivery Management.** Schedule deliveries in nonpeak traffic congestion hours to the extent reasonably practicable.

- **Financial Incentives**

In addition to the above items, certain financial incentives will be integrated into The Disneyland Resort TDM program, such as:

- **Financial Incentive for Ridesharing and/or Public Transit.** Currently, federal law provides tax-free status for up to $60 per month per employee contributions to employees who vanpool or use public transit (including commuter rail and/or express bus pools).
- **Financial Incentive for Bicycling.** Cast members may be offered financial incentives for bicycling to work; they would be provided with secure bicycle racks, lockers, and showers.
- **Special "Premium" for the Participation and Promotion of Trip Reduction.** Tickets/passes to project theme parks and/or vacations could be offered to employees who recruit other cast members for vanpool, carpool, or other Disney trip reduction programs.
- **Delivery Management.** Schedule deliveries in non-peak traffic congestion hours to the extent reasonably practicable.

Guests

Even through visitors are estimated to average nearly four persons per vehicle, additional programs and incentives could and will be provided to encourage even more guest use of ridesharing, transit, and other modes of travel to and from ~~the~~ **The** Disneyland Resort. The applicant is currently developing a list of potential programs and is working with the City of Anaheim and OCTA on the provision of convenient linkages to other modes of transportation. Marketing materials for ~~the~~ **The** Disneyland Resort will describe it as an "auto-free" zone with a range of transportation amenities where cars are not needed.

PDF 3.3-17 Prior to final building and zoning inspection for the second theme park, Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Disneyland Resort Transportation Management Association (TMA), or an Anaheim Resort Area TMA. To increase the likelihood of success of the TDM program, cooperation among other groups and businesses who either have existing TDM programs or have a need for TDM programming could be networked with cast participants. By expanding the number of participants in the various programs, more benefit in trip reduction is likely to be achieved. The TMA would be responsible for matching cast and guest commute services; marketing/promoting ridesharing alternatives (i.e., vanpooling, bicycling,

etc.); and providing a "fair share" payment of local TDM programs provided through the TMA.

PDF 3.8-1 Prior to issuance of the first building permit ~~for the Disneyland Resort or, any other timing specifically provided in this measure, excluding the relocation of SCE Transmission lines or the Disneyland Administration Building~~, the applicant shall submit a Traffic Mitigation and Construction Phasing and Control Plan. To the extent needed, as determined by the Public Works Department, the following project design features (PDF 3.8-1 – 3.8-8) require the applicant to submit at different times the plans for construction of ~~both Phase II and Phase III development~~**the Vacation Ownership Resort Project at Disneyland Hotel**. The Traffic Mitigation and Construction Phasing and Control Plan shall identify the following:

- A Construction Staging Area Plan showing the location and size of the construction staging area. The Plan shall also show how the staging area will be screened from view in compliance with the City of Anaheim Municipal Code.

PDF 3.8-2 ~~Prior to approval of grading plan or issuance or demolition or building permits, whichever occurs first~~ **Prior to approval of each grading plan or issuance of each demolition or building permit, whichever occurs first**

- A Construction Barrier Plan showing the location and types of barriers to be in place during grading and construction. Said plan shall provide for all construction areas to be screened from view in compliance with the City of Anaheim Municipal Code and shall include provisions for the type and height of the barriers to be placed along all construction perimeters prior to the commencement of demolition, site preparation or grading, whichever occurs first.

PDF 3.8-3 ~~Prior to approval of grading plan or issuance of demolition or building permit, whichever occurs first; implemented during site preparation and construction~~ **Prior to approval of each grading plan or issuance of each demolition or building permit, whichever occurs first**

- A Truck Route Plan identifying truck routes along arterials, avoiding residential areas to the extent feasible and in compliance with the Sound Pressure Level Ordinance. The Plan shall show conformance with the external noise limits for construction between 7 p.m. and 7 a.m. The Plan shall also prohibit construction traffic on residential streets where improvements are not planned and shall provide measures to ensure that truck drivers are directed away from residential streets and travel on approved routes only. Measures to assist in guiding truck movement on the arterial roadway system include, but are not limited to, provision of truck route maps to truck drivers and placement of flagpersons and construction signage at appropriate locations. The Truck Route Plan shall provide for monitoring of street conditions and potential repairing and/or repaving by property owner/developer after completion of construction as required by the City Engineer.

PDF 3.8-4 ~~Prior to approval of grading plan or issuance of demolition or building permit, whoever occurs first; implemented during grading and construction~~ **Prior to**

approval of each grading plan or issuance of each demolition or building permit, whichever occurs first; implemented during site preparation and construction

- A Construction Traffic Management Plan which includes mechanisms to reduce construction-related traffic congestion which shall be implemented during grading and construction, including, but not limited to, the following:

  1. Configure construction parking to minimize onsite and offsite traffic interference.
  2. Minimize obstruction of through-traffic lanes.
  3. Provide flagpersons to guide traffic, as determined in the plan.

PDF 3.8-5 Prior to approval of the first grading plan ~~for Phase II and III~~

- A Trip Reduction Plan (excluding the demolition for or relocation of the SCE transmission lines) for construction crew vehicles shall be prepared to reduce potential vehicle trips on the road and identify parking locations for construction employees and equipment.

PDF 3.8-6 Prior to issuance of the first building permit ~~for each phase~~

f. A Traffic Management Plan for phasing of roadway improvements, specifying the sequencing of construction to do the following:

   1. Coordinate scheduling with other planned construction in the area, including the 1-5 widening project.
   2. Coordinate scheduling with other infrastructure improvements to allow them to be facilitated efficiently during roadway improvements, such as sewer, storm drain, and water line improvements.
   3. Outline procedures for any required traffic detours during construction, including provision of tour bus stops.
   4. Phase each roadway improvement to allow access to all existing business/residential areas. In some instances, this will require lane-by-lane renovation, temporary bypass roads, or traffic reroutes.
   5. Employ vertical shoring as often as possible. This will minimize the amount of road surface that will be disturbed at a given location.
   6. Sequence the construction of each roadway improvement to minimize disruption to residents and businesses.
   7. Establish offsite parking and staging areas, where practical and possible, to minimize the impact to existing level of service on adjacent roadways. These offsite parking and staging areas will allow a dispersion of traffic flow to noncritical areas and will encourage bussing of construction workers from the offsite areas to the construction suites.

PDF 3.8-7 Prior to issuance of the first building permit

g. Infrastructure Coordination Plan showing how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel.

PDF 3.8-8 Prior to approval of the first grading plan ~~for Phase II of the Disneyland Resort~~

h. An Infrastructure Improvement Master Phasing Plan containing (a) infrastructure layout, (b) sizing, including supporting calculations, and (c) infrastructure construction phasing.

PDF 3.8-9 Ongoing during project construction, the applicant shall submit a quarterly update report showing construction activities for the upcoming quarter which shall include traffic mitigation and control planning and construction scheduling.

PDF 3.8-11 Prior to approval of each grading plan, the applicant shall show how the project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan.

The following conditions of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 44 That gates shall not be installed across any driveway or private street in a manner which may adversely affect vehicular traffic in the adjacent public streets. Installation of any gates shall conform to Engineering Standard Plan No. 402 and shall be subject to the review and approval of the City Traffic and Transportation Manager prior to issuance of a building permit.

COA 45 That prior to approval of each Final Site Plan or issuance of each building permit, whichever occurs first, plans for vehicular and pedestrian circulation shall be submitted to the City Traffic and Transportation Manager for review and approval showing conformance with Section 5.0 “Design Plan” of the Specific Plan document pertaining to parking standards. Subject property shall be developed and maintained in conformance with said plans.

COA 46 That all driveways shall be constructed to the satisfaction of the City Engineer with radius curb returns ranging from eight (8) to thirty-five (35) feet, unless otherwise approved by the City Engineer.

COA 47 That excluding the Disneyland Administration Building, prior to approval of the first Final Site Plan, tentative tract or parcel map, or issuance of a building permit, whichever occurs first for each District, vehicular access points to the public streets shall be subject to the review and approval of the City Traffic and Transportation Manager. All access points shall be in substantial conformance with the District Concept Plans in Section 5.0, “Design Plan”, of the Specific Plan document.

COA 48 That prior to approval of each Final Site Plan for the Hotel District including the Southwest Parking Area, parking plans shall be submitted to show the location and configuration of hotel employee and guest parking for that site plan. All parking

plans shall be subject to the review and approval of the City Traffic and Transportation Manager.

COA 53 That prior to issuance of each building permit, the appropriate Citywide Transportation Impact and Improvement Fee shall be paid to the City of Anaheim in the amount(s) determined by City Council Resolution. Consistent with the Fee Ordinance, fees may be reduced in consideration of right-of-way dedication and/or Master Plan of Arterial Highway facility construction.

COA 54 That prior to issuance of a building permit, the property owner/developer shall provide proof of their participation in the Anaheim Transportation Network (ATN).

COA 73 Prior to Final Site Plan approval, The Disneyland Resort hotels in the Hotel District will be designed to accommodate airport bus service to and from their hotels and plans showing these areas, accessible to the general public, shall be submitted to the City Engineer for review and approval.

5.18 TRIBAL CULTURAL RESOURCES

5.18.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

EIR 311 did not directly address impacts to tribal cultural resources, which are defined by Public Resources Code (PRC) Section 21074, as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe in California that is on the contact list maintained by the Native American Heritage Commission. However, EIR 311 concluded no impacts to cultural resources were expected to occur from development of The Disneyland Resort Project. However, implementation of the MM 3.13-1, which requires the hiring of an archaeologist for project development, would ensure that if any cultural resources were unexpectedly discovered during grading or development of the project, potential impacts would be mitigated to a level considered less than significant.

5.18.2 PROJECT ENVIRONMENTAL REVIEW

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As discussed previously, the Project Site is part of a highly urbanized area, is fully developed with a variety of structures, and has been subject to high degree of disturbance associated with development of The Disneyland Resort Project. According to Section 21074 of the Public Resources Code, tribal cultural resources include (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed or determined to be eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or (2) a resource that the lead agency determines, in its discretion, is a tribal cultural resource. Because the Project would involve redevelopment of the previously fully developed site, the Project would not represent the loss of tribal cultural resources that were not already impacted through the previous construction and development activities. As noted above, no archaeological resources, including tribal cultural resources, have been identified on the Project Site. Additionally, no cemeteries or identified human remains are known to be located on the Project Site. However, the Project would comply with Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code*, which require the County Coroner to be notified immediately if any human remains are encountered. Consistent with the analysis provided in EIR 311, implementation of MM 3.13-1 would reduce any potential impacts related to archaeological resources, including tribal cultural resources, to less than significant levels. As a result, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to tribal cultural resources.

The impacts identified for the Project would not be greater than those identified in EIR 311 for the Project Site; therefore, the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the tribal cultural resources analysis provided in EIR 311.

Mitigation Program

The following mitigation measure is from Mitigation Monitoring Program No. 0067, adopted in connection with the Cultural Resources analysis in EIR 311. The following measure also would be applicable to the Project.

MM 3.13-1 Prior to approval of each grading plan, the property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:

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

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

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

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

5.19 UTILITIES AND SERVICE SYSTEMS

5.19.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

Water

The analysis of water service impacts in EIR 311 concluded the capacity of the existing water supply system would be exceeded, resulting in a significant impact. With implementation of MMs 3.10.6-1 through 3.10.6-9 and PDFs 3.10.6-1 and 3.10.6-2, this impact would be reduced to a level considered less than significant.

Wastewater

EIR 311 reported that the existing sewer facilities in the area were at capacity and local improvements would be required to accommodate project-related volume increases. Implementation of the recommended improvements in the City's South Central Area Sewer Deficiency Study also would be required to accommodate the development of The Disneyland Resort Project in the future. However, the County Sanitation District of Orange County was determined to have adequate treatment plant capacity to serve the project. Implementation of

MMs 3.10.7-1 and 3.10.7-3 and PDF 3.10.7-1 outlined in EIR 311 would reduce all impacts to a level considered less than significant. This mitigation has been implemented.

Storm Water

EIR 311 concluded storm drain facilities within the Project Site would not be sufficient to handle increased drainage runoff flows. Implementation of MMs 3.10.8-1 through 3.10.8-3 and PDFs 3.10.8-1 through 3.10.8-4 outlined in EIR 311 and adopted as part of MMP 0067 would reduce impacts to storm drain facilities to a level considered less than significant.

Electricity

EIR 311 determined that existing electrical facilities were inadequate to accommodate the increased demand for electricity that development of The Disneyland Resort Project would generate. In addition to implementation of MMs 3.10.9-1 through 3.10.9-4 and MMs 3.8-12, a new substation would be required to reduce impacts to a level considered less than significant. Additionally, EIR 311 determined the project would contribute to a cumulative impact related to electricity consumption. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

Natural Gas Service

According to EIR 311, Southern California Gas would be able to meet the demand for natural gas created by The Disneyland Resort Project. Implementation of MMs 3.10.10-1 through 3.10.10-2 would reduce impacts to less than significant levels. Additionally, EIR 311 determined the project would contribute to a cumulative impact related to natural gas consumption. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

Solid Waste

In the analysis of impacts related to solid waste, EIR 311 identified that the Olinda-Alpha landfill had limited available capacity. For this reason, development of The Disneyland Resort Project would create a significant, unavoidable project and cumulative impact, even with implementation of MMs 3.10.3-1 through 3.10.3-3. The Anaheim City Council adopted a Statement of Overriding Considerations with regard to this potential impact.

Telephone Service

EIR 311 indicated that Pacific Bell would accommodate all increased demand for telephone services associated with development of The Disneyland Resort Project without disrupting existing service. Implementation of MM 3.10.11-1 would reduce impacts to less than significant levels.

Television Service/Reception

EIR 311 indicated cable television service would be accommodated without creating a significant impact. Television reception of residents and businesses without cable television might be impacted by construction of projects within the DRSP. However, implementation of MMs 3.10.12-1 and 3.10.12-2 would reduce potential impacts to less than significant.

5.19.2 PROJECT ENVIRONMENTAL REVIEW

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?

Water

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project involves the construction of a 12-story, 350-unit building, and the removal of several small buildings. The Project is consistent with land use and zoning for the Project Site; therefore, the Project was accounted for in the City's 2015 Urban Water Management Plan (UWMP). UWMPs are prepared by urban water suppliers every five years to support long term resource planning and to ensure that adequate water supplies are available to meet existing and future water needs. Since the Project complies with the zoning and General Plan land use designation for the Project Site, the full development of the property was anticipated within the City's UWMP growth projections. The UWMP found that the City is capable of meeting all customers' demands with significant reserves held by Metropolitan, local groundwater supplies, and conservation in multiple dry years from 2020 through 2040 (Anaheim 2015). Although the Project would require potable water, the Project is consistent with the UWMP and would therefore not require the relocation or construction of new water infrastructure that would cause significant environmental effects. While no significant impacts have been identified, the previously approved MMs 3.7-3, 3.7-5, 3.10.6-1 through 3.10.6-3 and PDF 3.10.6-1 for EIR 311 identified below and previously identified PDF 3.7-1 would ensure that water conservation measures are incorporated into the design of the Project so that water supplies remain reliable into the future. Additionally, COA 60 would ensure that all water system equipment would be installed to the satisfaction of the Public Utilities Department.

The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Wastewater

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project would connect to existing sewer infrastructure and would not require the relocation, expansion, or construction of wastewater facilities, as discussed in more detail below under Threshold (c). The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Storm Water

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. According to the **Appendix F,** Hydrology Report, development of the Project would maintain similar drainage patterns to the pre-development condition and would nominally increase impervious surface coverage; therefore, the storm water that would be generated by the Project would be similar to existing conditions The Project's drainage system has been designed to

infiltrate the 85th percentile, 24-hour storm event, also known as the Design Capture Volume, using subsurface infiltration galleries that would be installed within the site. Through the infiltration of storm water on the Project Site, no additional storm water facilities would need to be constructed as a result of the Project beyond those which were identified in EIR 311 and have already been constructed. Consistent with the findings of EIR 311, the Project would be subject to payment into the Storm Drain Impact and Improvement Fee Program for the South Central City Area, per Ordinance No. 5491 and Chapter 10.14 of the Anaheim Municipal Code (refer to MM 3.10.8-2). MM 3.10.8-1 would also apply to the Project. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Electricity

No Impact. The Project's electrical demands have been calculated in the 100 percent Conceptual Basis of Design – Electrical Systems (EXP 2020). The City has designed the existing electrical distribution system based on development of The Disneyland Resort Project and buildout of The Anaheim Resort. No impacts would occur, and no mitigation would be required. Although no impacts would occur, adherence to previously approved MM 3.10.9-1 through 3.10.9-3 from EIR 311 requiring compliance with the State Energy Conservation Standard for New Residential and Nonresidential Buildings would ensure an impact would not occur. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Natural Gas Service

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Southern California Gas Company (SCGC) currently provides natural gas service to the City of Anaheim, including the Project Site. The Project is projected to require approximately 36,000,000 British Thermal Units per hour (BTU/h) of natural gas, at a requested pressure of 5.0 pounds per square inch (psi) and via a 6-inch pipe (EXP 2020). Service would be provided in accordance with SCGC's policies and extension rules on file with the California Public Utilities Commission. With implementation of MM 3.10.10-2 from EIR 311 requiring implementation of a program to reduce demand for natural gas supplies and MM 3.14-2 from EIR 311 requiring use of fuel-efficient gas-powered building equipment, no new impacts related to the need for new systems or supplies or substantial alterations related to natural gas would occur. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Telephone Service

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. AT&T currently provides telephone service to the City of Anaheim, including the Project Site; however, a number of alternative options for telephone service exist that could adequately serve the Project. Development of the Project would create an increase in the demand on the telephone service system. In the Project Site, telephone conduits would be installed in joint trenches. Joint trench design would be provided by the telephone service provider once specific development plans become available. The Project would not create a new significant impact or a

substantial increase in the severity of previously identified effects. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Television Service/Reception

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Charter Spectrum Services currently provides cable television, high speed internet, and digital telephone service to the Project area. Development of the Project would create an increase in the demand on these services. The Project Site is located within the company's existing service area; therefore, the Project Site could be served by Charter Spectrum Services. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. As noted above, water supplies would be provided by the City of Anaheim subject to the requirements set forth in the City's 2015 UWMP. UWMPs are prepared by urban water suppliers every five years to support long term resource planning and to ensure that adequate water supplies are available to meet existing and future water needs. Since the Project complies with the zoning and General Plan land use designation for the Project Site, the full development of the property was anticipated within the City's UWMP growth projections. The UWMP found that the City is capable of meeting all customers' demands with significant reserves held by Metropolitan, local groundwater supplies, and conservation in multiple dry years from 2020 through 2040 (Anaheim 2015). Furthermore, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

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

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The following analysis is based on the *Sewer Study – Timeshare Project at Disneyland Hotel* (Sewer Study) prepared by Psomas (2020), which is provided as **Appendix I**. The purpose of the Sewer Study was to confirm that the design of the Project is consistent with The Disneyland Resort Project and complies with the DRSP and the City's Municipal Code regarding sewer impacts. Given that the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects related to wastewater treatment.

The sewer analysis prepared for EIR 311 developed mitigation measures, including the construction of numerous sewer line improvements and a mechanism for Disney and the City to share the costs of some of these improvements (Mitigation Measure Nos. 3.10.7-1 to 3.10.7-3).

An agreement was entered into between Disney and the City and the appropriate improvements have been funded and constructed. As demonstrated in the Sewer Study, the existing sewer system provides a level of service consistent with the analysis in EIR 311 and no new mitigation measures are required.

The existing uses that would be removed on the Project Site do not appear to generate much sewage and to be conservative, were not be subtracted from the estimated proposed sewer demands to determine impacts on the downstream sewer collection system.

The City of Anaheim has an existing 10-inch diameter sewer running down the east side of Walnut Street immediately adjacent to the Project Site and a parallel 27-inch sewer in Walnut Street west of the 10-inch sewer. The Project proposes to discharge to the 10-inch sewer in Walnut Street to avoid crossing to the other side of Walnut Street with a new lateral. There may ultimately be more than one lateral from the Project, but for analysis purposes it is assumed that all sewage from the Project would discharge to the most upstream manhole adjacent to the project on Walnut Street (manhole SW066204) as any lateral(s) would come into this existing 10-inch sewer in this sewer segment between SW066204 and SW066205.

As calculated in the Sewer Study, the additional average daily flow of 51 gallons per minute (gpm) expected to result from the Project based on maximum occupancy was input in the City's current sewer collection system hydraulic model at manhole SW066204 on the 10-inch sewer in Walnut Street. The model was then run for existing plus the proposed Project and buildout plus the Project scenarios with Project flows peaked per the Central Anaheim Master Plan of Sanitary Sewers (CAMPSS) model at 2.5 for hotels. The results of these computer runs showing peak flows and depth-to-diameter ratios by reach for the entire downstream sewer collection system are shown in Table 2 of the Sewer Study. All sewer segments were determined to be within the City's criteria for depth-to-diameter ratio (d/D) with the exception of two reaches in the 27-inch northerly Katella Avenue sewer just west (downstream) of Walnut Street.

For the existing plus the Project flow the d/D ratio in these two reaches is 0.80 and for the buildout plus the proposed project the d/D shows 0.88. It should be noted that these existing parallel sewers in Katella Avenue have reflected similar results in other sewer studies and have been treated as a "system" since there are two large diameter lines in parallel. There is capacity in the southerly Katella sewer but at this location in the northerly line the only way to eliminate this slight surcharge would be to either:

1. Divert flow in the buildout scenario either from the upstream area tributary to the Northerly Katella sewer, and/or
2. Divert flow in the buildout scenario from the 27-inch sewer in Walnut Street possibly at Cerritos Avenue.

An intertie between the two parallel Katella sewers could be constructed at the Walnut Street intersection. But since the northerly sewer is slightly deeper than the southerly and with the existing storm drain between the two parallel sewers requiring the intertie to be a siphon, flow would not divert to the southerly line until the northerly line was full or surcharged. This solution would, however, provide a degree of insurance that the line would not overflow or spill as once there was a surcharged condition in the manhole the flow would equalize in the two lines.

While the model output shows two sewer segments exceeding d/D criteria in the existing 27-inch northerly Katella sewer immediately downstream of Walnut Street, these segments currently exceed the criteria without the Project and were in this condition in the CAMPSS Existing and Buildout Scenarios. The Project does not require any sewer improvements due to the fact that

the increase in flow is not substantial, the d/D exceedance was present in the CAMPSS, and recommended solutions to the exceedance are available to the City as discussed in the CAMPSS and herein. Also, as discussed in EIR 311 and Mitigation Monitoring Program No. 0067, Disney already has installed the wastewater infrastructure required for The Disneyland Resort Project, including the Project.

Based on this analysis, the amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project would generate additional solid waste during construction and operation of the Project, not exceeding the maximum buildout allowed under the DRSP, as detailed in Table 1. Therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Furthermore, based on a generation factor provided by CalRecycle of 4 pounds per hotel room, development of the Project is expected to generate approximately 1,400 pounds per day (lbs/day) (CalRecycle 2006). Given the nominal increase, less than significant impacts are anticipated. Although a significant impact would not occur, implementation of previously approved MMs 3.10.3-1, 3.10.3-2, 3.10.3-3, and 3.10.10-1 and PDFs 3.8-10 and 3.10.3-1 from EIR 311 identified below would further reduce the volume of solid waste to be disposed of in the landfill system and adherence to COA 41 would ensure that all trash storage areas are located in areas acceptable to the Department of Maintenance. Therefore, no significant impact related to landfill capacity would result from implementation of the Project. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. Solid waste practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations to ensure landfill operations minimize impacts to public health and safety and the environment. OC Waste & Recycling is obligated to obtain a Solid Waste Facilities Permit, a Stormwater Discharge Permit, and a permit to construct and operate gas management systems and meet Waste Discharge Requirements. The Local Enforcement Agency, the SCAQMD, and the California Water Resources Control Board enforce landfill regulations related to health, air quality, and water quality, respectively. The Project would not inhibit OC Waste & Recycling's compliance with the requirements of each of these governing bodies, and no new impacts would occur. The amount of development would be within the maximum buildout allowed under the DRSP, as detailed in Table 1; therefore, the Project's impacts would not be greater than those identified in EIR 311 and the Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the public utilities analysis provided in EIR 311.

Mitigation Program

The following mitigation measures and project design features are from Mitigation Monitoring Program No. 0067, adopted in connection with approval of EIR 311. The following MMs and PDFs also would be applicable to the Project. In addition, MMs 3.10.7-1 and 3.10.7-3 and PDF 3.10.7-1 have been previously implemented, which relate to wastewater.

Water

MM 3.7-3 Prior to issuance of each building permit, the property owner/developer shall submit landscaping and irrigation plans and an Irrigation Management Program to integrate and phase the installation of streetscape landscaping with the proposed construction schedule. This landscape plan shall include a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. Additionally:

a. The landscape plans shall be prepared and certified by a licensed landscape architect. The landscape architect shall submit plans in accordance with Anaheim's Landscape Water Efficiency Ordinance and Guidelines**, including:**

   1. **Project Information.**
   2. **Maximum Applied Water Allowance and Estimated Applied Water Use expressed as annual totals.**

3. **Soil management report or specifications.**
4. **Landscape design plan.**
5. **Irrigation design plan.**
6. **Grading design plan.**

b. The Irrigation Management Program shall specify methods for monitoring the irrigation system and shall be designed by an irrigation engineer (plans to be submitted in accordance with the Specific Plan). The system shall ensure that irrigation rates do not exceed the infiltration of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies.

c. The landscape and irrigation plans shall be developed to be consistent with the provisions of the Specific Plan **and Ordinance 6355**, which require that the **Estimated Applied Water Use (EAWU) be less than the Maximum Applied Water Allowance (MAWA)**~~maximum annual water allowance~~ for the project (excluding theme parks)~~ not exceed 80 percent of the mean annual evapotranspiration~~, or that the landscape irrigation system include water-conserving features such as low-flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. In addition, all irrigation systems shall be designed so that they will function properly with reclaimed water, if it should become available.

MM 3.7-5 Prior to each final building and zoning inspection, the property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans.

MM 3.10.6-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.6-2 Prior to issuance of each building permit or approval of each landscape plan, whichever occurs first and to be implemented prior to final zoning and building inspections, and continuing on an ongoing basis during project operation, among the water conservation measures to be shown on plans implemented by the property owner/developer ~~(to the extent feasible within the Theme Park District)~~ within the Specific Plan area include the following:

- Use of low-flow sprinkler heads in irrigation system.
- Use of waterways re-circulation systems.
- Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals.
- Use of self-closing valves on drinking foundations.
- Use of reclaimed water for irrigation and washdown when it becomes available.
- Continuation of the existing cooling tower recirculation system.

- Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors.
- Low-flow shower heads in hotels.
- Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances.
- Use of irrigation systems primarily at night when evaporation rates are lowest.
- Provide information to the public in conspicuous places regarding water conservation.
- Use of water-conserving landscape plant materials wherever feasible.
- Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas.

MM 3.10.6-3 Prior to each final zoning and building inspection, the property owner/developer shall submit a certified water audit for landscape irrigation systems except for areas within the Theme Parks.

PDF 3.10.6-1 Prior to each final building and zoning inspection for ~~**the**~~ **The** Disneyland Resort, The Disneyland Resort will be developed with piping onsite to use reclaimed water when it is available ~~from the County Sanitation District of Orange County (CSDOC),~~ for use in ~~**the**~~ **The** Disneyland Resort waterways and for irrigation.

Storm Water

MM 3.10.8-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.8-2 Prior to approval of grading plans; to be constructed prior to final building and zoning inspections ~~for the second theme park~~, excluding the relocation of the SCE transmission lines or demolition, a detailed drainage study and plan that identifies either no increase in area historic drainage flows and no changes in area historic drainage patterns, except as already addressed through Project Design Features; or, that identifies additional drainage improvements to meet multi-year storm design frequency discharges for Phase II and Phase III improvements and to protect property in the event of a 100-year storm design frequency shall be submitted for review and approval.

It is noted that the City has adopted the Storm Drain Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant.

Electricity

MM 3.10.9-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim

Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.9-2 Prior to issuance of each building permit, the property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standard for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations).

MM 3.10.9-3 Prior to issuance of the first building permit ~~for Phases II and III~~, the applicant shall enter into an agreement with the City ~~of Anaheim to address the need, timing, and financial responsibility for improvements required to serve the increase in electrical demand associated with development of the Disneyland Resort project. Pursuant to this agreement, the applicant shall provide demand projections to the City based on the applicant's development plans. When warranted by demand projections of the project, the applicant shall construct or cause to be constructed a maximum 100 MVA substation and associated facilities on the Disneyland Resort property to accommodate the increased demand. This requirement will not be necessary until the demand from the project of the existing and new Disneyland Resort project exceeds 45 MVA. The substation site shall comply with all City requirements for the necessary installation and maintenance within or crossing rights-of-way~~**(dated March 18, 1997) to meet the increased electrical demands for opening day (June 30, 2011) of The Disneyland Resort.**

PDF 3.10.9-2 Prior to issuance of each building permit; to be implemented prior to each final building and zoning inspection, in order to conserve energy, ~~**the**~~ **The** Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following:

- Consultation with the City energy-conservation experts for assistance with energy-conservation design features.
- Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors.
- Use of electric motors designed to conserve energy.
- Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights.
- Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots.

Natural Gas Service

MM 3.10.10-1 Prior to issuance of each building permit, the property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code).

MM 3.10.10-2 Prior to approval of each final building and zoning inspection, the Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The

property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies.

MM 3.14-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.14-2 Prior to issuance of each building permit, the property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the Project to the extent feasible.

Solid Waste

MM 3.10.3-1 Throughout project construction and operation, the applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

MM 3.10.3-2 ~~Prior to final zoning and building inspections~~**For the Second Theme Park, prior to Opening Day, except where solid waste recycling facilities are required for operation of facility prior to Opening Day (in which case solid waste recycling facilities will be provided prior to final building and zoning Inspections; and, for the remainder of The Disneyland Resort, prior to final building and zoning inspections,** excluding the relocation of SCE transmission lines, the Disneyland Administration Building and demolition, the property owner/developer shall submit project plans to the Director of Maintenance for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as implemented by the City of Anaheim, the County of Orange Integrated Waste Management Plan, and the City of Anaheim Integrated Waste Management Plan, administered by the Department of Maintenance.

(Note: Mitigation measure references "Director of Maintenance." This has been changed to Director of Public Works, inasmuch as City Maintenance functions are now overseen by the Public Works Department. Additionally, the Department of Maintenance reference in the mitigation measures has been changed to Department of Public Works, Streets and Sanitation Division.)

MM 3.10.3-3 Prior to final zoning and building inspection~~; to be implemented during operation of the theme parks~~, a solid waste management plan shall be submitted for review and approval by the applicant for ~~**the**~~ **The** Disneyland Resort theme parks to ensure that the project plans comply with AB 939, as administered by the City of Anaheim, and the County's and City's Integrated Waste Management Plans. Waste management mitigation measures that shall be taken to reduce solid waste generation shall include:

a. Detailing the locations and design of back-of-house recycling facilities.

b. Complying with all Federal, State, and City regulations for hazardous material disposal.

c. Continuing participation in the City of Anaheim's voluntary "Recycle Anaheim" program or other substitute program as may be developed by the City.

In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the applicant shall implement numerous solid waste reduction programs at **The** Disneyland Resort, including:

- Facilitating paper recycling by providing chutes or convenient locations for sorting and recycling bins.
- Facilitating cardboard recycling (especially from retail areas) by providing adequate space and centralized locations for collections and baling.
- Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing.
- Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection.
- Prohibition of curbside pick-up within **The** Disneyland Resort.

PDF 3.8-10 Ongoing during construction, to decrease solid waste resulting from the construction phases, asphalt and concrete which is demolished as a part of project demolition and construction may be crushed and reused on the project site.

PDF 3.10.3-1 Prior to final building and zoning inspections ~~for the second theme park~~; and continuing on an ongoing basis during project operation, the existing solid waste recycling and waste minimization practices at the Disneyland theme park shall be expanded as feasible to serve ~~**the**~~ **The** Disneyland Resort. Existing practices include:

- Usage of recycled paper products for stationary, letterhead, and packaging.
- Recovery of materials such as aluminum and cardboard.

  Collection of office paper for recycling.
- Collection of polystyrene (foam) cups for recycling.
- Collection of glass, plastic, kitchen grease, laser printer, toner, cartridges, oil, batteries, and scrap metal for recycling or recovery.

Also, the following condition of approval were set forth in Ordinance No. 5377, last amended by Ordinance No. 6022, and are applicable to the Project.

COA 41 That trash storage areas shall be provided and maintained in a location acceptable to the Department of Maintenance and in accordance with approved plans on file with said Department. Such information shall be specifically shown on the plans submitted for building permits.

COA 60 That prior to final building and zoning inspections, the water backflow equipment and any other large water system equipment shall be installed to the satisfaction

of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys. Such information shall be specifically shown on the plans submitted for Final Site Plan approval and for building permits.

5.20 WILDFIRE

5.20.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The Disneyland Resort EIR 311

The topic of wildfires was not in EIR 311 nor in the Initial Study prepared for EIR 311; however, the issue was known at the time of EIR 311 preparation. At the time, the Project Site was located within an urban area and would not have been subject to wildland fires. Therefore, this analysis does not constitute new information that would create new significant impacts.

5.20.2 PROJECT ENVIRONMENTAL REVIEW

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact/No New Changes or New Information Requiring Preparation of an EIR. The Project Site is located within an urban, developed area and would not be subject to wildland fire risks. According to the mapping provided by the California Department of Forestry and Fire Protection (CalFire 2020), the Project Site is not located within a Very High Fire Hazard Severity Zone for wildfire hazards. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects.

Conclusion

Overall, the Project would be consistent with The Disneyland Resort Project as analyzed in EIR 311. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. Under Section 15162 of the State CEQA Guidelines, the Project:

(1) Would not propose substantial changes, which would require major revisions of EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Would not have circumstantial changes under which the project is undertaken which would require major revisions of the EIR 311 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) Would not bring about new information of substantial importance that was not known and could not have been known at the time EIR 311 was certified and which would:

(a) Create new significant impacts,

(b) Substantially increase the severity of previously examined effects,

(c) Determine that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible but the applicant declines to adopt them, or

(d) Introduce mitigation measures that are considerably different from those analyzed in the previous documents but the applicant declines to adopt them.

For these reasons, there are no major revisions required to the wildfire analysis provided in EIR 311.

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SECTION 6.0 MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The DRSP, including the Project Site, does not contain any significant biological resources. As demonstrated in this Addendum, the Project would not result in new significant impacts to biological or cultural resources, nor would it substantially increase the severity of impacts evaluated and determined in EIR 311. Because the Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to EIR 311 is the appropriate document type for the Project.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. The Project is consistent with the amount of development planned for the Project Site in EIR 311. Therefore, the Project will not result in any new cumulatively considerable impacts or substantially increase the severity of the cumulative effects previously disclosed in EIR 311. As demonstrated in this Addendum, the Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in EIR 311. Because the Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to EIR 311 is the appropriate document type for the Project.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR. As demonstrated in this Addendum, the Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in EIR 311. Because the Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to EIR 311 is the appropriate document type for the Project.

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SECTION 7.0 SUMMARY OF FINDINGS

As demonstrated in this Addendum, the Project would not result in new significant impacts, nor would it substantially increase the severity of impacts evaluated and determined in EIR 311. Because the Project would not meet any of the criteria identified in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR, an Addendum to EIR 311 is the appropriate document type for the Project.

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SECTION 8.0 MITIGATION MONITORING PLAN NO. 011.4

As discussed previously, Anaheim City Council adopted Mitigation Monitoring Program No. 0067, in conjunction with its certification of EIR 311, to identify required mitigation measures intended to mitigate potential impacts associated with buildout of The Disneyland Resort Project. Mitigation Monitoring Plan No. 011.4 includes mitigation measures from Mitigation and Monitoring Program No. 0067 that would be applicable to the Project.

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**ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 311,
THE VACATION OWNERSHIP RESORT PROJECT AT DISNEYLAND HOTEL,
MITIGATION MONITORING PLAN NO. 011.4**

Terms and Definitions

1. **Applicant -** The Walt Disney Parks and Resorts U.S. Inc., its successors and assigns.
2. **Property Owner/Developer –** Any owner or developer of real property within the Disneyland Resort Specific Plan area, including the C-R Overlay Area and District A.
3. **Disneyland Resort –** The Disneyland Resort, including Disneyland Park and Disney California Adventure Park, modifications to the Disneyland Hotel, a new Disneyland Administration Building, new hotels, entertainment areas, internal transportation systems, public parking facilities in the Parking, Theme Park and Hotel Districts, and the South Parking Area in the Future Expansion District.
4. **Project Design Features (PDFs) –** Measures incorporated into the Vacation Ownership Resort Project at Disneyland Hotel by the applicant with the intent of minimizing potential environmental impacts. The project design features included in this Mitigation Monitoring Program will be implemented as mitigation measures.
5. **Environmental Equivalent/Timing –** Any Project Design Feature or Mitigation Measure and timing thereof, subject to the approval of the City, which will have the same or superior result and will have the same or superior effect on the environment. The Planning & Building Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent/timing" and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of environmental equivalency/timing shall be borne by the applicant.
6. **Responsibility for Monitoring –** Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all departments listed for each mitigation measure.
7. **Ongoing Mitigation Measures –** The mitigation measures that are designated to occur on an ongoing basis as part of this mitigation monitoring program will be monitored in the form of an annual letter from the property owner/developer and/or applicant in January of each year stating how compliance with the subject measure(s) has been achieved. Mitigation Measures are referenced in parentheses by their section number as identified in the Final EIR 311. Mitigation Measures and/or Project Design Features designated to occur on an ongoing basis are noted with an asterisk (*). When compliance with a mitigation measure/project design feature has been demonstrated for a period of one year, monitoring of the mitigation

measure will be deemed satisfied and no further monitoring will occur. For mitigation measures/project design features that are to be monitored "Ongoing During Construction", the annual letter will review those mitigation measures/project design features only while construction is occurring; monitoring will be discontinued after construction is complete. A final annual letter will be provided at the close of construction.

8. To the extent that this Mitigation Monitoring Plan requires the applicant to submit plans for several phases simultaneously, it is understood that such later phase plans may be considered preliminary and may be subject to change. Such preliminary plans for the later phase will not be required to provide the level of detail required for the initial phase plans provided that more detailed plans will be submitted separately at a later time. Nevertheless, such preliminary plans for the later phase shall provide sufficient schematic or descriptive detail to ensure that plans submitted for said later phase shall comply with the provisions of this Mitigation Monitoring Plan and shall be consistent with the provisions of the initial phase plans.

9. **Timing** – This is the point where a mitigation measure/project design feature must be monitored for compliance. In the case where multiple action items are indicated, it is the first point where compliance associated with the mitigation measure/project design feature must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Plan will occur, as routine City practices and procedures will ensure that the intent of the measure design feature has been complied with. For example, if the timing is "to be shown on approved building plans" subsequent to issuance of the building permit consistent with the approved plans will be final building and zoning inspections pursuant to the building permit to ensure compliance.

10. **Building Permit** – For purposes of this Mitigation Monitoring Plan, a building permit shall be defined as any permit issued for construction of a new building or structural expansion/modification of any existing building, but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
LAND USE-RELATED PLANS AND POLICIES				
MM 3.1-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Planning & Building Department, in conjunction with any appropriate agencies or City Departments, shall determine the adequacy of any proposed environmental equivalent.	
MM 3.1-2	Prior to issuance of each building permit	Building plans shall be submitted by the property owner/developer and will be reviewed for consistency with the Specific Plan.	Planning & Building Department, Planning Services Division	
PDF 3.1-1	Prior to approval of the final site plan	The Project shall be implemented based on the guidelines and standards in the Disneyland Resort Specific Plan, which includes zoning and development standards, design guidelines, and a Public Facilities Plan. All development proposals within The Disneyland Report Specific Plan area must be consistent with the Disneyland Resort Specific Plan and the City of Anaheim General Plan.	Planning & Building Department, Planning Services Division	
COA 27	Prior to approval of the final site plan	That no development shall occur unless such development is substantially in accordance with the Disneyland Resort Specific Plan No. 92-1 document on file with the Planning Department and marked Exhibit A, Amendment No. 4, Amendment No. 5 to the Disneyland Resort Specific Plan No. 92-1, and Amendment No. 6 to the Disneyland Resort Specific Plan No. 92-1. It should be noted that Amendment Nos. 4, 5 and 6 to the Disneyland Resort Specific Plan No. 92-1 text and accompanying exhibit changes relate to development which may occur under the Anaheim GardenWalk Overlay only. These changes are set forth in Ordinance No. 5689, Ordinance No. 5807, and Ordinance No. 6022. Except as specifically set forth in said ordinances, all other Disneyland Resort Specific Plan No. 92-1 provisions including those adopted in connection with Amendment No. 3 to the Disneyland Resort Specific Plan No. 92-1 (Ordinance No. 5580) and Adjustments to the Disneyland Resort Specific Plan (Ordinance Nos. 5613, 5736, and 5768), remain unchanged.	Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 67	Ongoing during operation	That the applicant and/or property owner developer, as specified in the individual mitigation measures, shall be held responsible for compliance with the mitigation measures and that the applicant shall be responsible for implementation of the project design features identified in Final EIR No. 311 and Addendum and for complying with the Modified Mitigation Monitoring Program No. 0067, in compliance with Section 21081.6 of the Public Resources Code. Furthermore, the applicant and/or property owner/developer, as specified in the individual mitigation measures, and the applicant for project design features, shall be responsible for any direct costs associated with the monitoring and reporting required to ensure implementation of those mitigation measures and project design features identified in Final EIR No. 311 and Addendum that have been incorporated into the Modified Mitigation Monitoring Program No. 0067 (modified on Oct. 8, 1996). The Modified Mitigation Monitoring Program No. 0067, which includes mitigation measures and project design features, is attached and made a part of these conditions of approval.	Planning & Building Department, Planning Services Division	
LAND USE COMPATIBILITY				
MM 3.2-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.2-2	Prior to issuance of each building permit	For parking facilities associated with the Hotel and Parking Districts, the property owner/developer shall submit plans detailing the setbacks for the parking structures and landscaping plans which minimize compatibility impacts of the parking facilities on surrounding areas, consistent with Section 5.8 of the Specific Plan.	Planning & Building Department, Planning Services Division	
PDF 3.2-1	Prior to approval of each final site plan	Applicant shall submit documentation that project design features are in compliance with all building setbacks, height standards, landscaping requirements, and design guidelines as specified in Section 7.0 of Appendix B, the Disneyland Resort Specific Plan.	Planning Department, Building Division, Public Works Department, Traffic and Transportation Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
TRANSPORTATION AND CIRCULATION				
MM 3.3-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.3-2	Prior to issuance of each building permit	Appropriate traffic signal assessment fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit or credit given for City-authorized improvements. [Note: See Development Agreement No. 96-01 regarding payment of traffic assessment fees.]	Planning & Building Department, Public Works Department, Traffic and Transportation section	
PDF 3.3-15 *Environmental Equivalency Approved August 2, 2018*	Prior to final building and zoning inspection and ongoing during project operation	**Transportation Demand Management Program** The need to minimize cast vehicle trips to reduce congestion and improve air quality, consistent with the goals of both the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) and with the Regional Transportation Plan of the Sustainability Communities Strategy, is recognized. The Disneyland Resort will implement and administer a comprehensive Transportation Demand Management (TDM) program for all cast, which will strive to achieve an average vehicle ridership (AVR) goal of 1.5 persons per vehicle and, an average length of out-of-area guest stay of 1.72 days, by 2001. At this point in project development, it is not possible to predict precisely which programs and activities would be most successful for The Disneyland Resort in meeting these goals. In addition, applicant will review annually with the City any changes to the TDM Program and the Program's effectiveness toward achieving a 1.5 AVR. In consultation with the SCAQMD, the City of Anaheim and other agencies, and after analyzing the effectiveness of these items, The Walt Disney Company will select specific programs for implementation. Objectives of the TDM program are: • Increase ridesharing and use of alternative transportation modes by guests. • Meet the cast 1.5 AVR target	Southern California Association of Governments; South Coast Air Quality Management District; Public Works Department, Traffic and Transportation Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		• Provide a menu of commute alternatives for The Disneyland Resort cast, to reduce project-generated trips. • Provide transportation "linkages" to existing and future transportation modes (other than single-occupant vehicle travel) for both The Disneyland Resort cast and guests. Implementation strategies and elements of the TDM program for cast and guest trips are described below. **Cast** Making a commitment to commute management and trip reduction will become an integral part of the new-hire training. A menu of TDM program strategies and elements for both existing and future cast commute options would be examined, including, but not limited to, the following: • **Onsite Service**. Onsite services, such as food, retail, and other services may be provided to the cast. • **Ridesharing**. A computer listing of all Cast Members may be developed for the purpose of providing a "matching" of members with other Cast Members who live in the same geographic areas and who could rideshare to The Disneyland Resort. • **Vanpooling**. A computer listing of all Cast Members may be developed for the purpose of matching numbers of cast who live in geographic proximity to one another and could comprise a vanpool to The Disneyland Resort. • **Transit Pass**. Los Angeles County Metropolitan Transportation Authority (LACMTA) and Orange County Transportation Authority (including commuter rail) passes may be promoted through financial assistance and onsite sales to encourage cast to use the various transit and bus services to The Disneyland Resort from throughout the region. • **Commuter Bus**. As commuter "express" bus service expands throughout the region, passes for use on these lines may be provided for Cast Members who choose to use this service. Financial incentives will be provided. • **Shuttle Service**. A computer listing of all Cast Members living in proximity to The Disneyland Resort may be generated, and a local shuttle program will		

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		be offered to encourage Cast Members to travel to work by means other than the automobile. • **Bicycling**. A Disneyland Resort Bicycling Program may be developed to offer a bicycling alternative to Cast Members. Secure bicycle racks, lockers, and showers will be provided as part of this program. Maps of bicycle routes throughout the area would be provided to inform potential bicyclists of these options. • **Rental Car Fleet.** A "fleet vehicle" program may be developed to provide Cast Members who travel to work by means other than an automobile with access to automobiles in case of emergency, medical appointments, etc. This service would help Cast Members use alternative modes of transportation by ensuring that they would be able to have personal transportation in the event of special circumstances. • **Guaranteed Ride Home Program.** The program may provide Cast Members who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. In essence, this program addresses the concerns of the cast member who rideshares and might be stranded without a vehicle in the event of an emergency. • **Housing Coordinator and Referral Program and Local Hiring Efforts**. Continue to provide referral service to facilitate employees in finding housing and actively recruit prospective employees residing within 30-minute commute shed. • **Target Reduction of Longest Commute Trip**. Design an incentives program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips. • **Work Schedule** o **Staggered Shifts.** The Disneyland Resort cast may work different hours throughout the daily hours of park operation. A thorough review of cast shifts would be undertaken to provide the potential for cast shifts during nonpeak travel times, thus lessening peak hour congestion.		

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		○ **Compressed Work Week.** The Disneyland Resort may review the possibility of developing a "compressed work week" program, which provides for fewer work days but longer daily shifts, as an option for Cast Members. This program would help eliminate certain trips on certain days that would otherwise be generated daily by the Disneyland Resort Cast. ○ **Telecommuting**. The Disneyland Resort employs a variety of cast in different positions, Cast Members include clerical, office support, and administrative members. The Disneyland Resort may explore the possibility of a "telecommuting" program that would link some of these Cast Members to The Disneyland Resort via electronic means (e.g., computer with modem). This would help to eliminate certain trips that would otherwise be generated by a cast member who would otherwise physically need to be at The Disneyland Resort. • **Work Environment/Facility Management** ○ **Parking Management.** The Disneyland Resort may develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work. ○ **Management Staff.** The existing Disneyland theme park transportation management staff may be expanded onsite to accommodate new employees and to explore relationships with adjacent employers to determine whether joint efforts can lead to greater reductions in VMT by project employees. ○ **Amenities.** Transit systems, transit shelters, bicycle storage areas, and other amenities may be provided with efficient parking management for cast and guests. ○ **Access.** Preferential access to high occupancy vehicles and shuttles may be provided. ○ **Delivery Management.** Schedule deliveries in nonpeak traffic congestion hours to the extent reasonably practicable. • **Financial Incentives**		

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		In addition to the above items, certain financial incentives will be integrated into The Disneyland Resort TDM program, such as: • **Financial Incentive for Ridesharing and/or Public Transit.** Currently, federal law provides tax-free status for up to $60 per month per employee contributions to employees who vanpool or use public transit (including commuter rail and/or express bus pools). • **Financial Incentive for Bicycling.** Cast members may be offered financial incentives for bicycling to work; they would be **provided** with secure bicycle racks, lockers, and showers. • **Special "Premium" for the Participation and Promotion of Trip Reduction.** Tickets/passes to project theme parks and/or vacations could be offered to employees who recruit other Cast Members **for** vanpool, carpool, or other Disney trip reduction programs. • **Delivery Management.** Schedule deliveries in non-peak traffic congestion hours to the extent reasonably practicable. **Guests** Even through visitors are estimated to average nearly four persons per vehicle, additional programs and incentives could and will be provided to encourage even more guest use of ridesharing, transit, and other modes of travel to and from The Disneyland Resort. The applicant is currently developing a list of potential programs and is working with the City of Anaheim and OCTA on the provision of convenient linkages to other modes of transportation. Marketing materials for The Disneyland Resort will describe it as an "auto-free" zone with a range of transportation amenities where cars are not needed.		

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PDF 3.3-17	Prior to final building and zoning inspection	Transportation Management Association Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Disneyland Resort Transportation Management Association (TMA), or an Anaheim Resort Area TMA. To increase the likelihood of success of the TDM program, cooperation among other groups and businesses who either have existing TDM programs or have a need for TDM programming could be networked with cast participants. By expanding the number of participants in the various programs, more benefit in trip reduction is likely to be achieved. The TMA would be responsible for matching cast and guest commute services; marketing/promoting ridesharing alternatives (i.e., vanpooling, bicycling, etc.); and providing a "fair share" payment of local TDM programs provided through the TMA.	Public Works Department, Traffic and Transportation Division	
COA 44	Prior to issuance of each building permit	That gates shall not be installed across any driveway or private street in a manner which may adversely affect vehicular traffic in the adjacent public streets. Installation of any gates shall conform to Engineering Standard Plan No. 402 and shall be subject to the review and approval of the City Traffic and Transportation Manager prior to issuance of a building permit.	Public Works Department, Traffic Engineering Division	
COA 45	Prior to approval of each Final Site Plan or issuance of each building permit, whichever occurs first	That plans for vehicular and pedestrian circulation shall be submitted to the City Traffic and Transportation Manager for review and approval showing conformance with Section 5.0 "Design Plan" of the Specific Plan document pertaining to parking standards. Subject property shall be developed and maintained in conformance with said plans.	Public Works Department, Traffic Engineering Division	
COA 46	To be shown on street improvement plans; to be implemented prior to final building and zoning inspection	That all driveways shall be constructed to the satisfaction of the City Engineer with radius curb returns ranging from eight (8) to thirty-five (35) feet, unless otherwise approved by the City Engineer.	Public Works Department, Traffic Engineering Division	
COA 47	Prior to approval of the final site plan	That vehicular access points to the public streets shall be subject to the review and approval of the City Traffic and Transportation Manager. All access points shall be in substantial conformance with the District Concept Plans in Section 5.0, "Design Plan", of the Specific Plan document.	Public Works Department, Traffic Engineering Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 48	Prior to approval of each Final Site Plan for the Hotel District including the Southwest Parking Area	That parking plans shall be submitted to show the location and configuration of hotel employee and guest parking for that site plan. All parking plans shall be subject to the review and approval of the City Traffic and Transportation Manager.	Public Works Department, Traffic Engineering Division	
COA 54	Prior to issuance of a building permit	That the property owner/developer shall provide proof of their participation in the Anaheim Transportation Network (ATN).	Public Works Department, Traffic Engineering Division	
COA 73	Prior to Final Site Plan approval	The Disneyland Resort hotels in the Hotel District will be designed to accommodate airport bus service to and from their hotels and plans showing these areas, accessible to the general public, shall be submitted to the City Engineer for review and approval.	Public Works Department, Traffic Engineering Division	
AIR QUALITY				
MM 3.4-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning & Building Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.4-2 *Environmental Equivalency Approved July 1, 1998*	Prior to Final Building and Zoning Inspections	The property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department.	Planning & Building Department, Planning Services Division	
MM 3.4-3*	Ongoing during operation	The applicant shall implement the following measures to reduce emissions: a. To the extent practicable, schedule goods movements for off-peak traffic hours. b. Use clean fuel for attraction rides and other uses, as practicable.	Public Works Department, Traffic and Transportation Division	
MM 3.4-5	During construction	The property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of all buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications.	South Coast Air Quality Management District; Planning & Building Department	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.4-6	Ongoing during Project Operation	The following will be achieved: (1) the 1.5 AVR target for all cast and (2) the average length of the out-of-area guest stay of 1.72 days, or a demonstration that the SCAG VMT reduction targets have been met through other means.	South Coast Air Quality Management District; Southern California Association of Governments; Public Works Department, Traffic and Transportation Division	
PDF 3.4-4	In accordance with Transportation and Circulation Mitigation Measures	The Disneyland Resort traffic will be accommodated, and existing traffic conditions and circulation patterns will be improved through implementation of the identified transportation and parking features, including parking facilities, monorail and pedestrian way/guest transportation systems and convenient access to parking facilities from the freeway.	Public Works Department, Traffic and Transportation Division	
PDF 3.4-6	Prior to issuance of each building permit	Project design will incorporate the following energy-saving features. This energy savings will also contribute to reduced emissions: 1. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors. 2. Efficient heating and other appliances. 3. Incorporation of appropriate passive solar design. 4. Proper sealing of buildings. 5. Use of drought-resistant landscaping wherever feasible to reduce energy used in pumping and transporting water.	Utilities Department, Water and Electric Services	
PDF 3.4-8*	Ongoing during project operation	The applicant will implement a comprehensive and aggressive Transportation Demand Management (TDM) program for all project employees.	Public Works Department, Traffic and Transportation Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
NOISE				
MM 3.5-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or the environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.5-5	Prior to approval of a final site plan and to be implemented prior to final building and zoning inspections	For hotels within the 70-CNEL contour from West Street/Disneyland Drive, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer identifying whether noise attenuation is required, and defining any attenuation measures and specific performance criteria, if any such measures are required to comply with the Uniform Building Code. Ultimate noise attenuation requirements, if any, shall depend on the final locations of such buildings and noise-sensitive room/uses inside the buildings.	Planning & Building Department, Building Division	
MM 3.5-8	Prior to approval of each final site plan and to be implemented prior to final building and zoning inspections	For structures that are adjacent to residential areas, the applicant shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with the Sound Pressure Level Ordinance.	Planning & Building Department, Building Division	
COA 23	Prior to the commencement of construction activity	That the property owner/developer shall install and maintain specially designed construction barriers at the construction project perimeter areas. The construction sound barriers shall be a minimum height of 8' with a minimum surface weight of 1.25 lbs per square foot or a minimum Sound Transmission Class Rating (STC) of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals or other design techniques to minimize sound leakage when in the closed position. Access doors should be self closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product.	Planning & Building Department, Planning Services Division	
COA 24	Ongoing during project operation	That sweeping operations in the parking facilities and private streets or on-site roadways shall be performed utilizing sweeping/scrubbing equipment which operate at a sound level measured not greater than 60 dBA at the nearest adjacent property line.	Planning & Building Department, Code Enforcement Division	
COA 25	Ongoing during project operation	That pressure washing operations for purposes of building repair and maintenance due to graffiti or other aesthetical considerations shall be limited to daytime hours of operation between 7:00 am and 8:00 pm.	Planning & Building Department, Code Enforcement Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 31	Prior to final building and zoning inspections	That all air conditioning facilities and other roof and ground mounted equipment shall be shielded from public view as required by the Specific Plan and the sound buffered to comply with City of Anaheim noise ordinances from any adjacent residential or transient occupied properties. Such information shall be specifically shown on the plans submitted for building permits.	Planning & Building Department, Planning Services Division	
COA 63	Prior to issuance of a building permit	That in conjunction with the construction of the East and West Public Parking Facilities the Hotel parking structures, and the South Parking Area Structure, no impact driven piles shall be allowed.	Planning & Building Department, Planning Services Division	
EARTH RESOURCES – GEOLOGY, SOILS, AND SEISMICITY				
MM 3.6-1	Prior to approval of each grading plan	The property owner/developer shall submit to the Public Works Department, Development Services Division, for review and approval a thorough soils and geological report for the area to be graded, based on proposed grading and prepared by an engineering geologist and geotechnical engineer. The report shall comply with Title 17 of the Anaheim Municipal Code.	Public Works Department, Development Services Division	
MM 3.6-2	Prior to issuance of each building permit	The property owner/developer shall submit to the Public Works Department, Development Services Division, for review and approval detailed foundation design information for the subject buildings, prepared by a civil engineer, based on recommendations by a geotechnical engineer.	Planning & Building Department, Building Division	
MM 3.6-3	Prior to issuance of each foundation permit	The property owner/developer shall submit a report prepared by a geotechnical engineer to the Public Works Department, Development Services Division, for review and approval which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing.	Planning & Building Department, Building Division	
MM 3.6-4	Prior to issuance of each building permit	The property owner/developer shall submit plans showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim.	Planning & Building Department, Building Division	
MM 3.6-5*	Ongoing during project operations	The property owner/developer shall coordinate earthquake training with the Fire Department for hotel staff and Cast Members.	Fire Department	
MM 3.6-6 *Environmental Equivalency Approved January 15, 1999*	Prior to final building and zoning inspections	For hotels, the property owner/developer shall submit an earthquake emergency response plan for review and approval. That plan shall require posted notices in all hotel rooms on earthquake safety procedures.	Fire Department	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.13-2	Prior to approval of each grading plan	The property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented: a. The paleontologist must be present at the pre-grading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution. c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. A final report detailing the findings and disposition of the specimens shall be submitted. Upon completion of the grading, the paleontologist shall notify the City as to when the final report will be submitted.	Public Works Department, Development Services Division	
COA 8	Prior to issuance of each grading permit	That a rough or precise grading plan prepared by a registered Civil Engineer shall be submitted to the City Engineer for review and approval.	Public Works Department, Development Services Division	
GROUNDWATER AND SURFACE HYDROLOGY				
MM 3.7-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.7-3 *Environmental Equivalency Approved July 26, 2018*	Prior to issuance of each building permit	The property owner/developer shall submit landscaping and irrigation plans and an Irrigation Management Program to integrate and phase the installation of streetscape landscaping with the proposed construction schedule. This landscape plan shall include a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. Additionally: a. The landscape plans shall be prepared and certified by a licensed landscape architect. The landscape architect shall submit plans in accordance with Anaheim's Landscape Water Efficiency Ordinance and Guidelines, including: 1. Project Information. 2. Maximum Applied Water Allowance and Estimated Applied Water Use expressed as annual totals. 3. Soil management report or specifications. 4. Landscape design plan. 5. Irrigation design plan. 6. Grading design plan. b. The Irrigation Management Program shall specify methods for monitoring the irrigation system and shall be designed by an irrigation engineer (plans to be submitted in accordance with the Specific Plan). The system shall ensure that irrigation rates do not exceed the infiltration of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies. c. The landscape and irrigation plans shall be developed to be consistent with the provisions of the Specific Plan and Ordinance 6355, which require that the Estimated Applied Water Use (EAWU) be less than the Maximum Applied Water Allowance (MAWA) for the project (excluding theme parks), or that the landscape irrigation system include water-conserving features such as low-flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. In addition, all irrigation systems shall be designed so that they will function properly with reclaimed water, if it should become available.	Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.7-4*	Ongoing during construction and operation	The applicant shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim including, but not limited to, private streets and parking lots on not less than a monthly basis. Using water to clean streets, parking lots, and other areas shall be allowed on a periodic basis if allowed in the applicant's NPDES permit. Nightly washdown shall be allowed in the theme parks and, where advisable to maintain safe and sanitary working conditions, the back-of-house area, if allowed in the applicant's and City's NPDES permit. Flushing debris, residue, and sediment down the storm drains shall conform to the applicant's NPDES requirements. applicant agrees that material deposited in the City storm drains shall not be in violation of the City's NPDES permit.	Public Works Department, Streets and Sanitation Division	
MM 3.7-5	Prior to each final building and zoning inspection	The property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans.	Planning Department, Planning Division	
PDF 3.7-1	To be installed with project water mains; to be connected if reclaimed water becomes available	To reduce the project's demand on potable water, the property owner/developer shall install water lines onsite so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available.	Utilities Department, Water Services	
CONSTRUCTION IMPACTS				
MM 3.8-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.8-2*	Ongoing during grading operations	The property owner/developer shall implement standard practices from all applicable codes and ordinances to prevent erosion.	Public Works Department, Development Services Division	
MM 3.8-3	Prior to approval of each grading plan	The property owner/developer shall obtain required NPDES construction storm permits from the State Water Resources Control Board, if applicable. Copies of the Notice of Intent or permits, as applicable, shall be submitted to the City Engineer.	State Water Resources Control Board; Public Works Department, Development Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.8-4* *Environmental Equivalency Approved January 9, 1999*	Ongoing during construction	The following measures will be followed by the property owner/developer to reduce air quality impacts: a. Normal wetting procedures or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code. b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice-daily to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur. c. Where practicable, heavy duty construction equipment shall be kept onsite when not in operation to minimize exhaust emissions associated with vehicles repetitiously entering and exiting the project site. d. Trucks importing or exporting soil material and/or debris shall either be covered prior to entering public streets or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. This California Vehicle Code section stipulates that the load, where it contacts the sides, front and back of the cargo container area, remain six inches from the upper edge of the container area, and the load does not extend, at its peak, above any part of the upper edge of the cargo container area. e. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed. f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less. g. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during second stage smog alerts. h. The project will comply with the SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. i. Use low emission mobile construction equipment (e.g., tractors, scarpers, dozers, etc.) where practicable.	Planning & Building Department, Building Division; Public Works Department, Development Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		j. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable. k. Maintain construction equipment engines by keeping them properly tuned. l. Use low sulfur fuel for equipment, to the extent practicable.		
MM 3.8-5	Prior to approval of each grading plan (for import/export plan) and prior to issuance of demolition permit (for demolition plan)	The property owner/developer shall submit Demolition and Import/Export Plans. The plans shall include identification of offsite locations for material export from the project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The applicant shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if not all can be reused on the project site.	Public Works Department, Traffic and Transportation Division	
MM 3.8-6*	Ongoing during construction	The property owner/developer shall implement the following to limit emissions from architectural coatings and asphalt usage: a. Use nonsolvent-based coatings on buildings, whenever appropriate. b. Use solvent-based coatings, where they are necessary, in ways to minimize solvent emissions. c. Encourage use of high-solid or water based coatings.	Air Quality Management District; Planning & Building Department, Building Division	
MM 3.8-7*	Ongoing during demolition and construction	Construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries of the Disneyland Resort Specific Plan Area before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code.	Planning & Building Department, Code Enforcement Division	
MM 3.8-9*	Ongoing during construction	The property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers.	Planning & Building Department, Code Enforcement Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.8-10*	Ongoing during demolition and construction	In the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), according to the requirements of the California Administrative Code, Title 30, Chapter 22, and the Uniform Fire Code, Article 87.	Air Quality Management District for asbestos disposal; Orange County Health Department for hazardous waste and material disposal; Fire Department, Environmental Protection Section for hazardous materials/wastes from underground storage tanks	
MM 3.8-11*	Ongoing during construction	If Anaheim Police Department or Anaheim TMC personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fairshare basis, if applicable, for reasonable costs associated with such services.	Police Department; Public Works Department, Traffic and Transportation Division; City Attorney's Office	
MM 3.8-12*	Prior to issuance of the first demolition, grading or building permit, whichever occurs first	The applicant will establish an onsite public information office (which is conveniently and accessibly located) where construction scheduling and phasing information will be available to the public. The public information office shall be open during construction hours. A telephone "hotline" will be provided to the community to allow members of the public to call the office with questions or comments during business hours. At least one liaison officer will be staffed at the office. The liaison officer shall be available to answer questions from the public and shall coordinate with the City of Anaheim, other public agencies, and major developers in the area regarding the coordination of construction activities and infrastructure improvements. The City shall be provided with a monthly summary of the calls received and follow-up actions.	Public Works Department, Traffic and Transportation Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PDF 3.8-1	Prior to issuance of the first building permit	The applicant shall submit a Traffic Mitigation and Construction Phasing and Control Plan. To the extent needed, as determined by the Public Works Department, the following project design features (PDF 3.8-1 – 3.8-8) require the applicant to submit at different times the plans for construction of the Vacation Ownership Resort Project at Disneyland Hotel. The Traffic Mitigation and Construction Phasing and Control Plan shall identify the following: • A Construction Staging Area Plan showing the location and size of the construction staging area. The Plan shall also show how the staging area will be screened from view in compliance with the City of Anaheim Municipal Code.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	
PDF 3.8-2 *Environmental Equivalency approved March 13, 1997*	Prior to approval of each grading plan or issuance of each demolition or building permits, whichever occurs first	A Construction Barrier Plan showing the location and types of barriers to be in place during grading and construction. Said plan shall provide for all construction areas to be screened from view in compliance with the City of Anaheim Municipal Code and shall include provisions for the type and height of the barriers to be placed along all construction perimeters prior to the commencement of demolition, site preparation or grading, whichever occurs first.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division (Screening Compliance)	
PDF 3.8-3 *Environmental Equivalency approved March 13, 1997*	Prior to approval of each grading plan or issuance of each demolition or building permit, whichever occurs first; implemented during grading and construction	A Truck Route Plan identifying truck routes along arterials, avoiding residential areas to the extent feasible and in compliance with the Sound Pressure Level Ordinance. The Plan shall show conformance with the external noise limits for construction between 7 p.m. and 7 a.m. The Plan shall also prohibit construction traffic on residential streets where improvements are not planned and shall provide measures to ensure that truck drivers are directed away from residential streets and travel on approved routes only. Measures to assist in guiding truck movement on the arterial roadway system include, but are not limited to, provision of truck route maps to truck drivers and placement of flagpersons and construction signage at appropriate locations. The Truck Route Plan shall provide for monitoring of street conditions and potential repairing and/or repaving by property owner/developer after completion of construction as required by the City Engineer.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Code Enforcement (Conformance with Sound Pressure Level Ordinance)	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PDF 3.8-4 *Environmental Equivalency approved March 13, 1997*	Prior to approval of each grading plan or issuance of each demolition or building permit, whichever occurs first; implemented during grading and construction	A Construction Traffic Management Plan which includes mechanisms to reduce construction-related traffic congestion which shall be implemented during grading and construction, including, but not limited to, the following: 1. Configure construction parking to minimize onsite and offsite traffic interference. 2. Minimize obstruction of through-traffic lanes. 3. Provide flagpersons to guide traffic, as determined in the plan.	Public Works Department, Traffic and Transportation Division	
PDF 3.8-5	Prior to approval of the first grading plan	A Trip Reduction Plan (excluding the demolition for or relocation of the SCE transmission lines) for construction crew vehicles shall be prepared to reduce potential vehicle trips on the road and identify parking locations for construction employees and equipment.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	
PDF 3.8-6	Prior to issuance of the first building permit	A Traffic Management Plan for phasing of roadway improvements, specifying the sequencing of construction to do the following: 1. Coordinate scheduling with other planed construction in the area, including the 1-5 widening project. 2. Coordinate scheduling with other infrastructure improvements to allow them to be facilitated efficiently during roadway improvements, such as sewer, storm drain, and water line improvements. 3. Outline procedures for any required traffic detours during construction, including provision of tour bus stops. 4. Phase each roadway improvement to allow access to all existing business/residential areas. In some instances, this will require lane-by-lane renovation, temporary bypass roads, or traffic reroutes. 5. Employ vertical shoring as often as possible. This will minimize the amount of road surface that will be disturbed at a given location. 6. Sequence the construction of each roadway improvement to minimize disruption to residents and businesses.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		7. Establish offsite parking and staging areas, where practical and possible, to minimize the impact to existing level of service on adjacent roadways. These offsite parking and staging areas will allow a dispersion of traffic flow to noncritical areas and will encourage bussing of construction workers from the offsite areas to the construction sites.		
PDF 3.8-7	Prior to issuance of the first building permit	Infrastructure Coordination Plan showing how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	
PDF 3.8-8	Prior to approval of the first grading plan	An Infrastructure Improvement Master Phasing Plan containing (a) infrastructure layout, (b) sizing, including supporting calculations, and (c) infrastructure construction phasing.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	
PDF 3.8-9	Ongoing during project construction	The applicant shall submit a quarterly update report showing construction activities for the upcoming quarter which shall include traffic mitigation and control planning and construction scheduling.	Public Works Department; Planning & Building Department, Planning Services Division	
PDF 3.8-10*	Ongoing during construction	To decrease solid waste resulting from the construction phases, asphalt and concrete which is demolished as a part of project demolition and construction may be crushed and reused on the project site.	Public Works Department, Development Services Division	
PDF 3.8-11	Prior to approval of each grading plan	The applicant shall show how the project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan.	Public Works Department, Traffic and Transportation Division; Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
EMPLOYMENT, POPULATION, AND HOUSING				
MM 3.9-1*	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement the project design feature included herein or its environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
PDF 3.9-1*	Ongoing during project operations	The existing Disneyland theme park and Disneyland Hotel special employment programs such as summer employment for teachers and educational programs offering local high schools students jobs will continue. The Walt Disney Company will also aggressively recruit workers who are already a part of the resident work force in the region. Implementation of the Disneyland Resort Specific Plan will further efforts in offering employment opportunities at various socioeconomic levels.	Planning & Building Department, Planning Services Division	
PUBLIC SERVICES AND UTILITIES - FIRE				
MM 3.10.1-1*	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.1-2	Prior to commencement of structural framing on each parcel or lot	Onsite fire hydrants shall be installed and charged, as required, by the property owner/developer.	Fire Department	
MM 3.10.1-3	Prior to approval of each grading plan	The property owner/developer shall submit an emergency fire access plan to ensure that service to the site is in accordance with the Fire Department service requirements.	Fire Department	
MM 3.10.1-4	Prior to issuance of each building permit	The property owner/developer shall submit a Construction Fire Protection Plan which shall include detailed design plans for accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The property owner/developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow.	Fire Department	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.10.1-5	Prior to issuance of each building permit; to be implemented prior to each final building and zoning inspection	Plans shall indicate that all buildings, exclusive of parking structures, shall have sprinklers installed by property owner/developer.	Fire Department	
MM 3.10.1-6	Prior to issuance of each building permit	Plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including: a. Overhead clearance shall not be less than 14 feet for the full width of access roads. b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds. c. All underground tunnels shall have sprinklers. Water supplies are required at the entrances. Standpipes shall also be provided when determined to be necessary by the Fire Department. d. Adequate off-site public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the property owner/developer. The precise number, types, and locations of the hydrants shall be determined during building permit review. Hydrants are to be a maximum of 400 feet apart. e. A minimum residual water pressure of 20 psi shall remain in the water system. Flow rates for the public parking facilities shall be set at 1,000 to 1,500 gpm	Fire Department	
MM 3.10.1-10 *Environmental Equivalency Approved February 7, 2000*	Prior to final building and zoning inspection	Emergency telephone service numbers shall be posted for at least one telephone in each facility (for non-occupied facilities) and emergency telephone service numbers shall be posted at each telephone that is deemed appropriate by the Fire Department in each facility (for occupied facilities); prior to Opening Day, emergency telephone service numbers will be posted within The Disneyland Resort for all telephones that are deemed appropriate by the Fire Department.	Fire Department	
PDF 3.10.1-1	Ongoing during Project operation	The existing services and capabilities of the Disneyland Fire Department shall be extended within the Disneyland Resort. Existing services include preconstruction checks, reinvention of fires and alarms, preplanning for fires and evacuations, fire prevention program activities, and monitoring of pyrotechnics and special effects.	Fire Department	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 10	Prior to the approval of each final site plan and prior to the issuance of each building permit	That plans shall be reviewed and approved by the Fire Department as being in conformance with the Uniform Fire Code.	Fire Department	
COA 11	Prior to the placement of building materials on a building site	That an all weather road/driving surface shall be provided from the roadway system to and on the construction site and to fire hydrants at all times, as required by the Fire Department. Such routes shall be paved or, subject to the approval of the Fire Department, shall otherwise provide adequate emergency access. Every building constructed must be accessible to Fire Department apparatus. The width and radius of the driving surface must meet the requirements of Section 10.204 of the Uniform Fire Code as adopted by the City of Anaheim.	Fire Department	
COA 12	Prior to final building and zoning inspection	That all lockable pedestrian and/or vehicular access gates shall be equipped with "knox box" devices as required and approved by the Fire Department.	Fire Department	
PUBLIC SERVICE AND UTILITIES - POLICE				
MM 3.10.2-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.2-2*	Ongoing during operation	The operator of the public parking facilities shall provide an adequate staff of private security officers for patrol and surveillance of the facilities.	Police Department	
MM 3.10.2-6*	Ongoing during operation	The applicant shall continue to provide anti-gang and substance abuse educational programs which are currently provided for park security Cast Members.	Police Department	
PDF 3.10.2-1*	Ongoing during operation	The Disneyland Security Department shall be expanded to provide equivalent levels of service to the entire Disneyland Resort. These services will include initial response, investigation, and report writing. Entry points to the theme parks will be patrolled by the Disneyland Security Department.	Police Department	
PDF 3.10.2-3*	Ongoing during project operation	The applicant shall continue to provide and expand its Court Liaison program to meet the needs of <u>The</u> Disneyland Resort.	Police Department	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 40	Ongoing during project operation	That with the exception of the Theme Park and Parking Districts, which are already addressed in the Specific Plan, prior to approval of each Final Site Plan and prior to issuance of each building permit, the Anaheim Police Department shall review and approve plans for safety, accessibility, crime prevention, and security provisions during both the construction and operative phases	Police Department	
PUBLIC SERVICES AND UTILITIES – SOLID WASTE				
MM 3.10.3-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.3-2 *Environmental Equivalency Approved December 7, 1999*	Prior to final zoning and building inspections	Excluding the relocation of SCE transmission lines, the Disneyland Administration Building and demolition, the property owner/developer shall submit project plans to the Director of Maintenance for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as implemented by the City of Anaheim, the County of Orange Integrated Waste Management Plan, and the City of Anaheim Integrated Waste Management Plan, administered by the Department of Maintenance. "(Note: Mitigation measure references "Director of Maintenance." This has been changed to Director of Public Works, inasmuch as City Maintenance functions are now overseen by the Public Works Department. Additionally, the Department of Maintenance reference in the mitigation measures has been changed to Department of Public Works, Streets and Sanitation Division.)"	Public Works Department, Streets and Sanitation Division	
MM 3.10.3-3	Prior to final zoning and building inspection	A solid waste management plan shall be submitted for review and approval by the applicant for The Disneyland Resort theme parks to ensure that the project plans comply with AB 939, as administered by the City of Anaheim, and the County's and City's Integrated Waste Management Plans. Waste management mitigation measures that shall be taken to reduce solid waste generation shall include: a. Detailing the locations and design of back-of-house recycling facilities. b. Complying with all Federal, State, and City regulations for hazardous material disposal.	Maintenance Department; Fire Department, Environmental Protection Section (for hazardous materials)	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		c. Continuing participation in the City' of Anaheim's voluntary "Recycle Anaheim," program or other substitute program as may be developed by the City. In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the applicant shall implement numerous solid waste reduction programs at The Disneyland Resort, including: • Facilitating paper recycling by providing chutes or convenient locations for sorting and recycling bins. • Facilitating cardboard recycling (especially from retail areas) by providing adequate space and centralized locations for collections and baling. • Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing. • Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection. • Prohibition of curbside pick-up within The Disneyland Resort.)		
PDF 3.10.3-1	Prior to final building and zoning inspections; and continuing on an ongoing basis during project operation	The existing solid waste recycling and waste minimization practices at the Disneyland theme park shall be expanded as feasible to serve The Disneyland Resort. Existing practices include: • Usage of recycled paper products for stationary, letterhead, and packaging. • Recovery of materials such as aluminum and cardboard. • Collection of office paper for recycling. • Collection of polystyrene (foam) cups for recycling. • Collection of glass, plastic, kitchen grease, laser printer, toner, cartridges, oil, batteries, and scrap metal for recycling or recovery.	Maintenance Department	
COA 41	Ongoing during project operation	That trash storage areas shall be provided and maintained in a location acceptable to the Department of Maintenance and in accordance with approved plans on file with said Department. Such information shall be specifically shown on the plans submitted for building permits.	Public Works	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PUBLIC SERVICES AND UTILITIES - SCHOOLS				
MM 3.10.5-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.5-2	Prior to issuance of each building permit	The property owner/developer shall provide proof that school impact fees have been paid consistent with State statute. [Note: For the Anaheim City School District, See 1998 Certificate of Compliance executed by the Anaheim City School District and the Walt Disney Company.]	Planning & Building Department, Building Services Division	
PDF 3.10.5-1	Ongoing during project operations	The existing Disneyland theme park has developed and/or engaged in a series of educational programs in cooperation with the local community and regional agencies and organizations, designed to enhance and complement the educational opportunities and experiences for the youth. The 10 educational programs that currently exist are indicated below (see Section 3.10.5, Schools, for detailed information regarding these programs): 1. The Disneyland Creativity Challenge Awards Program 2. Orange County Young Listeners Concerts 3. Junior Achievement (JA) 4. Work Exposure Day at Disneyland 5. Disney Magic Music Days 6. Job Search Strategy Class 7. "Free From Drugs" Program 8. Job Training Opportunities 9. School Support Programs 10. CIF Champion Celebration The applicant will continue these programs and/or substitute similar programs of equal importance.	Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PUBLIC SERVICES AND UTILITIES - WATER				
MM 3.10.6-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.6-2 *Environmental Equivalency Approved July 26, 2018*	Prior to Issuance of each building permit or approval of each landscape plan, whichever occurs first; to be implemented prior to final zoning and building inspections; and, continuing on an ongoing basis during project operation	Among the water conservation measures to be shown on plans and implemented by the property owner/developer within the Specific Plan area include the following: • Use of low-flow sprinkler heads in irrigation system. • Use of waterways re-circulation systems. • Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals. • Use of self-closing valves on drinking foundations. • Use of reclaimed water for irrigation and washdown when it becomes available. • Continuation of the existing cooling tower recirculation system. • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors. • Low-flow shower heads in hotels. • Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances. • Use of irrigation systems primarily at night when evaporation rates are lowest. • Provide information to the public in conspicuous places regarding water conservation. • Use of water-conserving landscape plant materials wherever feasible. • Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas.	Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
MM 3.10.6-3	Prior to each final zoning and building inspection	The property owner/developer shall submit a certified water audit for landscape irrigation systems except for areas within the Theme Parks.	Utilities Department, Resource Efficiency Section	
PDF 3.10.6-1	Prior to each final building and zoning inspection for The Disneyland Resort	The Disneyland Resort will be developed with piping onsite to use reclaimed water when it is available for use in The Disneyland Resort waterways and for irrigation.	Utilities Department, Water Services	
COA 60	Prior to final building and zoning inspections	That the water backflow equipment and any other large water system equipment shall be installed to the satisfaction of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys. Such information shall be specifically shown on the plans submitted for Final Site Plan approval and for building permits.	Public Utilities Department, Water Services	
PUBLIC SERVICES AND UTILITIES – STORM DRAINS				
MM 3.10.8-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.8-2	Prior to approval of grading plans; to be constructed prior to final building and zoning inspections	Excluding the relocation of the SCE transmission lines or demolition, a detailed drainage study and plan that identifies either no increase in area historic drainage flows and no changes in area historic drainage patterns, except as already addressed through Project Design Features; or, that identifies additional drainage improvements to meet multi-year storm design frequency discharges for Phase II and Phase III improvements and to protect property in the event of a 100-year storm design frequency shall be submitted for review and approval. It is noted that the City has adopted the Storm Drain Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant.	Public Works Department, Development Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PUBLIC SERVICES AND UTILITIES - ELECTRICITY				
MM 3.10.9-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.10.9-2	Prior to issuance of each building permit	The property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standard for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations).	Utilities Department, Resource Efficiency Section	
MM 3.10.9-3 *Environmental Equivalency Approved April 28, 1999*	Prior to issuance of the first building permit	The applicant shall enter into an agreement with the City (dated March 18, 1997) to meet the increased electrical demands for opening day (June 30, 2011) of The Disneyland Resort.	Utilities Department, Electrical Engineering Division, City Attorney's Office	
PDF 3.10.9-2	Prior to issuance of each building permit; to be implemented prior to each final building and zoning inspection	In order to conserve energy, The Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following: • Consultation with the City energy-conservation experts for assistance with energy-conservation design features. • Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors. • Use of electric motors designed to conserve energy. • Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights. • Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots.	Utilities Department, Resource Efficiency Section	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PUBLIC SERVICES AND UTILITIES – NATURAL GAS				
MM 3.10.10-1	Prior to issuance of each building permit	The property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code).	Utilities Department, Energy Services	
MM 3.10.10-2	Prior to approval of each final building and zoning inspection	The Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies.	Planning & Building Department, Energy Services	
HAZARDOUS MATERIALS				
MM 3.11-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement the project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.11-3	Prior to removal of underground tanks and during removal of underground tanks	A permit shall be obtained for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Environmental Protection Section shall be onsite to direct soil sampling.	Orange County Health Department; Fire Department; Environmental Protection Section	
MM 3.11-4	Ongoing during remediation	Remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Fire Department.	Orange County Health Department; Fire Department; Environmental Protection Section	
MM 3.11-5	Prior to approval of the first grading plan or issuance of the first Phase I demolition permit, whichever occurs first	The property owner/developer will submit a plan which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite.	Orange County Health Department; Fire Department; Environmental Protection Section	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
PDF 3.11-1*	Ongoing during Project operation	The current compliance efforts for hazardous materials utilized at the existing Disneyland theme park and Disneyland Hotel described under Section 3.11.1.1, shall be expanded to encompass the Project to ensure compliance with applicable laws and regulations.	Fire Department	
VISUAL RESOURCES AND AESTHETICS				
MM 3.12-1	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.12-2	Prior to issuance of each building permit and to be implemented prior to final building and zoning inspections	The property owner/developer shall submit plans which illustrate that all mechanical equipment and trash areas for the subject buildings will be screened from adjacent public streets and adjacent residential areas.	Planning & Building Department, Planning Services Division	
MM 3.12-3	Prior to issuance of each building permit	The property owner/developer shall submit a landscape and irrigation plan for areas outside of the theme parks. This plan shall be prepared by a licensed landscape architect. The landscape plan shall include a phasing plan for the installation and maintenance of landscaping associated with that building permit.	Planning & Building Department, Planning Services Division	
MM 3.12-5	Prior to final building and zoning inspection	The applicant shall participate in a landscape assessment and maintenance district, if one is established for the Anaheim Resort. [Note: The City of Anaheim formed the Anaheim Resort Maintenance District in 1999 (City Council Resolution No 99R-144)].	City Attorney's Office	
PDF 3.12-1	Prior to approval of final site plan or issuance of each building permit, whichever occurs first	The proposed Specific Plan incorporates design guidelines as well as zoning and development standards, many of which have been designed to reduce the potential visual impacts of the project and to present a visually integrated resort area, including: • The Disneyland Resort Specific Plan provides for heavily landscaped streetscapes and gives the guidelines for trees and shrubs, light fixtures, benches, monuments, and signs located within the landscaped area. • The East and West Parking Areas and the hotel parking facilities will have landscaped setbacks from the public right-of-way and are restricted in height. • Rights-of-way will be landscaped to add to the aesthetics of the area.	Planning & Building Department, Planning Services Division; Community Services Department, Parks Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
		• The landscape treatments will vary to create distinct places visually. • The West Parking Area and hotel parking facilities will be terraced back from Walnut Street with landscaping treatments above 40 feet. In addition, canopy trees will be planted in a center median on Walnut Street, and the parkway along the street will be landscaped. • A coordinated color theme for major street features will be incorporated into the design. • The service areas and back-of-house areas will be screened from public view. • All rooftop equipment on buildings will be screened as per the Specific Plan. • A layered landscape treatment in the setback realm will provide screening of a 9-14 feet in height sound wall adjacent to the Southwest Parking Area.		
COA 19	Prior to final building and zoning inspections	That with the exception of landscaped areas in the theme parks, a licensed landscape architect shall certify to the Planning Department that all landscaping has been installed in accordance with landscaping plans approved by the City and on file with the Building Division of the Planning Department.	Planning & Building Department, Planning Services Division	
COA 21	Ongoing during project operations	That any tree planted within the Setback Realm shall be replaced in a timely manner in the event that it is removed, damaged, diseased and/or dead.	Planning & Building Department, Planning Services Division	
COA 22	Ongoing during project operations	That a licensed arborist shall be responsible for all tree trimming within the Setback Realm.	Planning & Building Department, Planning Services Division	
COA 23	Prior to the commencement of construction activity	That the property owner/developer shall install and maintain specially designed construction barriers at the construction project perimeter areas. The construction sound barriers shall be a minimum height of 8’ with a minimum surface weight of 1.25 lbs per square foot or a minimum Sound Transmission Class Rating (STC) of 25. The structure shall be a continuous barrier. Gates and other entry doors shall be constructed with suitable mullions, astragals, seals or other design techniques to minimize sound leakage when in the closed position. Access doors should be self closing where feasible. Vision ports are permissible providing they are filled with an acceptable solid vision product.	Planning & Building Department, Planning Services Division	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
COA 31	Prior to final building and zoning inspections	That all air conditioning facilities and other roof and ground mounted equipment shall be shielded from public view as required by the Specific Plan and the sound buffered to comply with City of Anaheim noise ordinances from any adjacent residential or transient occupied properties. Such information shall be specifically shown on the plans submitted for building permits	Planning & Building Department, Planning Services Division	
COA 32	Prior to final building and zoning inspections	That except within the Theme Park District, all plumbing or other similar pipes and fixtures located on the exterior of the building shall be fully screened from view of adjacent public rights-of-way and from adjacent properties by architectural devices and/or appropriate building materials; and, further, such information shall be specifically shown on the plans submitted for building permits.	Planning & Building Department, Planning Services Division	
COA 33	Ongoing during project operations	That property owner/developer shall be responsible for the removal of any on-site graffiti within 24 hours of its application.	Planning & Building Department, Code Enforcement Division	
COA 34	Prior to approval of a final site plan	That the location and configuration of all lighting fixtures including ground-mounted lighting fixtures utilized to accent buildings, landscape elements, or to illuminate pedestrian areas in the Hotel District, Parking District and development in the C-R Area and in District A, shall be shown on all Final Site Plans. All proposed surface parking area lighting fixtures shall be down-lighted with a maximum height of twelve (12) feet adjacent to any residential properties. All lighting fixtures shall be shielded to direct lighting toward the area to be illuminated and away from adjacent residential property lines. All lighting fixtures, types and locations shall be identified on the plans submitted for building permits.	Planning & Building Department, Planning Services Division	
COA 35	Prior to approval of a final site plan	That building elevations shall show that the rear elevations of buildings visible from a 5-foot high view point from off-site areas shall be architecturally accented to portray a finished look.	Planning & Building Department, Planning Services Division	
COA 60	Prior to final building and zoning inspections	That the water backflow equipment and any other large water system equipment shall be installed to the satisfaction of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys. Such information shall be specifically shown on the plans submitted for Final Site Plan approval and for building permits.	Public Utilities Department, Water Services	

Mitigation Measure/Project Design Feature Number	Timing	Measure	Responsible for Monitoring	Completion
CULTURAL RESOURCES				
MM 3.13-1	Prior to approval of each grading plan	The property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented: a. The archaeologist must be present at the pre-grading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution. c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted.	Public Works Department, Development Services Division	
ENERGY				
MM 3.14-1*	Varies [Note: For the Vacation Ownership Resort Project at Disneyland Hotel, the timing is "Throughout project construction and operation"]	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.	Refer to Note #7 on page 1.	
MM 3.14-2	Prior to issuance of each building permit	The property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the Project to the extent feasible.	Planning & Building Department, Building Services Division	

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APPENDIX A

AIR QUALITY CALCULATIONS

Disneyland Timeshare Addendum - Orange County, Winter

Disneyland Timeshare Addendum

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	350.00	Room	1.77	280,000.00	0
Recreational Swimming Pool	4.00	1000sqft	0.09	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2023
Utility Company	Anaheim Public Utilities				
CO2 Intensity (lb/MWhr)	1047.47	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APU CO2 IF based on correspondence between Placeworks and Andy Uk at APU in February, 2020, for the year 2018.

Land Use - Information from Site Plan (1/21/20).

Construction Phase - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Trips and VMT - .

Demolition -

Grading - .

Vehicle Trips - From Traffic Study, prepared in January 2020

Energy Use - Title 24, 2016 standards default

Water And Wastewater - default

Construction Off-road Equipment Mitigation -

Waste Mitigation -

Fleet Mix - .

Stationary Sources - Emergency Generators and Fire Pumps - .

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	464.00
tblConstructionPhase	NumDays	20.00	62.00
tblConstructionPhase	NumDays	4.00	71.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	36.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.7840e-003	5.4390e-003
tblFleetMix	LHD2	5.7840e-003	5.4390e-003

tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MHD	0.03	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	508,200.00	280,000.00
tblLandUse	LotAcreage	11.67	1.77
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	1543.28	1047.47
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	620.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	ST_TR	8.19	3.91
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	5.95	2.84
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	8.17	3.90
tblVehicleTrips	WD_TR	33.82	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.6646	18.3677	7.9513	0.0180	5.8890	0.8215	6.7105	2.9774	0.7558	3.7332	0.0000	1,749.9416	1,749.9416	0.5412	0.0000	1,763.4705
2021	2.7631	34.1681	22.0468	0.0785	5.8890	0.9987	6.6550	2.9774	0.9202	3.6821	0.0000	8,166.0518	8,166.0518	1.3339	0.0000	8,199.4001
2022	1.5615	14.7897	12.2990	0.0382	1.6304	0.5173	2.1477	0.4392	0.4762	0.9154	0.0000	3,873.4046	3,873.4046	0.6126	0.0000	3,888.7183
2023	113.1321	12.8315	11.8721	0.0374	1.6304	0.4540	2.0844	0.4392	0.4178	0.8570	0.0000	3,793.5118	3,793.5118	0.6030	0.0000	3,808.5861
Maximum	**113.1321**	**34.1681**	**22.0468**	**0.0785**	**5.8890**	**0.9987**	**6.7105**	**2.9774**	**0.9202**	**3.7332**	**0.0000**	**8,166.0518**	**8,166.0518**	**1.3339**	**0.0000**	**8,199.4001**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.6646	18.3677	7.9513	0.0180	2.3513	0.8215	3.1728	1.1757	0.7558	1.9315	0.0000	1,749.9416	1,749.9416	0.5412	0.0000	1,763.4705
2021	2.7631	34.1681	22.0468	0.0785	2.5004	0.9987	3.4991	1.1757	0.9202	1.8803	0.0000	8,166.0518	8,166.0518	1.3339	0.0000	8,199.4001
2022	1.5615	14.7897	12.2990	0.0382	1.6304	0.5173	2.1477	0.4392	0.4762	0.9154	0.0000	3,873.4046	3,873.4046	0.6126	0.0000	3,888.7183
2023	113.1321	12.8315	11.8721	0.0374	1.6304	0.4540	2.0844	0.4392	0.4178	0.8570	0.0000	3,793.5118	3,793.5118	0.6030	0.0000	3,808.5861
Maximum	**113.1321**	**34.1681**	**22.0468**	**0.0785**	**2.5004**	**0.9987**	**3.4991**	**1.1757**	**0.9202**	**1.9315**	**0.0000**	**8,166.0518**	**8,166.0518**	**1.3339**	**0.0000**	**8,199.4001**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.06**	**0.00**	**38.04**	**52.74**	**0.00**	**39.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Energy	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Mobile	1.6122	3.0080	19.1881	0.0617	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,337.2452	6,337.2452	0.4727		6,349.0617
Stationary	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**13.6088**	**6.0043**	**35.5948**	**0.0791**	**6.9353**	**0.2793**	**7.2146**	**1.8578**	**0.2754**	**2.1332**		**9,776.8861**	**9,776.8861**	**1.2608**	**0.0567**	**9,825.2938**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Energy	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Mobile	1.6122	3.0080	19.1881	0.0617	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,337.2452	6,337.2452	0.4727		6,349.0617
Stationary	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**13.6088**	**6.0043**	**35.5948**	**0.0791**	**6.9353**	**0.2793**	**7.2146**	**1.8578**	**0.2754**	**2.1332**		**9,776.8861**	**9,776.8861**	**1.2608**	**0.0567**	**9,825.2938**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/22/2020	12/16/2020	5	62	
2	Site Preparation	Site Preparation	12/17/2020	2/4/2021	5	36	
3	Grading-Excavation	Grading	2/5/2021	5/14/2021	5	71	
4	Building Construction	Building Construction	4/1/2021	1/10/2023	5	464	
5	Paving	Paving	1/11/2023	2/10/2023	5	23	
6	Architectural Coating	Architectural Coating	2/11/2023	3/15/2023	5	23	

Acres of Grading (Site Preparation Phase): 18

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 420,000; Non-Residential Outdoor: 140,000; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading-Excavation	Excavators	1	8.00	158	0.38
Grading-Excavation	Graders	1	6.00	187	0.41
Grading-Excavation	Rollers	1	8.00	80	0.38
Grading-Excavation	Rubber Tired Dozers	0	6.00	247	0.40
Grading-Excavation	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Aerial Lifts	0		63	0.31
Building Construction	Cranes	2	6.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	1	3.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading-Excavation	3	8.00	0.00	2,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	119.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1689	0.0000	0.1689	0.0256	0.0000	0.0256			0.0000			0.0000
Off-Road	0.2450	2.4126	3.2678	5.1700e-003		0.1169	0.1169		0.1075	0.1075		500.1184	500.1184	0.1618		504.1621
Total	**0.2450**	**2.4126**	**3.2678**	**5.1700e-003**	**0.1689**	**0.1169**	**0.2857**	**0.0256**	**0.1075**	**0.1331**		**500.1184**	**500.1184**	**0.1618**		**504.1621**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	5.9900e-003	0.2156	0.0566	5.8000e-004	0.0135	7.0000e-004	0.0142	3.6900e-003	6.7000e-004	4.3600e-003		65.0462	65.0462	7.0100e-003		65.2214
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0130	7.9800e-003	0.0908	3.1000e-004	0.0335	2.2000e-004	0.0338	8.8900e-003	2.0000e-004	9.1000e-003		30.9486	30.9486	7.1000e-004		30.9663
Total	**0.0190**	**0.2235**	**0.1474**	**8.9000e-004**	**0.0470**	**9.2000e-004**	**0.0479**	**0.0126**	**8.7000e-004**	**0.0135**		**95.9948**	**95.9948**	**7.7200e-003**		**96.1877**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0659	0.0000	0.0659	9.9700e-003	0.0000	9.9700e-003			0.0000			0.0000
Off-Road	0.2450	2.4126	3.2678	5.1700e-003		0.1169	0.1169		0.1075	0.1075	0.0000	500.1184	500.1184	0.1618		504.1621
Total	**0.2450**	**2.4126**	**3.2678**	**5.1700e-003**	**0.0659**	**0.1169**	**0.1827**	**9.9700e-003**	**0.1075**	**0.1175**	**0.0000**	**500.1184**	**500.1184**	**0.1618**		**504.1621**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.9900e-003	0.2156	0.0566	5.8000e-004	0.0135	7.0000e-004	0.0142	3.6900e-003	6.7000e-004	4.3600e-003		65.0462	65.0462	7.0100e-003		65.2214
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0130	7.9800e-003	0.0908	3.1000e-004	0.0335	2.2000e-004	0.0338	8.8900e-003	2.0000e-004	9.1000e-003		30.9486	30.9486	7.1000e-004		30.9663

Total	**0.0190**	**0.2235**	**0.1474**	**8.9000e-004**	**0.0470**	**9.2000e-004**	**0.0479**	**0.0126**	**8.7000e-004**	**0.0135**		**95.9948**	**95.9948**	**7.7200e-003**		**96.1877**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0347	0.0213	0.2420	8.3000e-004	0.0894	5.9000e-004	0.0900	0.0237	5.4000e-004	0.0243		82.5297	82.5297	1.8800e-003		82.5768
Total	**0.0347**	**0.0213**	**0.2420**	**8.3000e-004**	**0.0894**	**5.9000e-004**	**0.0900**	**0.0237**	**5.4000e-004**	**0.0243**		**82.5297**	**82.5297**	**1.8800e-003**		**82.5768**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.2618**	**0.8210**	**3.0828**	**1.1519**	**0.7553**	**1.9072**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0347	0.0213	0.2420	8.3000e-004	0.0894	5.9000e-004	0.0900	0.0237	5.4000e-004	0.0243		82.5297	82.5297	1.8800e-003		82.5768
Total	**0.0347**	**0.0213**	**0.2420**	**8.3000e-004**	**0.0894**	**5.9000e-004**	**0.0900**	**0.0237**	**5.4000e-004**	**0.0243**		**82.5297**	**82.5297**	**1.8800e-003**		**82.5768**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7996**	**0.7654**	**6.5650**	**2.9537**	**0.7041**	**3.6578**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0192	0.2242	8.0000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		79.6666	79.6666	1.7100e-003		79.7092
Total	**0.0327**	**0.0192**	**0.2242**	**8.0000e-004**	**0.0894**	**5.8000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0243**		**79.6666**	**79.6666**	**1.7100e-003**		**79.7092**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**2.2618**	**0.7654**	**3.0272**	**1.1519**	**0.7041**	**1.8561**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0192	0.2242	8.0000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		79.6666	79.6666	1.7100e-003		79.7092
Total	**0.0327**	**0.0192**	**0.2242**	**8.0000e-004**	**0.0894**	**5.8000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0243**		**79.6666**	**79.6666**	**1.7100e-003**		**79.7092**

3.4 Grading-Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4296	0.0000	0.4296	0.0478	0.0000	0.0478			0.0000			0.0000
Off-Road	0.7584	8.5211	6.4776	0.0128		0.3628	0.3628		0.3338	0.3338		1,235.5439	1,235.5439	0.3996		1,245.5339
Total	**0.7584**	**8.5211**	**6.4776**	**0.0128**	**0.4296**	**0.3628**	**0.7925**	**0.0478**	**0.3338**	**0.3816**		**1,235.5439**	**1,235.5439**	**0.3996**		**1,245.5339**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.2598	9.0569	2.5815	0.0262	0.6130	0.0286	0.6417	0.1678	0.0274	0.1952		2,922.0082	2,922.0082	0.3145		2,929.8705
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0192	0.2242	8.0000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		79.6666	79.6666	1.7100e-003		79.7092
Total	**0.2925**	**9.0761**	**2.8057**	**0.0270**	**0.7025**	**0.0292**	**0.7317**	**0.1915**	**0.0279**	**0.2195**		**3,001.6748**	**3,001.6748**	**0.3162**		**3,009.5798**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1676	0.0000	0.1676	0.0186	0.0000	0.0186			0.0000			0.0000
Off-Road	0.7584	8.5211	6.4776	0.0128		0.3628	0.3628		0.3338	0.3338	0.0000	1,235.5439	1,235.5439	0.3996		1,245.5339
Total	**0.7584**	**8.5211**	**6.4776**	**0.0128**	**0.1676**	**0.3628**	**0.5304**	**0.0186**	**0.3338**	**0.3525**	**0.0000**	**1,235.5439**	**1,235.5439**	**0.3996**		**1,245.5339**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2598	9.0569	2.5815	0.0262	0.6130	0.0286	0.6417	0.1678	0.0274	0.1952		2,922.0082	2,922.0082	0.3145		2,929.8705
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0192	0.2242	8.0000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		79.6666	79.6666	1.7100e-003		79.7092

Total	**0.2925**	**9.0761**	**2.8057**	**0.0270**	**0.7025**	**0.0292**	**0.7317**	**0.1915**	**0.0279**	**0.2195**		**3,001.6748**	**3,001.6748**	**0.3162**		**3,009.5798**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0943	11.8864	8.1164	0.0156		0.5885	0.5885		0.5415	0.5415		1,511.5045	1,511.5045	0.4889		1,523.7258
Total	**1.0943**	**11.8864**	**8.1164**	**0.0156**		**0.5885**	**0.5885**		**0.5415**	**0.5415**		**1,511.5045**	**1,511.5045**	**0.4889**		**1,523.7258**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1316	4.3989	1.3119	0.0113	0.3003	9.5000e-003	0.3098	0.0864	9.0900e-003	0.0955		1,232.2883	1,232.2883	0.1039		1,234.8859
Worker	0.4863	0.2856	3.3352	0.0119	1.3301	8.6100e-003	1.3388	0.3528	7.9300e-003	0.3607		1,185.0403	1,185.0403	0.0254		1,185.6747
Total	**0.6179**	**4.6845**	**4.6471**	**0.0232**	**1.6304**	**0.0181**	**1.6485**	**0.4392**	**0.0170**	**0.4562**		**2,417.3286**	**2,417.3286**	**0.1293**		**2,420.5606**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0943	11.8864	8.1164	0.0156		0.5885	0.5885		0.5415	0.5415	0.0000	1,511.5045	1,511.5045	0.4889		1,523.7258
Total	**1.0943**	**11.8864**	**8.1164**	**0.0156**		**0.5885**	**0.5885**		**0.5415**	**0.5415**	**0.0000**	**1,511.5045**	**1,511.5045**	**0.4889**		**1,523.7258**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1316	4.3989	1.3119	0.0113	0.3003	9.5000e-003	0.3098	0.0864	9.0900e-003	0.0955		1,232.2883	1,232.2883	0.1039		1,234.8859
Worker	0.4863	0.2856	3.3352	0.0119	1.3301	8.6100e-003	1.3388	0.3528	7.9300e-003	0.3607		1,185.0403	1,185.0403	0.0254		1,185.6747
Total	**0.6179**	**4.6845**	**4.6471**	**0.0232**	**1.6304**	**0.0181**	**1.6485**	**0.4392**	**0.0170**	**0.4562**		**2,417.3286**	**2,417.3286**	**0.1293**		**2,420.5606**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.9769	10.3722	7.9260	0.0156		0.5006	0.5006		0.4606	0.4606		1,512.1502	1,512.1502	0.4891		1,524.3767
Total	**0.9769**	**10.3722**	**7.9260**	**0.0156**		**0.5006**	**0.5006**		**0.4606**	**0.4606**		**1,512.1502**	**1,512.1502**	**0.4891**		**1,524.3767**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1238	4.1588	1.2649	0.0112	0.3003	8.2700e-003	0.3086	0.0864	7.9100e-003	0.0943		1,220.0697	1,220.0697	0.1005		1,222.5811
Worker	0.4608	0.2587	3.1080	0.0114	1.3301	8.4400e-003	1.3386	0.3528	7.7700e-003	0.3605		1,141.1847	1,141.1847	0.0230		1,141.7605
Total	**0.5846**	**4.4175**	**4.3730**	**0.0226**	**1.6304**	**0.0167**	**1.6471**	**0.4392**	**0.0157**	**0.4549**		**2,361.2544**	**2,361.2544**	**0.1235**		**2,364.3416**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9769	10.3722	7.9260	0.0156		0.5006	0.5006		0.4606	0.4606	0.0000	1,512.1502	1,512.1502	0.4891		1,524.3767
Total	**0.9769**	**10.3722**	**7.9260**	**0.0156**		**0.5006**	**0.5006**		**0.4606**	**0.4606**	**0.0000**	**1,512.1502**	**1,512.1502**	**0.4891**		**1,524.3767**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1238	4.1588	1.2649	0.0112	0.3003	8.2700e-003	0.3086	0.0864	7.9100e-003	0.0943		1,220.0697	1,220.0697	0.1005		1,222.5811
Worker	0.4608	0.2587	3.1080	0.0114	1.3301	8.4400e-003	1.3386	0.3528	7.7700e-003	0.3605		1,141.1847	1,141.1847	0.0230		1,141.7605
Total	**0.5846**	**4.4175**	**4.3730**	**0.0226**	**1.6304**	**0.0167**	**1.6471**	**0.4392**	**0.0157**	**0.4549**		**2,361.2544**	**2,361.2544**	**0.1235**		**2,364.3416**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9080	9.4663	7.8158	0.0156		0.4417	0.4417		0.4063	0.4063		1,512.6399	1,512.6399	0.4892		1,524.8703
Total	**0.9080**	**9.4663**	**7.8158**	**0.0156**		**0.4417**	**0.4417**		**0.4063**	**0.4063**		**1,512.6399**	**1,512.6399**	**0.4892**		**1,524.8703**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0943	3.1304	1.1624	0.0108	0.3003	4.0200e-003	0.3043	0.0864	3.8500e-003	0.0903		1,183.5035	1,183.5035	0.0929		1,185.8257
Worker	0.4377	0.2348	2.8940	0.0110	1.3301	8.3000e-003	1.3384	0.3528	7.6400e-003	0.3604		1,097.3685	1,097.3685	0.0209		1,097.8902
Total	**0.5319**	**3.3652**	**4.0563**	**0.0218**	**1.6304**	**0.0123**	**1.6427**	**0.4392**	**0.0115**	**0.4507**		**2,280.8720**	**2,280.8720**	**0.1138**		**2,283.7158**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9080	9.4663	7.8158	0.0156		0.4417	0.4417		0.4063	0.4063	0.0000	1,512.6399	1,512.6399	0.4892		1,524.8703
Total	**0.9080**	**9.4663**	**7.8158**	**0.0156**		**0.4417**	**0.4417**		**0.4063**	**0.4063**	**0.0000**	**1,512.6399**	**1,512.6399**	**0.4892**		**1,524.8703**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0943	3.1304	1.1624	0.0108	0.3003	4.0200e-003	0.3043	0.0864	3.8500e-003	0.0903		1,183.5035	1,183.5035	0.0929		1,185.8257
Worker	0.4377	0.2348	2.8940	0.0110	1.3301	8.3000e-003	1.3384	0.3528	7.6400e-003	0.3604		1,097.3685	1,097.3685	0.0209		1,097.8902

Total	**0.5319**	**3.3652**	**4.0563**	**0.0218**	**1.6304**	**0.0123**	**1.6427**	**0.4392**	**0.0115**	**0.4507**		**2,280.8720**	**2,280.8720**	**0.1138**		**2,283.7158**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4932	4.7000	6.5711	0.0104		0.2326	0.2326		0.2149	0.2149		996.1115	996.1115	0.3138		1,003.9576
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4932**	**4.7000**	**6.5711**	**0.0104**		**0.2326**	**0.2326**		**0.2149**	**0.2149**		**996.1115**	**996.1115**	**0.3138**		**1,003.9576**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0197	0.2432	9.2000e-004	0.1118	7.0000e-004	0.1125	0.0296	6.4000e-004	0.0303		92.2158	92.2158	1.7500e-003		92.2597
Total	**0.0368**	**0.0197**	**0.2432**	**9.2000e-004**	**0.1118**	**7.0000e-004**	**0.1125**	**0.0296**	**6.4000e-004**	**0.0303**		**92.2158**	**92.2158**	**1.7500e-003**		**92.2597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4932	4.7000	6.5711	0.0104		0.2326	0.2326		0.2149	0.2149	0.0000	996.1115	996.1115	0.3138		1,003.9576
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4932**	**4.7000**	**6.5711**	**0.0104**		**0.2326**	**0.2326**		**0.2149**	**0.2149**	**0.0000**	**996.1115**	**996.1115**	**0.3138**		**1,003.9576**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0197	0.2432	9.2000e-004	0.1118	7.0000e-004	0.1125	0.0296	6.4000e-004	0.0303		92.2158	92.2158	1.7500e-003		92.2597
Total	**0.0368**	**0.0197**	**0.2432**	**9.2000e-004**	**0.1118**	**7.0000e-004**	**0.1125**	**0.0296**	**6.4000e-004**	**0.0303**		**92.2158**	**92.2158**	**1.7500e-003**		**92.2597**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	112.8522					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**113.0438**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0883	0.0474	0.5837	2.2200e-003	0.2683	1.6700e-003	0.2699	0.0711	1.5400e-003	0.0727		221.3180	221.3180	4.2100e-003		221.4232
Total	**0.0883**	**0.0474**	**0.5837**	**2.2200e-003**	**0.2683**	**1.6700e-003**	**0.2699**	**0.0711**	**1.5400e-003**	**0.0727**		**221.3180**	**221.3180**	**4.2100e-003**		**221.4232**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	112.8522					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**113.0438**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0883	0.0474	0.5837	2.2200e-003	0.2683	1.6700e-003	0.2699	0.0711	1.5400e-003	0.0727		221.3180	221.3180	4.2100e-003		221.4232
Total	**0.0883**	**0.0474**	**0.5837**	**2.2200e-003**	**0.2683**	**1.6700e-003**	**0.2699**	**0.0711**	**1.5400e-003**	**0.0727**		**221.3180**	**221.3180**	**4.2100e-003**		**221.4232**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6122	3.0080	19.1881	0.0617	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,337.2452	6,337.2452	0.4727		6,349.0617
Unmitigated	1.6122	3.0080	19.1881	0.0617	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,337.2452	6,337.2452	0.4727		6,349.0617

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,365.00	1,368.50	994.00	3,131,850	3,131,850
Recreational Swimming Pool	0.00	0.00	0.00		
Total	1,365.00	1,368.50	994.00	3,131,850	3,131,850

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Recreational Swimming Pool	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977
Recreational Swimming Pool	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
NaturalGas Unmitigated	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	26274	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2834**	**2.5759**	**2.1637**	**0.0155**		**0.1958**	**0.1958**		**0.1958**	**0.1958**		**3,091.0556**	**3,091.0556**	**0.0593**	**0.0567**	**3,109.4242**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	26.274	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2834**	**2.5759**	**2.1637**	**0.0155**		**0.1958**	**0.1958**		**0.1958**	**0.1958**		**3,091.0556**	**3,091.0556**	**0.0593**	**0.0567**	**3,109.4242**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Unmitigated	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.5440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3500e-003	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Total	**6.2585**	**3.3000e-004**	**0.0361**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0775**	**0.0775**	**2.0000e-004**		**0.0826**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	0.7111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.5440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3500e-003	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Total	**6.2585**	**3.3000e-004**	**0.0361**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0775**	**0.0775**	**2.0000e-004**		**0.0826**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	12	620	0.73	CNG

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - CNG (500 - 9999 HP)	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**5.4548**	**0.4201**	**14.2069**	**1.9000e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**348.5079**	**348.5079**	**0.7287**		**366.7253**

11.0 Vegetation

Disneyland Timeshare Addendum

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	350.00	Room	1.77	280,000.00	0
Recreational Swimming Pool	4.00	1000sqft	0.09	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2023
Utility Company	Anaheim Public Utilities				
CO2 Intensity (lb/MWhr)	1047.47	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APU CO2 IF based on correspondence between Placeworks and Andy Uk at APU in February, 2020, for the year 2018.

Land Use - Information from Site Plan (1/21/20).

Construction Phase - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Trips and VMT - .

Demolition -

Grading - .

Vehicle Trips - From Traffic Study, prepared in January 2020

Energy Use - Title 24, 2016 standards default

Water And Wastewater - default

Construction Off-road Equipment Mitigation -

Waste Mitigation -

Fleet Mix - .

Stationary Sources - Emergency Generators and Fire Pumps - .

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	464.00
tblConstructionPhase	NumDays	20.00	62.00
tblConstructionPhase	NumDays	4.00	71.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	36.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.7840e-003	5.4390e-003
tblFleetMix	LHD2	5.7840e-003	5.4390e-003

tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MHD	0.03	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	508,200.00	280,000.00
tblLandUse	LotAcreage	11.67	1.77
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	1543.28	1047.47
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	620.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	ST_TR	8.19	3.91
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	5.95	2.84
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	8.17	3.90
tblVehicleTrips	WD_TR	33.82	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.6606	18.3658	7.9712	0.0181	5.8890	0.8215	6.7105	2.9774	0.7558	3.7332	0.0000	1,754.6154	1,754.6154	0.5413	0.0000	1,768.1469
2021	2.6901	34.0453	22.1062	0.0799	5.8890	0.9979	6.6550	2.9774	0.9194	3.6821	0.0000	8,313.6240	8,313.6240	1.3237	0.0000	8,346.7174
2022	1.5008	14.7792	12.4541	0.0392	1.6304	0.5170	2.1474	0.4392	0.4759	0.9151	0.0000	3,968.7769	3,968.7769	0.6094	0.0000	3,984.0112
2023	113.1214	12.8286	12.0394	0.0383	1.6304	0.4538	2.0842	0.4392	0.4176	0.8568	0.0000	3,884.9095	3,884.9095	0.6005	0.0000	3,899.9224
Maximum	**113.1214**	**34.0453**	**22.1062**	**0.0799**	**5.8890**	**0.9979**	**6.7105**	**2.9774**	**0.9194**	**3.7332**	**0.0000**	**8,313.6240**	**8,313.6240**	**1.3237**	**0.0000**	**8,346.7174**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.6606	18.3658	7.9712	0.0181	2.3513	0.8215	3.1728	1.1757	0.7558	1.9315	0.0000	1,754.6154	1,754.6154	0.5413	0.0000	1,768.1469
2021	2.6901	34.0453	22.1062	0.0799	2.5004	0.9979	3.4983	1.1757	0.9194	1.8803	0.0000	8,313.6240	8,313.6240	1.3237	0.0000	8,346.7174
2022	1.5008	14.7792	12.4541	0.0392	1.6304	0.5170	2.1474	0.4392	0.4759	0.9151	0.0000	3,968.7769	3,968.7769	0.6094	0.0000	3,984.0112
2023	113.1214	12.8286	12.0394	0.0383	1.6304	0.4538	2.0842	0.4392	0.4176	0.8568	0.0000	3,884.9095	3,884.9095	0.6005	0.0000	3,899.9224
Maximum	**113.1214**	**34.0453**	**22.1062**	**0.0799**	**2.5004**	**0.9979**	**3.4983**	**1.1757**	**0.9194**	**1.9315**	**0.0000**	**8,313.6240**	**8,313.6240**	**1.3237**	**0.0000**	**8,346.7174**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.06**	**0.00**	**38.04**	**52.74**	**0.00**	**39.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Energy	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Mobile	1.6466	2.8355	19.9555	0.0649	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,650.8218	6,650.8218	0.4765		6,662.7351
Stationary	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**13.6432**	**5.8319**	**36.3623**	**0.0822**	**6.9353**	**0.2793**	**7.2146**	**1.8578**	**0.2754**	**2.1332**		**10,090.4627**	**10,090.4627**	**1.2647**	**0.0567**	**10,138.9672**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Energy	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Mobile	1.6466	2.8355	19.9555	0.0649	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,650.8218	6,650.8218	0.4765		6,662.7351
Stationary	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**13.6432**	**5.8319**	**36.3623**	**0.0822**	**6.9353**	**0.2793**	**7.2146**	**1.8578**	**0.2754**	**2.1332**		**10,090.4627**	**10,090.4627**	**1.2647**	**0.0567**	**10,138.9672**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/22/2020	12/16/2020	5	62	
2	Site Preparation	Site Preparation	12/17/2020	2/4/2021	5	36	
3	Grading-Excavation	Grading	2/5/2021	5/14/2021	5	71	
4	Building Construction	Building Construction	4/1/2021	1/10/2023	5	464	
5	Paving	Paving	1/11/2023	2/10/2023	5	23	
6	Architectural Coating	Architectural Coating	2/11/2023	3/15/2023	5	23	

Acres of Grading (Site Preparation Phase): 18

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 420,000; Non-Residential Outdoor: 140,000; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading-Excavation	Excavators	1	8.00	158	0.38
Grading-Excavation	Graders	1	6.00	187	0.41
Grading-Excavation	Rollers	1	8.00	80	0.38
Grading-Excavation	Rubber Tired Dozers	0	6.00	247	0.40
Grading-Excavation	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Aerial Lifts	0		63	0.31
Building Construction	Cranes	2	6.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	1	3.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading-Excavation	3	8.00	0.00	2,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	119.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1689	0.0000	0.1689	0.0256	0.0000	0.0256			0.0000			0.0000
Off-Road	0.2450	2.4126	3.2678	5.1700e-003		0.1169	0.1169		0.1075	0.1075		500.1184	500.1184	0.1618		504.1621
Total	**0.2450**	**2.4126**	**3.2678**	**5.1700e-003**	**0.1689**	**0.1169**	**0.2857**	**0.0256**	**0.1075**	**0.1331**		**500.1184**	**500.1184**	**0.1618**		**504.1621**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	5.8500e-003	0.2129	0.0538	5.9000e-004	0.0135	6.9000e-004	0.0142	3.6900e-003	6.6000e-004	4.3500e-003		66.0432	66.0432	6.8500e-003		66.2143
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	7.2600e-003	0.0982	3.3000e-004	0.0335	2.2000e-004	0.0338	8.8900e-003	2.0000e-004	9.1000e-003		32.7013	32.7013	7.5000e-004		32.7199
Total	**0.0174**	**0.2201**	**0.1520**	**9.2000e-004**	**0.0470**	**9.1000e-004**	**0.0479**	**0.0126**	**8.6000e-004**	**0.0135**		**98.7445**	**98.7445**	**7.6000e-003**		**98.9343**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0659	0.0000	0.0659	9.9700e-003	0.0000	9.9700e-003			0.0000			0.0000
Off-Road	0.2450	2.4126	3.2678	5.1700e-003		0.1169	0.1169		0.1075	0.1075	0.0000	500.1184	500.1184	0.1618		504.1621
Total	**0.2450**	**2.4126**	**3.2678**	**5.1700e-003**	**0.0659**	**0.1169**	**0.1827**	**9.9700e-003**	**0.1075**	**0.1175**	**0.0000**	**500.1184**	**500.1184**	**0.1618**		**504.1621**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.8500e-003	0.2129	0.0538	5.9000e-004	0.0135	6.9000e-004	0.0142	3.6900e-003	6.6000e-004	4.3500e-003		66.0432	66.0432	6.8500e-003		66.2143
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	7.2600e-003	0.0982	3.3000e-004	0.0335	2.2000e-004	0.0338	8.8900e-003	2.0000e-004	9.1000e-003		32.7013	32.7013	7.5000e-004		32.7199

Total	**0.0174**	**0.2201**	**0.1520**	**9.2000e-004**	**0.0470**	**9.1000e-004**	**0.0479**	**0.0126**	**8.6000e-004**	**0.0135**		**98.7445**	**98.7445**	**7.6000e-003**		**98.9343**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0307	0.0194	0.2619	8.7000e-004	0.0894	5.9000e-004	0.0900	0.0237	5.4000e-004	0.0243		87.2035	87.2035	1.9900e-003		87.2532
Total	**0.0307**	**0.0194**	**0.2619**	**8.7000e-004**	**0.0894**	**5.9000e-004**	**0.0900**	**0.0237**	**5.4000e-004**	**0.0243**		**87.2035**	**87.2035**	**1.9900e-003**		**87.2532**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.2618**	**0.8210**	**3.0828**	**1.1519**	**0.7553**	**1.9072**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0307	0.0194	0.2619	8.7000e-004	0.0894	5.9000e-004	0.0900	0.0237	5.4000e-004	0.0243		87.2035	87.2035	1.9900e-003		87.2532
Total	**0.0307**	**0.0194**	**0.2619**	**8.7000e-004**	**0.0894**	**5.9000e-004**	**0.0900**	**0.0237**	**5.4000e-004**	**0.0243**		**87.2035**	**87.2035**	**1.9900e-003**		**87.2532**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7996**	**0.7654**	**6.5650**	**2.9537**	**0.7041**	**3.6578**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0175	0.2430	8.4000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		84.1755	84.1755	1.8000e-003		84.2206
Total	**0.0289**	**0.0175**	**0.2430**	**8.4000e-004**	**0.0894**	**5.8000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0243**		**84.1755**	**84.1755**	**1.8000e-003**		**84.2206**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**2.2618**	**0.7654**	**3.0272**	**1.1519**	**0.7041**	**1.8561**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0175	0.2430	8.4000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		84.1755	84.1755	1.8000e-003		84.2206
Total	**0.0289**	**0.0175**	**0.2430**	**8.4000e-004**	**0.0894**	**5.8000e-004**	**0.0900**	**0.0237**	**5.3000e-004**	**0.0243**		**84.1755**	**84.1755**	**1.8000e-003**		**84.2206**

3.4 Grading-Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4296	0.0000	0.4296	0.0478	0.0000	0.0478			0.0000			0.0000
Off-Road	0.7584	8.5211	6.4776	0.0128		0.3628	0.3628		0.3338	0.3338		1,235.5439	1,235.5439	0.3996		1,245.5339
Total	**0.7584**	**8.5211**	**6.4776**	**0.0128**	**0.4296**	**0.3628**	**0.7925**	**0.0478**	**0.3338**	**0.3816**		**1,235.5439**	**1,235.5439**	**0.3996**		**1,245.5339**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.2536	8.9512	2.4590	0.0266	0.6130	0.0281	0.6412	0.1678	0.0269	0.1947		2,966.9642	2,966.9642	0.3076		2,974.6544
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0175	0.2430	8.4000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		84.1755	84.1755	1.8000e-003		84.2206
Total	**0.2825**	**8.9687**	**2.7020**	**0.0274**	**0.7025**	**0.0287**	**0.7312**	**0.1915**	**0.0274**	**0.2190**		**3,051.1397**	**3,051.1397**	**0.3094**		**3,058.8750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1676	0.0000	0.1676	0.0186	0.0000	0.0186			0.0000			0.0000
Off-Road	0.7584	8.5211	6.4776	0.0128		0.3628	0.3628		0.3338	0.3338	0.0000	1,235.5439	1,235.5439	0.3996		1,245.5339
Total	**0.7584**	**8.5211**	**6.4776**	**0.0128**	**0.1676**	**0.3628**	**0.5304**	**0.0186**	**0.3338**	**0.3525**	**0.0000**	**1,235.5439**	**1,235.5439**	**0.3996**		**1,245.5339**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2536	8.9512	2.4590	0.0266	0.6130	0.0281	0.6412	0.1678	0.0269	0.1947		2,966.9642	2,966.9642	0.3076		2,974.6544
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0175	0.2430	8.4000e-004	0.0894	5.8000e-004	0.0900	0.0237	5.3000e-004	0.0243		84.1755	84.1755	1.8000e-003		84.2206

Total	**0.2825**	**8.9687**	**2.7020**	**0.0274**	**0.7025**	**0.0287**	**0.7312**	**0.1915**	**0.0274**	**0.2190**		**3,051.1397**	**3,051.1397**	**0.3094**		**3,058.8750**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0943	11.8864	8.1164	0.0156		0.5885	0.5885		0.5415	0.5415		1,511.5045	1,511.5045	0.4889		1,523.7258
Total	**1.0943**	**11.8864**	**8.1164**	**0.0156**		**0.5885**	**0.5885**		**0.5415**	**0.5415**		**1,511.5045**	**1,511.5045**	**0.4889**		**1,523.7258**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1254	4.4093	1.1958	0.0116	0.3003	9.1600e-003	0.3095	0.0864	8.7600e-003	0.0952		1,263.3248	1,263.3248	0.0991		1,265.8013
Worker	0.4295	0.2599	3.6144	0.0126	1.3301	8.6100e-003	1.3388	0.3528	7.9300e-003	0.3607		1,252.1110	1,252.1110	0.0268		1,252.7814
Total	**0.5549**	**4.6692**	**4.8102**	**0.0242**	**1.6304**	**0.0178**	**1.6482**	**0.4392**	**0.0167**	**0.4559**		**2,515.4358**	**2,515.4358**	**0.1259**		**2,518.5827**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0943	11.8864	8.1164	0.0156		0.5885	0.5885		0.5415	0.5415	0.0000	1,511.5045	1,511.5045	0.4889		1,523.7258
Total	**1.0943**	**11.8864**	**8.1164**	**0.0156**		**0.5885**	**0.5885**		**0.5415**	**0.5415**	**0.0000**	**1,511.5045**	**1,511.5045**	**0.4889**		**1,523.7258**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1254	4.4093	1.1958	0.0116	0.3003	9.1600e-003	0.3095	0.0864	8.7600e-003	0.0952		1,263.3248	1,263.3248	0.0991		1,265.8013
Worker	0.4295	0.2599	3.6144	0.0126	1.3301	8.6100e-003	1.3388	0.3528	7.9300e-003	0.3607		1,252.1110	1,252.1110	0.0268		1,252.7814
Total	**0.5549**	**4.6692**	**4.8102**	**0.0242**	**1.6304**	**0.0178**	**1.6482**	**0.4392**	**0.0167**	**0.4559**		**2,515.4358**	**2,515.4358**	**0.1259**		**2,518.5827**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.9769	10.3722	7.9260	0.0156		0.5006	0.5006		0.4606	0.4606		1,512.1502	1,512.1502	0.4891		1,524.3767
Total	**0.9769**	**10.3722**	**7.9260**	**0.0156**		**0.5006**	**0.5006**		**0.4606**	**0.4606**		**1,512.1502**	**1,512.1502**	**0.4891**		**1,524.3767**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1179	4.1715	1.1547	0.0115	0.3003	7.9700e-003	0.3083	0.0864	7.6200e-003	0.0940		1,250.9173	1,250.9173	0.0960		1,253.3163
Worker	0.4059	0.2355	3.3734	0.0121	1.3301	8.4400e-003	1.3386	0.3528	7.7700e-003	0.3605		1,205.7095	1,205.7095	0.0244		1,206.3183
Total	**0.5238**	**4.4069**	**4.5280**	**0.0236**	**1.6304**	**0.0164**	**1.6468**	**0.4392**	**0.0154**	**0.4546**		**2,456.6267**	**2,456.6267**	**0.1203**		**2,459.6345**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9769	10.3722	7.9260	0.0156		0.5006	0.5006		0.4606	0.4606	0.0000	1,512.1502	1,512.1502	0.4891		1,524.3767
Total	**0.9769**	**10.3722**	**7.9260**	**0.0156**		**0.5006**	**0.5006**		**0.4606**	**0.4606**	**0.0000**	**1,512.1502**	**1,512.1502**	**0.4891**		**1,524.3767**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1179	4.1715	1.1547	0.0115	0.3003	7.9700e-003	0.3083	0.0864	7.6200e-003	0.0940		1,250.9173	1,250.9173	0.0960		1,253.3163
Worker	0.4059	0.2355	3.3734	0.0121	1.3301	8.4400e-003	1.3386	0.3528	7.7700e-003	0.3605		1,205.7095	1,205.7095	0.0244		1,206.3183
Total	**0.5238**	**4.4069**	**4.5280**	**0.0236**	**1.6304**	**0.0164**	**1.6468**	**0.4392**	**0.0154**	**0.4546**		**2,456.6267**	**2,456.6267**	**0.1203**		**2,459.6345**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9080	9.4663	7.8158	0.0156		0.4417	0.4417		0.4063	0.4063		1,512.6399	1,512.6399	0.4892		1,524.8703
Total	**0.9080**	**9.4663**	**7.8158**	**0.0156**		**0.4417**	**0.4417**		**0.4063**	**0.4063**		**1,512.6399**	**1,512.6399**	**0.4892**		**1,524.8703**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0897	3.1485	1.0777	0.0111	0.3003	3.7900e-003	0.3041	0.0864	3.6200e-003	0.0900		1,212.9128	1,212.9128	0.0892		1,215.1430
Worker	0.3844	0.2138	3.1460	0.0116	1.3301	8.3000e-003	1.3384	0.3528	7.6400e-003	0.3604		1,159.3569	1,159.3569	0.0221		1,159.9091
Total	**0.4742**	**3.3622**	**4.2236**	**0.0227**	**1.6304**	**0.0121**	**1.6425**	**0.4392**	**0.0113**	**0.4504**		**2,372.2697**	**2,372.2697**	**0.1113**		**2,375.0521**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9080	9.4663	7.8158	0.0156		0.4417	0.4417		0.4063	0.4063	0.0000	1,512.6399	1,512.6399	0.4892		1,524.8703
Total	**0.9080**	**9.4663**	**7.8158**	**0.0156**		**0.4417**	**0.4417**		**0.4063**	**0.4063**	**0.0000**	**1,512.6399**	**1,512.6399**	**0.4892**		**1,524.8703**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0897	3.1485	1.0777	0.0111	0.3003	3.7900e-003	0.3041	0.0864	3.6200e-003	0.0900		1,212.9128	1,212.9128	0.0892		1,215.1430
Worker	0.3844	0.2138	3.1460	0.0116	1.3301	8.3000e-003	1.3384	0.3528	7.6400e-003	0.3604		1,159.3569	1,159.3569	0.0221		1,159.9091

Total	**0.4742**	**3.3622**	**4.2236**	**0.0227**	**1.6304**	**0.0121**	**1.6425**	**0.4392**	**0.0113**	**0.4504**		**2,372.2697**	**2,372.2697**	**0.1113**		**2,375.0521**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4932	4.7000	6.5711	0.0104		0.2326	0.2326		0.2149	0.2149		996.1115	996.1115	0.3138		1,003.9576
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4932**	**4.7000**	**6.5711**	**0.0104**		**0.2326**	**0.2326**		**0.2149**	**0.2149**		**996.1115**	**996.1115**	**0.3138**		**1,003.9576**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0180	0.2644	9.8000e-004	0.1118	7.0000e-004	0.1125	0.0296	6.4000e-004	0.0303		97.4250	97.4250	1.8600e-003		97.4714
Total	**0.0323**	**0.0180**	**0.2644**	**9.8000e-004**	**0.1118**	**7.0000e-004**	**0.1125**	**0.0296**	**6.4000e-004**	**0.0303**		**97.4250**	**97.4250**	**1.8600e-003**		**97.4714**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4932	4.7000	6.5711	0.0104		0.2326	0.2326		0.2149	0.2149	0.0000	996.1115	996.1115	0.3138		1,003.9576
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4932**	**4.7000**	**6.5711**	**0.0104**		**0.2326**	**0.2326**		**0.2149**	**0.2149**	**0.0000**	**996.1115**	**996.1115**	**0.3138**		**1,003.9576**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0180	0.2644	9.8000e-004	0.1118	7.0000e-004	0.1125	0.0296	6.4000e-004	0.0303		97.4250	97.4250	1.8600e-003		97.4714
Total	**0.0323**	**0.0180**	**0.2644**	**9.8000e-004**	**0.1118**	**7.0000e-004**	**0.1125**	**0.0296**	**6.4000e-004**	**0.0303**		**97.4250**	**97.4250**	**1.8600e-003**		**97.4714**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	112.8522					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**113.0438**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.0431	0.6345	2.3400e-003	0.2683	1.6700e-003	0.2699	0.0711	1.5400e-003	0.0727		233.8199	233.8199	4.4500e-003		233.9312
Total	**0.0775**	**0.0431**	**0.6345**	**2.3400e-003**	**0.2683**	**1.6700e-003**	**0.2699**	**0.0711**	**1.5400e-003**	**0.0727**		**233.8199**	**233.8199**	**4.4500e-003**		**233.9312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	112.8522					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**113.0438**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.0431	0.6345	2.3400e-003	0.2683	1.6700e-003	0.2699	0.0711	1.5400e-003	0.0727		233.8199	233.8199	4.4500e-003		233.9312
Total	**0.0775**	**0.0431**	**0.6345**	**2.3400e-003**	**0.2683**	**1.6700e-003**	**0.2699**	**0.0711**	**1.5400e-003**	**0.0727**		**233.8199**	**233.8199**	**4.4500e-003**		**233.9312**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6466	2.8355	19.9555	0.0649	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,650.8218	6,650.8218	0.4765		6,662.7351
Unmitigated	1.6466	2.8355	19.9555	0.0649	6.9353	0.0533	6.9886	1.8578	0.0494	1.9072		6,650.8218	6,650.8218	0.4765		6,662.7351

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,365.00	1,368.50	994.00	3,131,850	3,131,850
Recreational Swimming Pool	0.00	0.00	0.00		
Total	1,365.00	1,368.50	994.00	3,131,850	3,131,850

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Recreational Swimming Pool	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977
Recreational Swimming Pool	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
NaturalGas Unmitigated	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	26274	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2834**	**2.5759**	**2.1637**	**0.0155**		**0.1958**	**0.1958**		**0.1958**	**0.1958**		**3,091.0556**	**3,091.0556**	**0.0593**	**0.0567**	**3,109.4242**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	26.274	0.2834	2.5759	2.1637	0.0155		0.1958	0.1958		0.1958	0.1958		3,091.0556	3,091.0556	0.0593	0.0567	3,109.4242
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2834**	**2.5759**	**2.1637**	**0.0155**		**0.1958**	**0.1958**		**0.1958**	**0.1958**		**3,091.0556**	**3,091.0556**	**0.0593**	**0.0567**	**3,109.4242**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Unmitigated	6.2585	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.5440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3500e-003	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Total	**6.2585**	**3.3000e-004**	**0.0361**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0775**	**0.0775**	**2.0000e-004**		**0.0826**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	0.7111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.5440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3500e-003	3.3000e-004	0.0361	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0775	0.0775	2.0000e-004		0.0826
Total	**6.2585**	**3.3000e-004**	**0.0361**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0775**	**0.0775**	**2.0000e-004**		**0.0826**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	12	620	0.73	CNG

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - CNG (500 - 9999 HP)	5.4548	0.4201	14.2069	1.9000e-003		0.0301	0.0301		0.0301	0.0301		348.5079	348.5079	0.7287		366.7253
Total	**5.4548**	**0.4201**	**14.2069**	**1.9000e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**348.5079**	**348.5079**	**0.7287**		**366.7253**

11.0 Vegetation

Disneyland Timeshare Addendum

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	350.00	Room	1.77	280,000.00	0
Recreational Swimming Pool	4.00	1000sqft	0.09	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2023
Utility Company	Anaheim Public Utilities				
CO2 Intensity (lb/MWhr)	1047.47	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - APU CO2 IF based on correspondence between Placeworks and Andy Uk at APU in February, 2020, for the year 2018.

Land Use - Information from Site Plan (1/21/20).

Construction Phase - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Off-road Equipment - .

Trips and VMT - .

Demolition -

Grading - .

Vehicle Trips - From Traffic Study, prepared in January 2020

Energy Use - Title 24, 2016 standards default

Water And Wastewater - default

Construction Off-road Equipment Mitigation -

Waste Mitigation -

Fleet Mix - .

Stationary Sources - Emergency Generators and Fire Pumps - .

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	464.00
tblConstructionPhase	NumDays	20.00	62.00
tblConstructionPhase	NumDays	4.00	71.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	36.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDA	0.56	0.61
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LDT2	0.21	0.20
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.7840e-003	5.4390e-003
tblFleetMix	LHD2	5.7840e-003	5.4390e-003

tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MCY	4.9410e-003	4.5320e-003
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MDV	0.11	0.11
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MH	9.0400e-004	9.7700e-004
tblFleetMix	MHD	0.03	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	OBUS	1.7750e-003	1.5360e-003
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	SBUS	5.9800e-004	5.4700e-004
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblFleetMix	UBUS	1.5240e-003	9.3820e-003
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	508,200.00	280,000.00
tblLandUse	LotAcreage	11.67	1.77
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	1543.28	1047.47
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	620.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	ST_TR	8.19	3.91
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	5.95	2.84
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	8.17	3.90
tblVehicleTrips	WD_TR	33.82	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0173	0.1829	0.1497	2.9000e-004	0.0457	8.1700e-003	0.0539	0.0183	7.5200e-003	0.0258	0.0000	25.5315	25.5315	7.4600e-003	0.0000	25.7181
2021	0.2202	2.4896	1.6845	5.5000e-003	0.2741	0.0832	0.3573	0.0885	0.0766	0.1651	0.0000	511.4499	511.4499	0.0841	0.0000	513.5521
2022	0.1963	1.9331	1.6021	5.0100e-003	0.2083	0.0672	0.2755	0.0562	0.0619	0.1181	0.0000	460.9679	460.9679	0.0720	0.0000	462.7676
2023	1.3118	0.1149	0.1478	3.2000e-004	9.9000e-003	5.1100e-003	0.0150	2.6500e-003	4.7700e-003	7.4300e-003	0.0000	28.8013	28.8013	5.4200e-003	0.0000	28.9368
Maximum	**1.3118**	**2.4896**	**1.6845**	**5.5000e-003**	**0.2741**	**0.0832**	**0.3573**	**0.0885**	**0.0766**	**0.1651**	**0.0000**	**511.4499**	**511.4499**	**0.0841**	**0.0000**	**513.5521**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0173	0.1829	0.1497	2.9000e-004	0.0190	8.1700e-003	0.0272	7.4400e-003	7.5200e-003	0.0150	0.0000	25.5315	25.5315	7.4600e-003	0.0000	25.7181
2021	0.2202	2.4896	1.6845	5.5000e-003	0.2188	0.0832	0.3020	0.0648	0.0766	0.1414	0.0000	511.4497	511.4497	0.0841	0.0000	513.5518
2022	0.1963	1.9331	1.6021	5.0100e-003	0.2083	0.0672	0.2755	0.0562	0.0619	0.1181	0.0000	460.9677	460.9677	0.0720	0.0000	462.7674
2023	1.3118	0.1149	0.1478	3.2000e-004	9.9000e-003	5.1100e-003	0.0150	2.6500e-003	4.7700e-003	7.4300e-003	0.0000	28.8013	28.8013	5.4200e-003	0.0000	28.9368
Maximum	**1.3118**	**2.4896**	**1.6845**	**5.5000e-003**	**0.2188**	**0.0832**	**0.3020**	**0.0648**	**0.0766**	**0.1414**	**0.0000**	**511.4497**	**511.4497**	**0.0841**	**0.0000**	**513.5518**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.24**	**0.00**	**11.69**	**20.88**	**0.00**	**10.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-22-2020**	**12-21-2020**	0.1248	0.1248
2	**12-22-2020**	**3-21-2021**	0.6091	0.6091
3	**3-22-2021**	**6-21-2021**	0.8909	0.8909
4	**6-22-2021**	**9-21-2021**	0.5982	0.5982
5	**9-22-2021**	**12-21-2021**	0.5939	0.5939
6	**12-22-2021**	**3-21-2022**	0.5325	0.5325
7	**3-22-2022**	**6-21-2022**	0.5352	0.5352
8	**6-22-2022**	**9-21-2022**	0.5349	0.5349
9	**9-22-2022**	**12-21-2022**	0.5312	0.5312
10	**12-22-2022**	**3-21-2023**	1.5167	1.5167
		Highest	1.5167	1.5167

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1420	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003
Energy	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	1,714.3938	1,714.3938	0.0431	0.0163	1,720.3202
Mobile	0.2722	0.5336	3.3945	0.0109	1.1893	9.2800e-003	1.1986	0.3191	8.6100e-003	0.3277	0.0000	1,015.7005	1,015.7005	0.0750	0.0000	1,017.5744
Stationary	0.0327	2.5200e-003	0.0852	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	1.8970	1.8970	3.9700e-003	0.0000	1.9961
Waste						0.0000	0.0000		0.0000	0.0000	43.5274	0.0000	43.5274	2.5724	0.0000	107.8372
Water						0.0000	0.0000		0.0000	0.0000	2.8918	62.3631	65.2549	0.2987	7.3700e-003	74.9197
Total	**1.4987**	**1.0063**	**3.8791**	**0.0137**	**1.1893**	**0.0452**	**1.2345**	**0.3191**	**0.0445**	**0.3636**	**46.4191**	**2,794.3632**	**2,840.7823**	**2.9932**	**0.0236**	**2,922.6569**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1420	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003
Energy	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	1,714.3938	1,714.3938	0.0431	0.0163	1,720.3202
Mobile	0.2722	0.5336	3.3945	0.0109	1.1893	9.2800e-003	1.1986	0.3191	8.6100e-003	0.3277	0.0000	1,015.7005	1,015.7005	0.0750	0.0000	1,017.5744
Stationary	0.0327	2.5200e-003	0.0852	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	1.8970	1.8970	3.9700e-003	0.0000	1.9961
Waste						0.0000	0.0000		0.0000	0.0000	21.7637	0.0000	21.7637	1.2862	0.0000	53.9186
Water						0.0000	0.0000		0.0000	0.0000	2.8918	62.3631	65.2549	0.2987	7.3700e-003	74.9197
Total	**1.4987**	**1.0063**	**3.8791**	**0.0137**	**1.1893**	**0.0452**	**1.2345**	**0.3191**	**0.0445**	**0.3636**	**24.6554**	**2,794.3632**	**2,819.0187**	**1.7070**	**0.0236**	**2,868.7383**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.89	0.00	0.77	42.97	0.00	1.84

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/22/2020	12/16/2020	5	62	
2	Site Preparation	Site Preparation	12/17/2020	2/4/2021	5	36	
3	Grading-Excavation	Grading	2/5/2021	5/14/2021	5	71	
4	Building Construction	Building Construction	4/1/2021	1/10/2023	5	464	
5	Paving	Paving	1/11/2023	2/10/2023	5	23	
6	Architectural Coating	Architectural Coating	2/11/2023	3/15/2023	5	23	

Acres of Grading (Site Preparation Phase): 18

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 420,000; Non-Residential Outdoor: 140,000; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading-Excavation	Excavators	1	8.00	158	0.38

Grading-Excavation	Graders	1	6.00	187	0.41
Grading-Excavation	Rollers	1	8.00	80	0.38
Grading-Excavation	Rubber Tired Dozers	0	6.00	247	0.40
Grading-Excavation	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Aerial Lifts	0		63	0.31
Building Construction	Cranes	2	6.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	1	3.00	0.00	48.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading-Excavation	3	8.00	0.00	2,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	119.00	47.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.2300e-003	0.0000	5.2300e-003	7.9000e-004	0.0000	7.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5900e-003	0.0748	0.1013	1.6000e-004		3.6200e-003	3.6200e-003		3.3300e-003	3.3300e-003	0.0000	14.0647	14.0647	4.5500e-003	0.0000	14.1784
Total	**7.5900e-003**	**0.0748**	**0.1013**	**1.6000e-004**	**5.2300e-003**	**3.6200e-003**	**8.8500e-003**	**7.9000e-004**	**3.3300e-003**	**4.1200e-003**	**0.0000**	**14.0647**	**14.0647**	**4.5500e-003**	**0.0000**	**14.1784**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8000e-004	6.8100e-003	1.7100e-003	2.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.1000e-004	2.0000e-005	1.3000e-004	0.0000	1.8455	1.8455	1.9000e-004	0.0000	1.8504
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.5000e-004	2.8800e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8837	0.8837	2.0000e-005	0.0000	0.8842
Total	**5.4000e-004**	**7.0600e-003**	**4.5900e-003**	**3.0000e-005**	**1.4300e-003**	**3.0000e-005**	**1.4600e-003**	**3.8000e-004**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**2.7292**	**2.7292**	**2.1000e-004**	**0.0000**	**2.7346**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Fugitive Dust					2.0400e-003	0.0000	2.0400e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5900e-003	0.0748	0.1013	1.6000e-004		3.6200e-003	3.6200e-003		3.3300e-003	3.3300e-003	0.0000	14.0647	14.0647	4.5500e-003	0.0000	14.1784
Total	**7.5900e-003**	**0.0748**	**0.1013**	**1.6000e-004**	**2.0400e-003**	**3.6200e-003**	**5.6600e-003**	**3.1000e-004**	**3.3300e-003**	**3.6400e-003**	**0.0000**	**14.0647**	**14.0647**	**4.5500e-003**	**0.0000**	**14.1784**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8000e-004	6.8100e-003	1.7100e-003	2.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.1000e-004	2.0000e-005	1.3000e-004	0.0000	1.8455	1.8455	1.9000e-004	0.0000	1.8504
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.5000e-004	2.8800e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8837	0.8837	2.0000e-005	0.0000	0.8842
Total	**5.4000e-004**	**7.0600e-003**	**4.5900e-003**	**3.0000e-005**	**1.4300e-003**	**3.0000e-005**	**1.4600e-003**	**3.8000e-004**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**2.7292**	**2.7292**	**2.1000e-004**	**0.0000**	**2.7346**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0385	0.0000	0.0385	0.0170	0.0000	0.0170	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.1009	0.0424	9.0000e-005		4.5200e-003	4.5200e-003		4.1500e-003	4.1500e-003	0.0000	8.3196	8.3196	2.6900e-003	0.0000	8.3869

Total	**8.9600e-003**	**0.1009**	**0.0424**	**9.0000e-005**	**0.0385**	**4.5200e-003**	**0.0431**	**0.0170**	**4.1500e-003**	**0.0211**	**0.0000**	**8.3196**	**8.3196**	**2.6900e-003**	**0.0000**	**8.3869**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3600e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4181	0.4181	1.0000e-005	0.0000	0.4183
Total	**1.7000e-004**	**1.2000e-004**	**1.3600e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.9000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4181**	**0.4181**	**1.0000e-005**	**0.0000**	**0.4183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0150	0.0000	0.0150	6.6100e-003	0.0000	6.6100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.1009	0.0424	9.0000e-005		4.5200e-003	4.5200e-003		4.1500e-003	4.1500e-003	0.0000	8.3196	8.3196	2.6900e-003	0.0000	8.3868
Total	**8.9600e-003**	**0.1009**	**0.0424**	**9.0000e-005**	**0.0150**	**4.5200e-003**	**0.0196**	**6.6100e-003**	**4.1500e-003**	**0.0108**	**0.0000**	**8.3196**	**8.3196**	**2.6900e-003**	**0.0000**	**8.3868**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3600e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4181	0.4181	1.0000e-005	0.0000	0.4183
Total	**1.7000e-004**	**1.2000e-004**	**1.3600e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.9000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4181**	**0.4181**	**1.0000e-005**	**0.0000**	**0.4183**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0754	0.0000	0.0754	0.0372	0.0000	0.0372	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2178	0.0945	2.1000e-004		9.5700e-003	9.5700e-003		8.8000e-003	8.8000e-003	0.0000	18.8980	18.8980	6.1100e-003	0.0000	19.0508
Total	**0.0195**	**0.2178**	**0.0945**	**2.1000e-004**	**0.0754**	**9.5700e-003**	**0.0850**	**0.0372**	**8.8000e-003**	**0.0460**	**0.0000**	**18.8980**	**18.8980**	**6.1100e-003**	**0.0000**	**19.0508**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.5000e-004	2.8700e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9172	0.9172	2.0000e-005	0.0000	0.9177
Total	**3.7000e-004**	**2.5000e-004**	**2.8700e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9172**	**0.9172**	**2.0000e-005**	**0.0000**	**0.9177**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0294	0.0000	0.0294	0.0145	0.0000	0.0145	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2178	0.0945	2.1000e-004		9.5700e-003	9.5700e-003		8.8000e-003	8.8000e-003	0.0000	18.8980	18.8980	6.1100e-003	0.0000	19.0508
Total	**0.0195**	**0.2178**	**0.0945**	**2.1000e-004**	**0.0294**	**9.5700e-003**	**0.0390**	**0.0145**	**8.8000e-003**	**0.0233**	**0.0000**	**18.8980**	**18.8980**	**6.1100e-003**	**0.0000**	**19.0508**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.5000e-004	2.8700e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9172	0.9172	2.0000e-005	0.0000	0.9177
Total	**3.7000e-004**	**2.5000e-004**	**2.8700e-003**	**1.0000e-005**	**1.1000e-003**	**1.0000e-005**	**1.1100e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**0.9172**	**0.9172**	**2.0000e-005**	**0.0000**	**0.9177**

3.4 Grading-Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0153	0.0000	0.0153	1.7000e-003	0.0000	1.7000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0269	0.3025	0.2300	4.5000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	39.7908	39.7908	0.0129	0.0000	40.1125
Total	**0.0269**	**0.3025**	**0.2300**	**4.5000e-004**	**0.0153**	**0.0129**	**0.0281**	**1.7000e-003**	**0.0119**	**0.0136**	**0.0000**	**39.7908**	**39.7908**	**0.0129**	**0.0000**	**40.1125**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.1000e-003	0.3277	0.0892	9.4000e-004	0.0214	1.0100e-003	0.0224	5.8700e-003	9.6000e-004	6.8400e-003	0.0000	94.9432	94.9432	0.0100	0.0000	95.1932
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.0000e-004	8.1600e-003	3.0000e-005	3.1200e-003	2.0000e-005	3.1400e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.6048	2.6048	6.0000e-005	0.0000	2.6062
Total	**0.0101**	**0.3284**	**0.0974**	**9.7000e-004**	**0.0245**	**1.0300e-003**	**0.0256**	**6.7000e-003**	**9.8000e-004**	**7.6900e-003**	**0.0000**	**97.5480**	**97.5480**	**0.0101**	**0.0000**	**97.7995**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.9500e-003	0.0000	5.9500e-003	6.6000e-004	0.0000	6.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0269	0.3025	0.2300	4.5000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	39.7907	39.7907	0.0129	0.0000	40.1125
Total	**0.0269**	**0.3025**	**0.2300**	**4.5000e-004**	**5.9500e-003**	**0.0129**	**0.0188**	**6.6000e-004**	**0.0119**	**0.0125**	**0.0000**	**39.7907**	**39.7907**	**0.0129**	**0.0000**	**40.1125**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.1000e-003	0.3277	0.0892	9.4000e-004	0.0214	1.0100e-003	0.0224	5.8700e-003	9.6000e-004	6.8400e-003	0.0000	94.9432	94.9432	0.0100	0.0000	95.1932
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.0000e-004	8.1600e-003	3.0000e-005	3.1200e-003	2.0000e-005	3.1400e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.6048	2.6048	6.0000e-005	0.0000	2.6062
Total	**0.0101**	**0.3284**	**0.0974**	**9.7000e-004**	**0.0245**	**1.0300e-003**	**0.0256**	**6.7000e-003**	**9.8000e-004**	**7.6900e-003**	**0.0000**	**97.5480**	**97.5480**	**0.0101**	**0.0000**	**97.7995**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1078	1.1708	0.7995	1.5400e-003		0.0580	0.0580		0.0533	0.0533	0.0000	135.0646	135.0646	0.0437	0.0000	136.1566

Total	**0.1078**	**1.1708**	**0.7995**	**1.5400e-003**		**0.0580**	**0.0580**		**0.0533**	**0.0533**	**0.0000**	**135.0646**	**135.0646**	**0.0437**	**0.0000**	**136.1566**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0126	0.4411	0.1236	1.1300e-003	0.0291	9.2000e-004	0.0301	8.4100e-003	8.8000e-004	9.2800e-003	0.0000	111.7230	111.7230	9.0400e-003	0.0000	111.9491
Worker	0.0430	0.0289	0.3367	1.1900e-003	0.1287	8.5000e-004	0.1295	0.0342	7.8000e-004	0.0350	0.0000	107.5084	107.5084	2.3000e-003	0.0000	107.5659
Total	**0.0556**	**0.4699**	**0.4604**	**2.3200e-003**	**0.1578**	**1.7700e-003**	**0.1596**	**0.0426**	**1.6600e-003**	**0.0442**	**0.0000**	**219.2314**	**219.2314**	**0.0113**	**0.0000**	**219.5150**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1078	1.1708	0.7995	1.5400e-003		0.0580	0.0580		0.0533	0.0533	0.0000	135.0644	135.0644	0.0437	0.0000	136.1565
Total	**0.1078**	**1.1708**	**0.7995**	**1.5400e-003**		**0.0580**	**0.0580**		**0.0533**	**0.0533**	**0.0000**	**135.0644**	**135.0644**	**0.0437**	**0.0000**	**136.1565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0126	0.4411	0.1236	1.1300e-003	0.0291	9.2000e-004	0.0301	8.4100e-003	8.8000e-004	9.2800e-003	0.0000	111.7230	111.7230	9.0400e-003	0.0000	111.9491
Worker	0.0430	0.0289	0.3367	1.1900e-003	0.1287	8.5000e-004	0.1295	0.0342	7.8000e-004	0.0350	0.0000	107.5084	107.5084	2.3000e-003	0.0000	107.5659
Total	**0.0556**	**0.4699**	**0.4604**	**2.3200e-003**	**0.1578**	**1.7700e-003**	**0.1596**	**0.0426**	**1.6600e-003**	**0.0442**	**0.0000**	**219.2314**	**219.2314**	**0.0113**	**0.0000**	**219.5150**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1270	1.3484	1.0304	2.0300e-003		0.0651	0.0651		0.0599	0.0599	0.0000	178.3340	178.3340	0.0577	0.0000	179.7759
Total	**0.1270**	**1.3484**	**1.0304**	**2.0300e-003**		**0.0651**	**0.0651**		**0.0599**	**0.0599**	**0.0000**	**178.3340**	**178.3340**	**0.0577**	**0.0000**	**179.7759**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0157	0.5501	0.1574	1.4700e-003	0.0385	1.0500e-003	0.0395	0.0111	1.0100e-003	0.0121	0.0000	145.9978	145.9978	0.0116	0.0000	146.2866
Worker	0.0536	0.0345	0.4143	1.5100e-003	0.1698	1.1000e-003	0.1709	0.0451	1.0100e-003	0.0461	0.0000	136.6362	136.6362	2.7600e-003	0.0000	136.7052
Total	**0.0693**	**0.5847**	**0.5717**	**2.9800e-003**	**0.2083**	**2.1500e-003**	**0.2105**	**0.0562**	**2.0200e-003**	**0.0582**	**0.0000**	**282.6340**	**282.6340**	**0.0143**	**0.0000**	**282.9917**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1270	1.3484	1.0304	2.0300e-003		0.0651	0.0651		0.0599	0.0599	0.0000	178.3337	178.3337	0.0577	0.0000	179.7757
Total	**0.1270**	**1.3484**	**1.0304**	**2.0300e-003**		**0.0651**	**0.0651**		**0.0599**	**0.0599**	**0.0000**	**178.3337**	**178.3337**	**0.0577**	**0.0000**	**179.7757**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0157	0.5501	0.1574	1.4700e-003	0.0385	1.0500e-003	0.0395	0.0111	1.0100e-003	0.0121	0.0000	145.9978	145.9978	0.0116	0.0000	146.2866
Worker	0.0536	0.0345	0.4143	1.5100e-003	0.1698	1.1000e-003	0.1709	0.0451	1.0100e-003	0.0461	0.0000	136.6362	136.6362	2.7600e-003	0.0000	136.7052
Total	**0.0693**	**0.5847**	**0.5717**	**2.9800e-003**	**0.2083**	**2.1500e-003**	**0.2105**	**0.0562**	**2.0200e-003**	**0.0582**	**0.0000**	**282.6340**	**282.6340**	**0.0143**	**0.0000**	**282.9917**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1800e-003	0.0331	0.0274	5.0000e-005		1.5500e-003	1.5500e-003		1.4200e-003	1.4200e-003	0.0000	4.8029	4.8029	1.5500e-003	0.0000	4.8417
Total	**3.1800e-003**	**0.0331**	**0.0274**	**5.0000e-005**		**1.5500e-003**	**1.5500e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**4.8029**	**4.8029**	**1.5500e-003**	**0.0000**	**4.8417**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	0.0111	3.9300e-003	4.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	3.8120	3.8120	2.9000e-004	0.0000	3.8192
Worker	1.3700e-003	8.4000e-004	0.0104	4.0000e-005	4.5700e-003	3.0000e-005	4.6000e-003	1.2100e-003	3.0000e-005	1.2400e-003	0.0000	3.5374	3.5374	7.0000e-005	0.0000	3.5391
Total	**1.6900e-003**	**0.0120**	**0.0143**	**8.0000e-005**	**5.6100e-003**	**4.0000e-005**	**5.6500e-003**	**1.5100e-003**	**4.0000e-005**	**1.5500e-003**	**0.0000**	**7.3493**	**7.3493**	**3.6000e-004**	**0.0000**	**7.3582**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1800e-003	0.0331	0.0274	5.0000e-005		1.5500e-003	1.5500e-003		1.4200e-003	1.4200e-003	0.0000	4.8029	4.8029	1.5500e-003	0.0000	4.8417
Total	**3.1800e-003**	**0.0331**	**0.0274**	**5.0000e-005**		**1.5500e-003**	**1.5500e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**4.8029**	**4.8029**	**1.5500e-003**	**0.0000**	**4.8417**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	0.0111	3.9300e-003	4.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	3.8120	3.8120	2.9000e-004	0.0000	3.8192
Worker	1.3700e-003	8.4000e-004	0.0104	4.0000e-005	4.5700e-003	3.0000e-005	4.6000e-003	1.2100e-003	3.0000e-005	1.2400e-003	0.0000	3.5374	3.5374	7.0000e-005	0.0000	3.5391
Total	**1.6900e-003**	**0.0120**	**0.0143**	**8.0000e-005**	**5.6100e-003**	**4.0000e-005**	**5.6500e-003**	**1.5100e-003**	**4.0000e-005**	**1.5500e-003**	**0.0000**	**7.3493**	**7.3493**	**3.6000e-004**	**0.0000**	**7.3582**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0541	0.0756	1.2000e-004		2.6800e-003	2.6800e-003		2.4700e-003	2.4700e-003	0.0000	10.3921	10.3921	3.2700e-003	0.0000	10.4739

Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.6700e-003**	**0.0541**	**0.0756**	**1.2000e-004**		**2.6800e-003**	**2.6800e-003**		**2.4700e-003**	**2.4700e-003**	**0.0000**	**10.3921**	**10.3921**	**3.2700e-003**	**0.0000**	**10.4739**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.3000e-004	2.8700e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	0.9767	0.9767	2.0000e-005	0.0000	0.9772
Total	**3.8000e-004**	**2.3000e-004**	**2.8700e-003**	**1.0000e-005**	**1.2600e-003**	**1.0000e-005**	**1.2700e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**0.9767**	**0.9767**	**2.0000e-005**	**0.0000**	**0.9772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6700e-003	0.0541	0.0756	1.2000e-004		2.6800e-003	2.6800e-003		2.4700e-003	2.4700e-003	0.0000	10.3921	10.3921	3.2700e-003	0.0000	10.4739
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.6700e-003**	**0.0541**	**0.0756**	**1.2000e-004**		**2.6800e-003**	**2.6800e-003**		**2.4700e-003**	**2.4700e-003**	**0.0000**	**10.3921**	**10.3921**	**3.2700e-003**	**0.0000**	**10.4739**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.3000e-004	2.8700e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	0.9767	0.9767	2.0000e-005	0.0000	0.9772
Total	**3.8000e-004**	**2.3000e-004**	**2.8700e-003**	**1.0000e-005**	**1.2600e-003**	**1.0000e-005**	**1.2700e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**0.9767**	**0.9767**	**2.0000e-005**	**0.0000**	**0.9772**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2978					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-003	0.0150	0.0208	3.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	2.9362	2.9362	1.8000e-004	0.0000	2.9406
Total	**1.3000**	**0.0150**	**0.0208**	**3.0000e-005**		**8.1000e-004**	**8.1000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.9362**	**2.9362**	**1.8000e-004**	**0.0000**	**2.9406**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1000e-004	5.6000e-004	6.8800e-003	3.0000e-005	3.0300e-003	2.0000e-005	3.0500e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.3441	2.3441	4.0000e-005	0.0000	2.3452
Total	**9.1000e-004**	**5.6000e-004**	**6.8800e-003**	**3.0000e-005**	**3.0300e-003**	**2.0000e-005**	**3.0500e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.3441**	**2.3441**	**4.0000e-005**	**0.0000**	**2.3452**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2978					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-003	0.0150	0.0208	3.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	2.9362	2.9362	1.8000e-004	0.0000	2.9406
Total	**1.3000**	**0.0150**	**0.0208**	**3.0000e-005**		**8.1000e-004**	**8.1000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**2.9362**	**2.9362**	**1.8000e-004**	**0.0000**	**2.9406**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1000e-004	5.6000e-004	6.8800e-003	3.0000e-005	3.0300e-003	2.0000e-005	3.0500e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.3441	2.3441	4.0000e-005	0.0000	2.3452
Total	**9.1000e-004**	**5.6000e-004**	**6.8800e-003**	**3.0000e-005**	**3.0300e-003**	**2.0000e-005**	**3.0500e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.3441**	**2.3441**	**4.0000e-005**	**0.0000**	**2.3452**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2722	0.5336	3.3945	0.0109	1.1893	9.2800e-003	1.1986	0.3191	8.6100e-003	0.3277	0.0000	1,015.7005	1,015.7005	0.0750	0.0000	1,017.5744
Unmitigated	0.2722	0.5336	3.3945	0.0109	1.1893	9.2800e-003	1.1986	0.3191	8.6100e-003	0.3277	0.0000	1,015.7005	1,015.7005	0.0750	0.0000	1,017.5744

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,365.00	1,368.50	994.00	3,131,850	3,131,850
Recreational Swimming Pool	0.00	0.00	0.00		
Total	1,365.00	1,368.50	994.00	3,131,850	3,131,850

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Recreational Swimming Pool	16.60	8.40	6.90	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977

Recreational Swimming Pool	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0.000000	0.000000	0.001536	0.009382	0.004532	0.000547	0.000977

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,202.6349	1,202.6349	0.0333	6.8900e-003	1,205.5201
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,202.6349	1,202.6349	0.0333	6.8900e-003	1,205.5201
NaturalGas Mitigated	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	511.7589	511.7589	9.8100e-003	9.3800e-003	514.8001
NaturalGas Unmitigated	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	511.7589	511.7589	9.8100e-003	9.3800e-003	514.8001

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	9.59e+006	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	511.7589	511.7589	9.8100e-003	9.3800e-003	514.8001
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total		**0.0517**	**0.4701**	**0.3949**	**2.8200e-003**		**0.0357**	**0.0357**		**0.0357**	**0.0357**	**0.0000**	**511.7589**	**511.7589**	**9.8100e-003**	**9.3800e-003**	**514.8001**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	9.59e+006	0.0517	0.4701	0.3949	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	511.7589	511.7589	9.8100e-003	9.3800e-003	514.8001
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0517**	**0.4701**	**0.3949**	**2.8200e-003**		**0.0357**	**0.0357**		**0.0357**	**0.0357**	**0.0000**	**511.7589**	**511.7589**	**9.8100e-003**	**9.3800e-003**	**514.8001**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	2.5312e+006	1,202.6349	0.0333	6.8900e-003	1,205.5201
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**1,202.6349**	**0.0333**	**6.8900e-003**	**1,205.5201**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	2.5312e+006	1,202.6349	0.0333	6.8900e-003	1,205.5201
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**1,202.6349**	**0.0333**	**6.8900e-003**	**1,205.5201**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1420	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003
Unmitigated	1.1420	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.1298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003
Total	**1.1420**	**4.0000e-005**	**4.5200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.7900e-003**	**8.7900e-003**	**2.0000e-005**	**0.0000**	**9.3600e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3600e-003
Total	**1.1420**	**4.0000e-005**	**4.5200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.7900e-003**	**8.7900e-003**	**2.0000e-005**	**0.0000**	**9.3600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	65.2549	0.2987	7.3700e-003	74.9197

Unmitigated	65.2549	0.2987	7.3700e-003	74.9197

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	8.87837 / 0.986486	62.9509	0.2910	7.1800e-003	72.3633
Recreational Swimming Pool	0.236573 / 0.144996	2.3040	7.7700e-003	1.9000e-004	2.5563
Total		**65.2549**	**0.2987**	**7.3700e-003**	**74.9197**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	8.87837 / 0.986486	62.9509	0.2910	7.1800e-003	72.3633
Recreational Swimming Pool	0.236573 / 0.144996	2.3040	7.7700e-003	1.9000e-004	2.5563
Total		**65.2549**	**0.2987**	**7.3700e-003**	**74.9197**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	21.7637	1.2862	0.0000	53.9186
Unmitigated	43.5274	2.5724	0.0000	107.8372

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	191.63	38.8992	2.2989	0.0000	96.3710
Recreational Swimming Pool	22.8	4.6282	0.2735	0.0000	11.4662
Total		**43.5274**	**2.5724**	**0.0000**	**107.8372**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
Hotel	95.815	19.4496	1.1494	0.0000	48.1855
Recreational Swimming Pool	11.4	2.3141	0.1368	0.0000	5.7331
Total		**21.7637**	**1.2862**	**0.0000**	**53.9186**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	12	620	0.73	CNG

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - CNG (500 - 9999 HP)	0.0327	2.5200e-003	0.0852	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	1.8970	1.8970	3.9700e-003	0.0000	1.9961

Total	0.0327	2.5200e-003	0.0852	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	1.8970	1.8970	3.9700e-003	0.0000	1.9961

11.0 Vegetation

APPENDIX B

ENERGY CALCULATIONS

Energy Use Summary

Construction Phase (gallons/construction perioc	Gasoline	Diesel
Construction Vehicles	30	14,321
Worker Trips	36,217	130
Vendor Trips	7,859	101
Haul Trucks	11	7,902
Total	44,117	22,453

Operations Phase (gallons/year)		Gasoline	Diesel	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
Hotel		115,753	2,802	9,590,000	2,531,200
	0	0	0	0	0
	0	0	0	0	0
All Land Uses		115,753	2,802	9,590,000	2,531,200

Operations Phase - Onroad Energy Use

Year 2023

Vehicle Types	MPG by Fuel Type			Population by Fuel Type			
	GAS	DSL	ELEC	GAS	DSL	ELEC	Total
LDA	31.7	50.0		6,635,002	62,493	150,700	6,697,495
LDT1	27.2	22.9		758,468	361	7,123	758,828
LDT2	25.5	36.7		2,285,150	15,595	28,810	2,300,745
LHDT1	10.7	21.9		174,910	125,545		300,455
LHDT2	9.3	19.8		30,103	50,003		80,106
MCY	36.4			305,045			305,045
MDV	20.7	28.1		1,589,863	36,128	16,377	1,625,991
MH	5.2	10.7		34,680	13,123		47,802
MHDT	5.1	11.2		25,624	122,124		147,749
HHDT	4.3	7.1		75	109,819		109,894
OBUS	5.1	8.7		5,955	4,287		10,242
SBUS	9.2	7.7		2,784	6,672		9,455
UBUS	5.1	5.9		958	13	16	971

Trips/Day Land Use	Trips/day Weekday	Trips/day Saturday	Trips/day Sunday	Weekly Total
Hotel	1,365.00	1,369.00	994.00	3,728
Total	**1,365**	**1,369**	**994**	**3,728**

Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	Total
Hotel	0.609839	0.041496	0.198079	0.111753	0.016422	0.005439	0	0	0.001536	0.009382	0.004532	0.000547	0.000977	100.0%
														0.0%
														0.0%
														0.0%
														0.0%

Vehicle Trips

Weekday Trips		LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHDT	Obus	Ubus	MCY	Sbus	MH	Total	Daily VMT
Hotel		832	57	270	153	22	7	0	0	2	13	6	1	1	1,365	8,603.98
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Total		**832**	**57**	**270**	**153**	**22**	**7**	**0**	**0**	**2**	**13**	**6**	**1**	**1**	**1,365**	

Saturday Trips		LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHDT	Obus	Ubus	MCY	Sbus	MH	Total	Daily VMT
Hotel		835	57	271	153	22	7	0	0	2	13	6	1	1	1,369	8,604
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Total		**835**	**57**	**271**	**153**	**22**	**7**	**0**	**0**	**2**	**13**	**6**	**1**	**1**	**1,369**	

Sunday Trips		LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHDT	Obus	Ubus	MCY	Sbus	MH	Total	Daily VMT
Hotel		606	41	197	111	16	5	0	0	2	9	5	1	1	994	8,604
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Total		**606**	**41**	**197**	**111**	**16**	**5**	**0**	**0**	**2**	**9**	**5**	**1**	**1**	**994**	

Gallons of Fuel

Gasoline		LDA	LDT1	LDT2	MDV	LHDT1	LHDT2	MHDT	HHD	Obus	Ubus	MCY	Sbus	MH	Total	
Hotel		59,682	4,782	24,125	16,556	2,810	690	0	0	547	5,691	390	55	425	115,753	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		59,682	**4,782**	**24,125**	**16,556**	**2,810**	**690**	**0**	**0**	**547**	**5,691**	**390**	**55**	**425**	**115,753**	**Total Gallons**

Diesel		LDA	LDT1	LDT2	MDV	OBUS	LHDT2	MHDT	HHD	Obus	Ubus	MCY	Sbus	MH	Total	
Hotel		356	3	115	276	982	538	0	0	230	67	0	157	79	2,802	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		356	**3**	**115**	**276**	**982**	**538**	**0**	**0**	**230**	**67**	**0**	**157**	**79**	**2,802**	**Total Gallons**
															118,556	**Total Gallons**
															26	**Average MPG**

Construction Offroad Equipment Fuel Use

PhaseName	OffRoadEquipmentType	OffRoadEq	UsageHours	HorsePower	Load Factor	Horsepower Category	Num Days	Year	Fuel Consumption Rate (gal/hour)	Fuel Type	Total Fuel Consumption (gal/construction period)
Demolition	Concrete/Industrial Saws	0	8	81	0.73	100	62	2020	4.7	Gasoline	0
Demolition	Excavators	1	8	158	0.38	175	62	2020	2.9	Diesel	544
Demolition	Rubber Tired Dozers	0	8	247	0.4	300	62	2020	4.5	Diesel	0
Demolition	Tractors/Loaders/Backhoes	0	8	97	0.37	100	62	2020	1.6	Diesel	0
Site Preparation	Graders	1	8	187	0.41	175	36	2020	3.1	Diesel	372
Site Preparation	Rubber Tired Dozers	1	7	247	0.4	300	36	2020	4.5	Diesel	450
Site Preparation	Tractors/Loaders/Backhoes	1	8	97	0.37	100	36	2020	1.6	Diesel	169
Grading-Excavation	Excavators	1	8	158	0.38	175	71	2020	2.9	Diesel	623
Grading-Excavation	Graders	1	6	187	0.41	175	71	2020	3.1	Diesel	550
Grading-Excavation	Rollers	1	8	80	0.38	100	71	2020	1.7	Diesel	366
Grading-Excavation	Rubber Tired Dozers	0	6	247	0.4	300	71	2020	4.5	Diesel	0
Grading-Excavation	Tractors/Loaders/Backhoes	0	7	97	0.37	100	71	2020	1.6	Diesel	0
Building Construction	Aerial Lifts	0	8	63	0.31	75	464	2020	1.2	Diesel	0
Building Construction	Cranes	2	6	231	0.29	300	464	2020	3.3	Diesel	5,348
Building Construction	Forklifts	2	6	89	0.2	100	464	2020	2.0	Diesel	2,228
Building Construction	Generator Sets	0	8	84	0.74	100	464	2020	5.2	Gasoline	0
Building Construction	Tractors/Loaders/Backhoes	2	6	97	0.37	100	464	2020	1.6	Diesel	3,272
Building Construction	Welders	0	8	46	0.45	50	464	2020	2.4	Gasoline	0
Paving	Cement and Mortar Mixers	1	6	9	0.56	25	23	2020	0.4	Gasoline	30
Paving	Pavers	1	6	130	0.42	100	23	2020	1.7	Diesel	100
Paving	Paving Equipment	1	8	132	0.36	100	23	2020	1.6	Diesel	108
Paving	Rollers	1	7	80	0.38	100	23	2020	1.7	Diesel	104
Paving	Tractors/Loaders/Backhoes	0	8	97	0.37	100	23	2020	1.6	Diesel	0
Architectural Coating	Air Compressors	1	6	78	0.48	100	23	2020	1.3	Diesel	88
									Total		**14,351**
										Total Gasoline	**30**
										Total Diesel	**14,321**

Construction Phase - Onroad Energy Use

Year 2020

Vehicle Types	MPG by Fuel Type			Population by Fuel Type			
	GAS	DSL	ELEC	GAS	DSL	ELEC	Total
LDA	29.3	46.3		6,343,244	51,116	90,986	6,394,359
LDT1	25.2	22.1		692,885	447	2,466	693,332
LDT2	23.0	33.7		2,169,628	11,368	12,535	2,180,995
LHDT1	10.3	21.0		178,175	106,680		284,856
LHDT2	9.0	19.0		29,750	41,895		71,645
MCY	36.5			276,048			276,048
MDV	18.8	25.9		1,557,729	27,452	3,954	1,585,180
MH	5.0	10.4		36,101	12,007		48,108
MHDT	5.0	10.1		25,210	120,277		145,487
HHDT	3.9	6.4		88	103,820		103,908
OBUS	4.9	8.1		5,971	4,179		10,150
SBUS	9.0	7.4		2,328	6,543		8,871
UBUS	4.8	6.3		938	18	17	956

Input							Gasoline Consumption			Diesel Consumption		
Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker	Vendor	Haul	Worker	Vendor	Haul
Demolition	3	0	48	14.7	6.9	20						
Site Preparation	8	0	0	14.7	6.9	20						
Grading-Excavation	8	0	2500	14.7	6.9	20						
Building Construction	119	47	0	14.7	6.9	20						
Paving	10	0	0	14.7	6.9	20						
Architectural Coating	24	0	0	14.7	6.9	20						
Adjusted												
Demolition	186	0	48	14.7	6.9	20	118	0	0	0	0	149
Site Preparation	288	0	0	14.7	6.9	20	183	0	0	1	0	0
Grading-Excavation	568	0	2500	14.7	6.9	20	361	0	11	1	0	7,753
Building Construction	55216	21808	0	14.7	6.9	20	35,059	7,859	0	125	101	0
Paving	230	0	0	14.7	6.9	20	146	0	0	1	0	0
Architectural Coating	552	0	0	14.7	6.9	20	350	0	0	1	0	0
Total							**36,217**	**7,859**	**11**	**130**	**101**	**7,902**

APPENDIX C

GEOTECHNICAL REPORT

GEOTECHNICAL ENGINEERING DESIGN REPORT
FOR THE PROJECT PASCAL AT THE
HOTEL DISTRICT OF THE DISNEYLAND RESORT
1150 West Magic Way
Anaheim, California 92802

Prepared for

WALT DISNEY IMAGINEERING
833 Sonora Avenue
Glendale, CA 91201

Prepared by

GROUP DELTA CONSULTANTS, INC.
32 Mauchly, Suite B
Irvine, California 92618

Group Delta Project No. IR-735
March 13, 2020

GROUP DELTA

March 13, 2020

WALT DISNEY IMAGINEERING
833 Sonora Avenue
Glendale, CA 91201

Attention: Carolyn Rasske
Sourcing Specialist

Subject: Geotechnical Engineering Design Report for
Project Pascal
1150 West Magic Way
Anaheim, California
Group Delta Project No. IR-735

Dear Mrs. Rasske:

Group Delta Consultants (Group Delta) is pleased to submit geotechnical recommendations for the proposed Project Pascal at the Hotel District of the Disneyland Resort in Anaheim, California. Our scope of work was performed in general accordance with our proposal dated January 7, 2019, and your authorization issued as part of Agreement Number No. 4506102124.

We appreciate the opportunity to provide geotechnical services for this project. If you have any questions pertaining to this report, or if we can be of further service, please do not hesitate to contact us.

Sincerely,

GROUP DELTA CONSULTANTS, INC.



Michael Givens, PhD, PE, GE, PG
Associate Geotechnical Engineer

Katherine Reyes, PhD
Senior Engineer

Distribution: Addressee (PDF file)

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GEOTECHNICAL ENGINEERING DESIGN REPORT FOR PROJECT PASCAL 1150 WEST MAGIC WAY, ANAHEIM, CALIFORNIA

1 INTRODUCTION

This report presents our recommendations for the foundation design of the proposed Project Pascal located within the Disneyland Hotel property at 1150 West Magic Way, Anaheim, California (Site).

1.1 Background

The Site area is approximately 280,000 square foot (6.43 acres), located to the east of the intersection of South Walnut Street and West Audre Drive, within the Disneyland Hotel complex in the City of Anaheim, California, as shown in Figure 1 – Site Location Map. The Site is adjacent to the existing pool deck and convention center of the Disneyland Hotel and is currently occupied by back-of-house maintenance and other hotel facilities (i.e., health club, utility court, shops) as well as other lawn areas.

1.2 Project Description

The proposed development will consist of demolition of the existing structures, grading and construction of a five- to twelve-story vacation resort with associated two-story garden pod structure, area developments and water amenities. Based on information provided by the design team, the following building geometries are planned:

- West wing tower that will vary from five- to nine-stories with one basement level;
- Main wing consisting of twelve-stories with the southern portion (inline with the west wing) having one basement level and the remaining portion at grade (with no basement); and
- Garden pod structure will be a two-story hotel structure that is planned at grade (no basement).

1.3 Scope of Work

The objective of this report is to provide recommendations for grading and foundation design for the proposed resort at the Site. Our scope of work for the Site includes the following tasks:

- Review of relevant United States Geological Survey (USGS) and California Geological Survey (CGS) maps and reports for the site and surrounding area;
- Perform a geotechnical field investigation to evaluate subsurface conditions, which includes drilling two (2) hollow-stem auger (HSA) borings to a depth of 80 feet below ground surface (bgs), advancement of seven (7) Cone Penetration Tests (CPT)

soundings, and three (3) borings by hand auger or hollow-stem auger for percolation testing;
- Perform laboratory tests on selected soil samples to evaluate physical, engineering, and chemical (corrosion) properties of the onsite soils;
- Evaluate geologic and seismic hazards including local seismicity, surface fault rupture, ground shaking, liquefaction, and other considered geologic hazards;
- Evaluate seismic design parameters in accordance with the 2019 California Building Code;
- Evaluate geotechnical data and perform geotechnical analyses to provide recommendations for foundation type and design parameters (allowable bearing pressure, minimum size, and anticipated settlement);
- Provide recommendations on construction including excavation and backfill;
- Provide recommendations for pavement and underground utilities; and
- Prepare this geotechnical design report.

2 FIELD INVESTIGATION AND LABORATORY TESTING PROGRAM

1.1 Site Reconnaissance

A site reconnaissance was performed on January 15, 2020 to verify the condition of the subject site and to determine the suitability of the site for the proposed construction. The project site is currently occupied by the Magic Kingdom Lawn that is composed of artificial lawn and planter areas. The site is also occupied by a few one-story structures that are planned to be demolished prior to construction.

1.2 Drilling and Soil Sampling

Prior to beginning the field investigation, well permits were obtained from Orange County Health Care Agency - Environmental Health Division. Underground Service Alert (USA) was notified at each exploration location to check subsurface utilities. In addition, geophysical surveys were performed by PC Locators of La Crescenta, California (a Group Delta subconsultant), to identify any potential subsurface utilities.

The field exploration program was performed on January 21 and 22, 2020 and consisted of drilling four (4) borings by a truck-mounted rig using hollow-stem augers, seven (7) Cone Penetration Test (CPTs) soundings, and one (1) boring by hand auger or using the truck mounted rig for percolation testing. The truck-mounted borings, B-1 and B-2, were advanced to 80 feet bgs and percolation borings, P-1 and P-2, were advanced to 10 feet bgs. Percolation boring, P-3, was advanced to 10 feet bgs. CPTs were advanced to 80 feet bgs with the exception of CPT-8 that was taken to 30 feet bgs and CPT-4 that was taken to 90.5 feet bgs (where refusal was met).

Seismic shear wave velocity was be measured in the CPT advance to 100 ft bgs. The percolation testing locations were hand augered to 10 feet bgs and an in-hole permeability tests were

performed in accordance with the Orange County Technical Guidance Document for the Water Quality Management Plan (WQMP).

The locations of these exploration are shown in Figure 2. The detailed field investigation and observation procedures along with the logs are presented in Appendix A, and the testing results are presented in Appendix B.

Bulk samples and relatively undisturbed drive samples of representative soil layers were obtained during drilling at appropriate 5-foot intervals. Blow counts were recorded for both standard penetration test (SPT-N value) and California Modified Samplers. Upon withdrawal from borings, the samples were cleaned, the material was classified visually, and the information was entered on a field boring log by the field engineer or geologist. Visual descriptions and classifications of samples was performed in accordance with ASTM D2488 procedures. Samples were sealed to prevent moisture loss, packed in appropriate protective containers, and transported to the laboratory for further evaluation. Soil samples were handled and transported to our laboratory in accordance with ASTM D4220 guidelines.

Following hand-augering and drilling at the percolation test holes, borehole P-1, P-2 and P-3 were prepared for percolation testing using 2-inch-diamter schedule 40 polyvinyl chloride (PVC) solid and screen-wall casing. The screened zone was situated between 5 and 10 feet below ground surface. ¾ inch crushed gravel was utilized as the filter pack placed in the annulus of the screened interval. Tests were performed by filling the PVC with water and recording the water level with time. Following completion of the testing the PVC was removed and the boreholes were tamped prior to backfill.

Completed borings and CPTs were backfilled with cement grout. Excess soil cuttings were placed in 55-gallon drums and sealed for temporary storage. Drums were sampled and tested for contamination prior to disposal at an approved off-site facility.

1.3 Laboratory Testing Program

Laboratory testing tests on samples of the soils obtained from the borings were performed in accordance with ASTM specifications for laboratory testing. The laboratory testing program consisted of the following:

- In-Situ Moisture Content and Dry Density;
- Grain Size Analysis
- Atterberg Limits;
- Direct Shear
- One-Dimensional Consolidation
- Expansion Index; and
- Soil Corrosivity.

The performed tests are identified on the boring logs in Appendix A and a brief description of the laboratory test results are presented in Appendix B.

3 SITE AND SUBSURFACE CONDITIONS

3.1 Surface Conditions

The Site is generally flat and has an approximate elevation of 132 feet. The Site is currently occupied by a few one-story structures, an artificial lawn and planter areas. The surrounding areas consist of diverse resort structures.

3.2 Subsurface Conditions

Based on the field explorations a variable fill layer, up to 7 feet in thickness is present at the Site. The surficial fill layer is underlain by alluvial soils to the maximum depth explored of approximately 90 feet bgs. The alluvial soils generally consist of sands, silty sands, and sandy silts with few interbeds of clay and sand with gravel. In general, the soils are medium dense in the upper 65 feet and dense to very dense to the maximum depth explored. Interbedded loose layers of clayey sand and silty sand were identified between approximately 25 and 40 feet bgs.

3.3 Geology

The site is located within the central block of the Los Angeles Basin (Basin) which is part of the Peninsular Range Geomorphic Province of California. The Peninsular Ranges is characterized by northwest-trending topographic and structural features. As defined by Norris and Webb (1990), the Basin is bounded by the Santa Monica Mountains to the north, the Puente Hills and Whitter fault to the east, the Santa Ana Mountains and the San Joaquin Hills to the south, and the Palos Verdes Peninsula and the shoreline to the west. The central block is approximately bounded by the Santa Monica fault to the northwest, Newport-Inglewood fault to the west, Whitter fault to the east, and the San Joaquin Hills to the southwest. Structural features of the block include the Basin's diagnostic centrally located synclinal trough, anticlinal Coyote Hills Uplift, and anticlinal Anaheim Nose (Yerkes, et al., 1965). A geologic map is shown in Figure 3.

The Site consists of predominantly Holocene alluvial sediments underlain by Pleistocene-age formations according to the California Geological Survey (CGS) Anaheim and Newport Beach (1997) 7.5 Minute Quadrangle Seismic Hazard Zone Report. The Holocene sediments are listed as up to 170 feet deep and associated with the Santa Ana River system that is located approximately 2.8-miles to the east. The Pleistocene deposits are comprised of marine and non-marine sediments that constitute up to 4,200 feet depth of the Basin trough infill underlying the Holocene deposits.

3.4 Groundwater

Groundwater was encountered during our field investigation at an approximate depth of 74.5 feet bgs in Borehole B-1 and B-2. This is consistent with the mapped historic high groundwater level that is deeper than 50 feet bgs. Figure 4 shows the historic highest groundwater for the proposed project area using the contours presented in the Anaheim 7.5 Minute Quadrangle (CGS, 1997).

3.5 Infiltration Rates

Our investigation included percolation testing at three locations (P-1, P-2 and P-3) as shown in Figure 2. P-1 and P-2 were drilled using the truck mounted rid, and P-3 was hand-augered to a maximum depth of 10 feet bgs. Groundwater was not encountered at the explored depths at the percolation test locations. Our field procedures were conducted in accordance with the Orange County Technical Guidance Document (OCTGD) for the Water Quality Management Plan (WQMP).

Percolation testing at the three locations was performed in accordance with the OCTGD Section VII, Infiltration Rate Protocol and Factor of Safety Recommendations. The wells were installed using 3-inch-diameter schedule 40 PVC solid and screen-wall casing. Logs of the percolation borings are shown in Appendix A. After the completion of the percolation tests, the wells were abandoned, PVC pipes were removed, and the boreholes backfilled with either tamped soil cuttings or cement grout. The results of the percolation field tests are summarized in Table 1 and provided in Appendix C.

Table 1. Field Unfactored Infiltration Rates

Test ID (Boring)	Approximate Ground Elevation (feet)	Location	Field Infiltration Rate (in/hr)	Predominant Soil Type	Bottom of test hole Elevation (feet)	Depth of Test Interval (feet)
P-1	132	Magic Kingdom Lawn Area	0.48	SM	122	5 to 10
P-2	132	Back of House Roadway	4.00	SM	122	5 to 10
P-3	132	Planter Area	0.46	SC	122	5 to 10

The rates reported are unfactored infiltration rate measured in the field per the described procedure. The Civil Engineer should use the information to calculate factored infiltration rates as appropriate for the proposed BMPs.

To account for plugging of infiltration facilities, post-grading compaction, testing procedures, and the presence of layers of fine-grained soils, OCTGD recommends using a factor of safety to determine design infiltration rates. We recommend that procedure from OCTGD, as shown in Appendix C, should be used to determine factor of safety. We recommend that design factor of safety should be provided to us for review.

A successful BMP should satisfy the following conditions.

1. Meet the requirements of the County of Orange Technical Guidance (OCTGD) for the Project Water Quality Management Plans (2013)
2. Should not release water within 10 feet of the permanent groundwater table
3. Should not release water at depths where it could adversely affect nearby structures, roads, and wall footings.

Each of the three conditions is discussed in the below with respect to the project site.

1. The soil within the percolation zones in both tests meets the minimum infiltration criteria by the County of Orange.
2. The historic high groundwater table is greater than 50 feet deep. The groundwater table was measured at a depth of 74.5 feet bgs. Water should not be discharged within 10 feet of the permanent groundwater table.
3. At this time, information with regard to the distance of the proposed stormwater vaults with respect to the future structure foundations, roads, and underground utilities trenches is preliminary

3.6 Expansive Soils

Laboratory testing was performed on one sample of the near surface materials that had an Expansion Index (EI) value of zero. This indicates a very low expansion potential based on ASTM D4829 standard.

3.7 Soil Corrosion Potential

The subsurface soils in the upper 20 feet generally consist of sand and silty sand alluvial deposits. One representative sample of the near surface soils from Borings B-1 was tested to evaluate corrosion characteristics. The test included pH, electrical resistivity, soluble chloride, and soluble sulfate concentrations. Test results are summarized in Table 3 below and are provided in Appendix B.

Table 3. Corrosion Potential Test Results

Sample/Depth	pH	Resistivity [Ohm-cm]	Sulfate Content [ppm]	Chloride Content [ppm]
B-1 @ 0-5’	9.22	1,854	200	200

Based on pH and sulfate content of the test sample, the near surface soils are not corrosive to concrete. The correlation below can generally be used between electrical resistivity and corrosion potential.

Electrical Resistivity (Ohm-Cm)	Corrosion Potential
Less than 1,000	Severe
1,000 to 2,000	Corrosive
2,000 to 10,000	Moderate
Greater than 10,000	Mild

Based on the soluble chloride concentration and electrical resistivity results, the test sample is classified as corrosive to buried metals. Further evaluation/testing and recommendations for corrosion protection should be provided by a corrosion consultant.

4 POTENTIAL SEISMIC AND GEOLOGIC HAZARDS

The Site is in a seismically active region of Southern California and is expected to be subjected to seismic hazards during its design life. Potential seismic hazards include strong ground shaking, ground surface rupture due to faulting, liquefaction and seismic settlement, slope instability, flooding, and tsunami. The following sections discuss these potential seismic ad geologic hazards with respect to the proposed development.

4.1 Seismic Setting

The Site is in a region with high seismic activity and there is a high potential for the site to experience strong ground shaking from local and regional faults. Figure 5 presents a Regional Seismicity and Fault Map. Table 4 below lists the active faults closest to the site, along with their Fault Type, Maximum Magnitude (Mw) and Site-To-Source Rupture Distance (R_{rup}).

Table 4. Significant Active Faults Near the Site

Fault	Fault Type	Maximum Magnitude, M_W	Site-to-Source Distance, R_{rup} (km)
Anaheim	Reverse	6.4	5.2
Puente Hills (Coyote Hills)	Reverse	6.8	7.4
Compton	Reverse	6.9	11.4
Elysian Park (Lower CFM)	Reverse	6.7	11.4
San Joaquin Hills	Reverse	7.0	13.9
Newport Inglewood (All combined)	Strike-Slip	7.2	15.3

Note: (1) Distances from 2014 USGS quaternary fault mapping / UCERF3 mapped fault trace

The closest active fault is the Anaheim fault located at about 5.5 kilometers (3.3 miles) southwest of the Site. Closest major faults are Puente Hills (Coyote Hills) and Newport Inglewood faults located at about 6.8 kilometers (4.2 miles) and Compton at about 11.4 kilometers (7.1 miles) from the Site.

4.2 Ground Surface Rupture

The potential hazard for ground rupture is evaluated through consideration of distance to active earthquake faults. Active earthquake faults are faults which have evidence of surface rupture in the last approximate 11,700 years. The State of California provides the location of potential active faults and zone them under the Alquist-Priolo Act. The project site is not located within a State identified Earthquake Fault Zone of Required Investigation (CGS, 1977). The closest active fault is the Anaheim fault located at about 5.5 kilometers (3.4 miles) southwest of the Site, as shown in Figure 6. Therefore, the potential hazard of ground surface rupture at the site is considered low.

4.3 Site-Specific Ground Motion Parameters per CBC 2019/ASCE 7-16

Seismic design acceleration parameters were developed in accordance with 2019 California Building Code (CBC) and ASCE 7-16 (ASCE/SEI 7-16). Based on the subsurface exploration and underlying geology, the site classification for seismic design is Site Class D, in accordance with Chapter 20 of ASCE 7-16.

Both site-specific and mapped design acceleration parameters are provided in this report. Depending upon the structure type, fundamental period of the structure, and structural analysis method used, either site-specific values or mapped values (meeting Exception 2 of ASCE 7-16 Section 11.4.8) may be used. Values and the applicable uses are described in the following sections.

4.3.1 Site-Specific Design Acceleration Parameters

A site-specific acceleration response spectrum was constructed in accordance with the 2019 California Building Code (CBC) and Chapter 21 of ASCE 7-16 (ASCE/SEI 7-16), as described in Appendix D. The summary of the Design Acceleration Parameters is presented in Table 5. The site-specific Risk-Targeted Maximum Considered Earthquake (MCE_R) and design spectrum is summarized in the Table 6 and provided in Appendix D.

Table 5. Summary of Design Acceleration Parameters per 2019 CBC/ASCE 7-16

Design Parameters	Site-Specific Seismic Design Parameters (ASCE 7-16 Section 21.4)
Site Class	D
S_{MS} (g)	1.754
S_{M1} (g)	1.195
S_{DS} (g)	1.170
S_{D1} (g)	0.797

Table 6. Site-Specific Design Spectrum per 2019 CBC/ASCE 7-16

Period (sec)	Design Sa (g)	MCE_R Sa (g)
0.01	0.519	1.123
0.02	0.521	1.124
0.03	0.534	1.122
0.05	0.614	1.224
0.075	0.777	1.432
0.1	0.923	1.643
0.15	1.092	1.940
0.2	1.196	2.228
0.25	1.265	2.462
0.3	1.300	2.695
0.4	1.271	2.940
0.5	1.198	2.912
0.75	0.956	2.530
1	0.772	2.119
1.5	0.531	1.499
2	0.393	1.097

Period (sec)	Design Sa (g)	MCE_R Sa (g)
3	0.250	0.608
4	0.175	0.375
5	0.134	0.258
7.5	0.089	0.126
10	0.054	0.070

4.3.2 Mapped Design Acceleration Parameters

Mapped design acceleration parameters, determined in accordance with ASCE 7-16 Section 11.4, are presented in Table 7. Based on Section 11.4.8 of ASCE 7-16, if desired, for Site Class D these values may only be used if Exception 2 is met:

- **If $T \leq 1.5\ T_S$**: The value of the seismic response coefficient C_S is determined by Eq. (12.8-2), i.e., S_{DS} is used to obtain C_S
- **If $T_L \geq T > 1.5\ T_S$**: The value of seismic response coefficient C_S is taken as ***1.5 times*** the value computed in Eq. (12.8-3), i.e., ***1.5***$*S_{D1}$ is used to obtain C_S, or
- **If $T > T_L$**: The value of seismic response coefficient C_S is taken as ***1.5 times*** the value computed in Eq. (12.8-4), i.e., ***1.5***$*S_{D1}$ is used to obtain C_S.

Based on this exception, if the fundamental period is less than or equal to $1.5T_S$, S_{DS} must be used to determine the seismic response coefficient, C_S, with equation 12.8-2. If the fundamental period is higher than $1.5\ T_S$ (longer period structures), then the determination of C_S is increased by a factor of 1.5.

Table 7. Mapped Seismic Design Acceleration Parameters

Design Parameters	General Seismic Design Parameter (ASCE 7-16 Section 11.4)
Site Latitude	33.80802
Site Longitude	-117.92762
S_s (g)	1.423
S_1 (g)	0.503
Site Class	D
F_a	1.000
F_v	1.797
T_S (sec)	0.635
T_L (sec)	8
S_{MS} (g)	1.423
S_{M1} (g)	0.905
S_{DS} (g)	0.949
S_{D1} (g)	0.603 [(1)]

Notes
[(1)]: If S_{D1} is used to obtain C_S with either equation 12.8-3 or 12.8-4 of ASCE 7-16, the value must be increased by a factor of 1.5. This may only be used for $T > 1.5\ T_S$.
[(2)] For $T \leq 1.5\ T_s$, S_{DS} should be used only to obtain Cs using Equation 12.8-2.

4.4 Liquefaction and Seismic Settlement

Liquefaction involves the sudden loss in strength of a saturated, cohesionless soil (sand and non-plastic silts) caused by the build-up of pore water pressure during cyclic loading, such as produced by an earthquake. This increase in pore water pressure can temporarily transform the soil into a fluid mass, resulting in vertical settlement and can also cause lateral ground deformations. Typically, liquefaction occurs in areas where there are loose to medium dense sands and silts, and where depth to groundwater is less than 50 feet from the surface. In summary, three simultaneous conditions are required for liquefaction:

- Loose to medium dense cohesionless soils;
- Groundwater within 50 feet of the surface;
- Strong shaking, such as caused by an earthquake.

The Site is not located in a mapped liquefaction hazard zone on the California Seismic Hazard Zone Map for Anaheim 7.5-minute Quadrangle (CGS, 1997). The existing soils at the Site are generally medium to dense sands and silts with no groundwater encountered until approximately

74.5 feet bgs. Based on the high density of the on-site soils and the absence of groundwater table, it is our opinion that the potential for soil liquefaction at the site is the event of strong ground shaking during an earthquake is very low.

4.5 Landslides and Lateral Spreads

The Site is not located within an area known for landslide hazard (CGS, 1997) and permanent cut slopes are not anticipated for the proposed improvements. The Site is relatively flat and lateral spreading is not a design concern.

4.6 Flood Hazard Zone

The Site is in an area of minimal flood hazard (0.2 percent annual chance of flood hazard) as defined by the United States Federal Emergency Management Agency (FEMA, 2009).

5 SUBSURFACE CHARACTERIZATION AND ENGINEERING DESIGN PARAMETERS

Soil engineering parameters for design were developed based on the results of the site-specific subsurface data. Figure 6 presents the design parameters associated with each CPT along with benchmarked field and laboratory test data. Effective friction angles of cohesionless soils were developed based on correlation with CPT tip resistance and correlation with SPT $N_{1,60}$ values after Bowles (AASHTO, 2012). Robertson and Campanella (1983) was utilized for correlations between tip resistance and effective stress to drained friction angle for CPTs. Design undrained shear strengths for fine-grained generalized soil layers were selected based on evaluation of published correlation from CPT by Robertson and Cabal (2010), using a cone bearing factor (N_{kt}) of 15 and review of field pocket penetrometer data.

6 FOUNDATION RECOMMENDATIONS

6.1 General

Based on a review of the conceptual plans, it is our opinion that the proposed development is feasible from a geotechnical standpoint, provided that the recommendations presented in this report are implemented.

Deep foundations are necessary to support the proposed five- to twelve-story resort structure. Shallow and mat foundations are not considered feasible for the resort structure given the expected loading and potential settlement. Foundation loads are not available at the time of preparing this report. However, it is anticipated that the twelve-story structure will have large column loads on the order of 600 to 3,000 kips. Considering the subsurface conditions and anticipated large column loads, Group Delta recommends deep foundations consisting of grouped 18-inch or 24-inch diameter auger displacement piles (ACD).

The two-story Hotel Garden Pod structure may be supported on shallow spread footings or a mat foundation if the proper site development grading/excavation as discussed in Section 7.3.

6.2 Resort Structure Foundation

The five- to twelve-story resort building shall be supported by auger cast displacement (ACD) piles. Driven piles are not recommended due to noise and vibration which may disturb surrounding neighbors during pile driving. We recommend 18-inch or 24-inch-diameter ACD piles to be tipped in the dense sands found at approximately El. 55 feet (75 feet below existing ground surface) or deeper. The piles supporting the basement walls can be founded at a shallower depth. Recommendations for allowable pile loads, settlements, and pile lengths are provided in the following subsections.

6.2.1 Axial Capacity

Pile axial resistance calculations have been performed for 18-inch and 24-inch-diemeter ACD piles. Two different pile cut-off elevations have been chosen to represent structures without basement levels using a pile cut-off of El. +128 feet (approximately 4 feet below existing ground surface) and structures with basement levels using a pile cut-off of El. +116 feet (approximately 16 feet below existing ground surface). The ultimate axial capacities with no factor of safety applied are presented in Figures 7A and 8A. The allowable downward axial capacities have considered a factor of safety of 2 and are presented in Figures 7B and 8B. Pile capacities shown in Figures 7A, 7B, 8A, and 8B are for dead-plus-live load capacities; a one-third increase may be used for wind or seismic loads. The allowable upward axial capacities have considered a factor of safety of 3 and are presented in Figures 7C 8C. Uplift due to wind or seismic loading may use a reduced factor of safety of 2. The capacities presented are based on the strength of the soils; the compressive and tensile strengths of the pile sections should be checked to verify the structural capacity of the piles.

6.2.2 Lateral Capacity

The lateral capacity of the recommended piles was evaluated using the computer program LPILE v2016 (Ensoft, 2016). The lateral capacities at 0.25, 0.5 and 1 inches of pile head deflection, for both fixed head and free head conditions, are provided in the tables below. To utilize a fixed head condition, the pile and pile cap connections must be able to translate laterally without rotation and be designed for the fixed head moment. The lateral resistance of the piles shall be reviewed by the structural engineer to confirm the structural capacity of the pile. No pile group reduction should be used for the structural capacity evaluation.

Table 8. Lateral Capacity of 24-inch ACD Pile

Pile Head Condition	Pile Head Deflection (inch)	Single Pile		
		Max. Shear (kips)	Max. Moment (kip-ft)	Depth to Max. Moment (feet)
Free	0.25	25	100	6.6
	0.5	40	180	7.4
	1.0	60	300	8.2
Fixed	0.25	60	280	0.0
	0.5	95	490	0.0
	1.0	150	860	0.0

Table 9. Lateral Capacity of 18-inch ACD Pile

Pile Head Condition	Pile Head Deflection (inch)	Single Pile		
		Max. Shear (kips)	Max. Moment (kip-ft)	Depth to Max. Moment (feet)
Free	0.25	15	40	4.9
	0.5	20	80	5.7
	1.0	35	150	6.6
Fixed	0.25	35	130	0.0
	0.5	55	230	0.0
	1.0	90	410	0.0

For the pile group analyses, the lateral pile capacity can be reduced based on a p-multiplier of 0.55, assuming a 3 by 3 pile group and a pile center-to-center spacing of 3D (where D is the pile diameter). If piles are spaced at a center to center spacing of 7D or greater, no reduction in lateral pile capacity is required (i.e., single pile system). It is recommended the project structural engineer verify the maximum moment capacity of the pile.

6.2.3 Pile Settlement

We estimate the settlement of pile foundations to be less than ½ inch. Details of pile foundations being contemplated should be provided to us so that additional settlement estimates can be made.

6.3 Hotel Garden Pod Structure

The two-story Hotel Garden Pod Structure should be supported on either conventional spread footings or a mat foundation.

6.3.1 Spread Footings

6.3.1.1 Bearing Value

The proposed Hotel Garden Pod structure can be supported on shallow spread footings following proper site development grading/excavation as discussed in Section 7.3.

Spread footings may be designed for an allowable dead-plus-live load pressure of 2,000 pounds per square foot (psf). The allowable bearing pressure may be increased by one-third when considering temporary loads associated with wind and seismic loading. Shallow footings should have a minimum dimension of 2 feet and shallow continuous footings should have a minimum width of 1.5 feet. Locate the bottoms of all footings at least 18 inches below the lowest adjacent grade.

6.3.1.2 Settlement

Short-term static settlement for the Hotel Garden Pod structure supported on spread footings in the manner recommended is expected to be less than 1 inch. The differential settlement between adjacent columns is expected to be ½ inch or less over a distance of 30 feet. The foundation should be designed for a differential settlement of 1 inch for combined static and seismic settlements.

6.3.1.3 Lateral Capacity

Resistance to lateral loads can be provided by friction developed between the bottom of footings and the supporting soil, and by the passive soil pressure developed on the face of the footing. For preliminary design purposes, an allowable passive resist of 300 pounds per cubic foot (pcf) and a coefficient of friction of 0.40 may be used for lateral sliding resistance of footings.

6.3.2 Mat Foundations

The proposed Hotel Garden Pod structure can be supported on a mat foundation following proper site development grading/excavation as discussed in Section 7.3.

6.3.2.1 Subgrade Reaction

The modulus of subgrade reaction concept can be used in the design of the mat foundations and slabs-on-grade. The modulus of subgrade reaction is not an intrinsic property of the soil since it also depends on the dimensions and stiffness of the slab and the stress level. The mat slab foundation should be designed for bending moments using an upper and lower value, respectively, of 200 pounds per cubic inch (pci) and 200 pci for the normalized modulus of

subgrade reaction coefficient K_{v1} (namely, corresponding to a 1-foot square bearing plate). To ensure rigidity of the foundation a subgrade reaction coefficient, K_v, should be used based on Terzaghi (1955) and is defined as:

$$K_v = K_{v1} * [(m + 0.5)/1.5m] * [(B+1)/2B]^2$$

where "B" is the width of the foundation measured in feet, and "m" is the ratio of length over width of a rectangular foundation. The flat concrete slab of the mat system should, at a minimum, have continuous two-way reinforcing at the top and the bottom and be designed by the project structural engineer.

6.3.2.2 Bearing Capacity and Settlement

An allowable bearing pressure of 1,000 psf may be used for design. The allowable bearing pressure may be increased by one-third for short term wind or seismic loads. The expected total post-construction settlement of the mat slab is expected to be on the order of 1 inch. The differential settlement is expected to be less than one half of the total settlement.

6.3.2.3 Lateral Resistance

Resistance to lateral loads can be provided by friction developed between the bottom of footings and the supporting soil, and by the passive soil pressure developed on the face of the footing. For preliminary design purposes, an allowable passive resist of 300 pounds per cubic foot (pcf) and a coefficient of friction of 0.40 may be used for lateral sliding resistance of footings.

6.4 Slab-on-Grade

6.4.1 Interior Slabs

Site preparation and compaction requirements should follow the recommendations provided in Section 7.3.1. The actual slab thickness and reinforcement should be designed by the project structural engineer.

6.4.1.1 Moisture Protection

To reduce the potential for moisture transmission through slabs where moisture sensitive floor covering will be installed, we recommend that a vapor barrier be used. In accordance with ACI 302.2R-06, the material must comply with the requirements of ASTM E1745, "Standard Specification for Water Vapor Retarders Used in Contact with Soil or Granular Fill under Concrete Slabs," and have a permeance of less than 0.01 perms per ASTM E96. The installation of the moisture barrier should comply with ASTM E1643. Concerning whether to place two inches of sand over the retarder, reference is made to ACI 302.2R, Section 7.2, which states that the anticipated benefits and risks associated with the location of the vapor retarder should be reviewed on a case by case basis with all appropriate parties, considering anticipated project conditions and the potential effects of concrete curing, cracking, and curling.

6.4.2 Exterior Slabs

Exterior slabs and sidewalks should be at least 4-inches thick, and should be constructed on at least 2 feet of very low expansion (EI<20) compacted soil, as recommended in Section 7.3.1

7 CONSTRUCTION CONSIDERATIONS

7.1 Plan Review

We recommend that the foundation and grading plans be reviewed by Group Delta prior to beginning construction.

7.2 Excavation and Grading Observation

In general, foundation and grading excavations should be observed by Group Delta. During grading, Group Delta should continuously provide observation and testing services. Such observations are considered essential to identify field conditions that differ from those anticipated by this investigation, to adjust design to the actual field conditions, and to evaluate that the grading is accomplished in accordance with our recommendations presented in this report.

7.3 Earthwork and Grading

Grading and earthwork should be conducted in general accordance with the applicable local grading ordinance and the requirements of the 2019 California Building Code. The following recommendations are provided regarding specific aspect of the proposed earthwork construction.

7.3.1 Site Preparation

7.3.1.1 Clearing and Grubbing

We understand that the existing maintenance, health club facilities and Magic Kingdom lawn facilities will be demolished and removed from the Site. The area that will be developed should be cleared and grubbed of all existing footings, other improvements, and vegetation in general accordance with Section 300-1 of the Standard Specifications for Public Works Construction [SSPWC] (Green Book, 2018).

Existing subsurface utilities that are to be abandoned should be removed and the excavations backfilled and compacted as described in Section 7.3.2. Alternatively, abandoned utilities may be grouted with a two-sack sand-cement slurry under the observation of Group Delta.

The Civil Engineer should identify the presence and location of all existing utilities on and adjacent to the Site. Precautions will be required to remove, relocate or protect existing structures, as

appropriate. After clearing and grubbing the site, remedial grading should be performed in the building and other general improvement areas as recommended in the following sections.

7.3.1.2 Remedial Grading

All undocumented fill throughout the Site are considered poorly consolidated and potentially compressible. Our field exploration indicated that the near surface materials may be undocumented fill in the upper 1 to 7 feet. Subsurface materials in the upper 20 feet are generally medium dense sandy or silty sand soils. The proposed finish floor elevations are not yet available at the time of preparing this report. However, the Hotel Garden Pod structure and portions of the resort building that does not have a basement is assumed near the existing ground surface (El. +132 feet). Portions of the resort building with a basement are assumed to be 14 feet below the existing ground surface at El. +118 feet. The footings is anticipated to be 2 to 4 feet deeper.

Based on these considerations a minimum depth of removal in the at-grade building areas should be at least 7 feet below the existing grade. The remedial excavation areas should extend laterally at least 10 feet beyond the proposed building footprint, including any isolated column foundations. Bottom of excavations for basement levels shall be firm and unyielding.

It is recommended that the slabs on grade be placed on a minimum of 1 foot of engineered fill to provide a uniform subgrade bearing surface. The engineered fill should be compacted to a minimum of 95 percent of its maximum dry density at slightly above optimum moisture content (as determined by ASTM D1557). For additional protection, the upper 6-inches of soils below the slabs can be replaced with a well-compacted gravel or crushed aggregate.

Remedial grading to mitigate compressible soils in general areas (excluding building areas) of surface improvements such as pavements, sidewalks and exterior flat work should consist of excavating to a minimum of 2 feet below existing grade or 1-foot below the grading plane, whichever is deeper.

In general the exposed subgrade at the bottom of overexcavation should be proof rolled with loaded heavy equipment under Group Delta's observation to disclose any areas of deeper unsuitable soils. Areas of soft, loose, wet, pumping, or otherwise unsuitable soils should be further excavated or stabilized as recommended by Group Delta in the field. After proof-rolling the exposed subgrade should be scarified to a depth of 10-inches, brought to slightly above optimum moisture content, and compacted as described in Section 6.3.2. The excavation may then be backfilled from bottom of overexcavation to the planned finish subgrade with compacted fill. All backfill below footings and slabs should consist of "Very Low" expansion potential soils (EI<20 based on ASTM D489). The on-site sandy soils are very low expansion materials.

7.3.2 Fill Compaction

All fill and backfill should be placed in horizontal lifts, not to exceed 10-inches in loose thickness, at slightly above optimum moisture content and compacted with equipment that is capable of producing a uniformly compacted product. In general, the minimum recommended relative compaction is 90 percent of the maximum dry density based on ASTM D1557. All fill placed within proposed building areas and below foundation should be compacted to at least 95 percent relative compaction. Sufficient observation and testing should be performed by Group Delta so that an opinion can be rendered as to the compaction achieved. Rocks or concrete fragments greater than 4-inches in maximum dimension should not be used in structural fill.

7.3.3 On-Site and Imported Fills

On-site sandy soils, after clearing and grubbing and removal of deleterious materials, are generally suitable for re-use as compacted fills. Additional gradation, expansion, and other requirements apply as recommended in this report for subgrade support and other specific purposes. Therefore, not all on-site soils will be suitable for specific purposes, and selective grading and testing may be required if on-site soils are to be used as select materials.

Import fill sources, if any, should be observed and tested prior to hauling onto the site to evaluate the suitability for use. Imported fill materials should consist of granular soil with less than 35 percent passing the No. 200 sieve based on ASTM D1140 and an EI less than 20 based on ASTM D489.

7.3.4 Temporary Excavation and Shoring

Excavations for construction of basement levels are anticipated to be as deep as 14 feet below existing grade. The contractor is responsible for excavation safety, and all excavations should comply with the current California and Federal Occupational Safety and Health Administration (CALOSHA) requirements (29 CFR-Part 1926, Subpart P), as applicable. Temporary slopes, up to 20 feet high, may be cut at a gradient of 1.5H:1V (horizontal : vertical) with the bottom 4 feet is permitted to be cut vertically. Unshored excavations should not extend below a 1H:1V plane extending down from any improvements or foundations to be protected in place.

If sloping or benching is not practical due to space constraints, temporary shoring may be used. Vertical temporary excavations deeper than 5 feet should be shored. No surcharge loads should be permitted within a horizontal distance equal to the height of cut or 5 feet, whichever is greater from the top of the excavation, unless the shoring is designed for surcharge loading. All shoring should comply with OSHA regulations and 29 CFR Part 1926 guidelines and be observed and deemed safe by the designated competent person on site. The designated competent person should observe all excavations to determine the safety prior to excavation.

For design of cantilevered temporary shoring, where the surface of the backfill is level, it can be assumed that drained soils will exert a lateral pressure equal to that developed by a fluid with a density of 37 pcf. Surcharge loads from equipment or stockpiled material should be kept behind the top of the temporary excavations a horizontal distance of at least twice the depth of the excavation, or the shoring should be designed for the additional pressure. Foundation and traffic loads from adjacent areas should also be added to the lateral earth pressures.

For design of temporary rigid shoring such as braced shoring or trench shields in sandy soils, we recommend the use of a rectangular lateral pressure of 24H psf, where H is the height of the shoring in feet. In addition, 46 percent of any surcharge load should be included as a uniform rectangular loading on the shoring. For traffic loads no larger than highway trucks, the surcharge may be taken as a uniform lateral pressure of 100 psf. Other surcharge loads may be evaluated by Group Delta on a case-by-case basis.

Surface drainage should be controlled and prevented from running down the temporary excavations or down the face of the shoring. Ponding water should not be allowed within the excavation.

7.4 Utility Trenches

A variety of utility trenches such as storm drain, sewer, electric, and gas may be installed as part of the proposed project. It is anticipated the location of the proposed utilities will be installed in the upper 5 feet. Locations of the proposed utilities are not available at this time.

7.4.1 Temporary Excavation and Shoring

Excavations for utility trenches should be achievable with conventional excavating equipment. All shoring and excavation should comply with current OSHA regulations and observed by the designated competent person on site. Trenches deeper than 4 feet should be shored or sloped at inclination s of 1.5H:1V.

7.4.2 Bedding

Bedding material and placement should generally comply with Section 306-1.2 of Green book (2018). Bedding zone is defined as the area containing specified bedding material supporting, surrounding, and extending to 1-foot above the utility line. A minimum of 4-inch bedding should be placed below and a minimum of 1-inch should be placed below a projecting bell.

Bedding should be placed on firm and unyielding subgrade. There should be a minimum 6-inch clearance on each side of the pipe. Bedding material should consist of either gravel or clean sand, having a sand equivalent of not less than 30, or other material approved by the geotechnical engineer. The bedding should be shaped to provide uniform support and be mechanically compacted to not less than 90 percent relative compaction. Jetting shall not be allowed.

7.4.3 Backfill

Backfill consists of a utility zone backfill (4-inch below and 1-foot above), final backfill (within 18-inch of the finish grade) and trench zone backfill (between the final backfill and utility zone backfill). Utility zone backfill or bedding should conform to the requirements of Section 7.2.2. Trench backfill material should be free of particles larger than 6-inches. The excavated on-site material can be used as trench zone backfill and final backfill. However, it may require moisture condition to obtain proper compaction.

All backfill material should be moisture conditioned slightly above optimum, placed in horizontal lifts not to exceed 10-inches in loose thickness, and mechanically compacted to a minimum of 90 percent of the maximum dry density, except that the upper 12-inches of subgrade below pavement sections, which should be compacted to 95 percent relative compaction. All compaction should be performed in accordance with ASTM D1557. We recommend a minimum of one field density test be performed per lift, but not less than one test per day. Lightweight compactors or rollers should be used near utility lines so that the imposed loads are not excessive. Trench backfill should not be jetted or flooded.

In backfill areas, where mechanical compaction of soil backfill is impractical due to space constraints, sand-cement slurry may be substituted for compacted backfill. The slurry should contain one sack of cement per cubic yard and have a maximum slump of 5 inches. When set, such a mix typically will have a consistency of hard compacted soil and allows for future excavation.

7.4.4 Surface Drainage

Positive surface gradients should be provided adjacent to all utility trenches so as to direct surface water run-off away from the trench or backfill. Precautions should be taken to prevent the excavated soils from becoming saturated. If the excavated soils become wet or have high moisture content, they may require drying before placement in the trench backfill.

7.5 Basement Walls

Basement walls below grade must be designed to resist at-rest earth pressures. Accordingly, for the case where the grade is level behind the walls, a triangular distribution of lateral earth pressure equivalent to that developed by a fluid with a density of 56 pcf. This earth pressure assumes that all walls are constructed with a properly designed drainage system to prevent buildup of hydrostatic pressures behind the wall. Any surcharge loadings occurring as a result of heavy crane loads, stockpiled materials or traffic should be added to this pressure.

Basement walls should also be designed for seismic earth pressure. The basement walls should be designed to resist, an active pressure combined with a seismic increment of lateral active earth pressure. The combined active static and seismic lateral earth pressure were computed based on

a horizontal acceleration coefficient k_h of 0.22g that is based on one-half of two-third of PGA_M. The combined active static and seismic lateral earth pressure is equivalent to a fluid with a density of 55 pcf. Therefore, a seismic increment of 18 pcf may be used for design of seismic earth pressure.

The recommended lateral earth pressures provided herein assume that adequate drainage is provided behind the walls to prevent the buildup of hydrostatic pressures. Wall should be provided with backdrains to prevent the buildup of hydrostatic pressure behind the walls. Backdrains could consist of a 2-foot wide zone of Caltrans Class 2 permeable material located immediately behind the wall and extending to within 1-foot of the ground surface. A perforated pipe could be installed at the base of the backdrain and sloped to discharge to a suitable collection point. Alternatively, commercially available synthetic drainage layers could be used for drainage of the wall backfill. The synthetic manufacturer's recommendations should be followed in the installation of synthetic drainage layers or backdrains.

7.6 Minor Retaining Walls

We anticipate that no retaining walls will be constructed as part of the proposed development.

7.7 Adjacent Structures

An existing service tunnel connected to the northwest corner of the Frontier Tower of the Disneyland Hotel is aligned parallel to the eastern side of the proposed resort building. The potential load on the tunnel will need to be evaluated if the tunnel is located within a 1H:1V plane extending down laterally from the edge of a footing. The contractor is responsible for temporary loading from construction activities that should be coordinated to avoid damage to the existing service tunnel.

7.8 Pavement Design

Near surface materials in the site are generally silty sand soils and no laboratory testing on soil samples was performed for pavement design. Based on our local experience, an R-Value of 50 can be used in pavement design at the Site, provided that our fill compaction recommendations will be followed. Table 10 provides Asphalt Concrete (AC) pavement recommendations for a 20-year design life in accordance with the Caltrans Highway Design Manual (Caltrans 2017) for Traffic Index (TI) values of 4, 5, and 6 and City of Anaheim minimum thickness requirements.

Table 10. Pavement Sections

Traffic Index	AC Pavement Thickness	Class II Aggregate Base Thickness
4	0.33 feet (4 inches)	0.33 feet (4 inches)
5	0.33 feet (4 inches)	0.33 feet (4 inches)
6	0.33 feet (4 inches)	0.33 feet (4 inches)

A minimum TI of 4 or 5 is recommended for car parking and non-truck driveways. TI of 6 or higher may be use for truck areas or for streets. It is recommended that the Civil Engineer select an appropriate design TI based on anticipated vehicular loading. The upper 12-inches of subgrade supporting pavements should be compacted to at least 95 percent relative compaction (ASTM D1557).

7.9 Construction Observation and Testing

The Geotechnical Engineer's representative should observe subgrade preparation, backfill and fill placement. Excavation bottoms should be observed and approved by the Geotechnical Engineer's representative prior to placement of concrete, steel, piping, or backfill materials. The project Geotechnical Engineer's representative may perform compaction tests, probing, or use other methods, to verify that the foundations will be supported in competent soils. Sufficient in-place field density tests should be performed during fill placement to verify that the entire fill is placed in accordance with the recommendations provided in the geotechnical report and applicable codes.

If disturbed, wet, or otherwise unsuitable soils are encountered, or if water saturates the soils, the soils shall be excavated or stabilized as recommended by the representative of the Geotechnical Engineer.

7.10 Pile Load Testing Program

We recommend that a static axial pile load testing program be completed prior to installation of production piles. The pile load testing criteria for ACD piles are summarized and discussed below:

- Number of static load tests required:

Total Production Piles	No. of Static Load Tests Required
<100	1
101-300	2
301-1000	3
1001-2000	4
2001-4000	5

- Minimum one (1) pile load test shall be performed per 30,000 square feet of building footprint;
- Gamma-Gamma Test and Low Strain Integrity Test shall be conducted on all test piles and reaction piles;

- Low Strain Integrity Test shall be performed on 10% of the production piles.

The testing program would be carried out as a separate mobilization by the pile contractor. Group Delta envisions that the testing program will require approximately 8 hours to perform each pile load test in the field plus an additional week of geotechnical analyses by Group Delta to provide the pile-length and allowable load recommendations.

In addition to testing each pile to the ASTM 1143 standards, a creep test is recommended at the allowable load. The creep test holds the allowable load for at least two hours to demonstrate displacement of the test pile slows to less than 0.005 inch per hour, which is half the rate recommended in ASTM 1143.

Group Delta should monitor the test and production-pile installations to verify that piles are installed in accordance with the geotechnical recommendations and have achieved a satisfactory penetration depth.

7.11 ACD Pile Installation Monitoring

The installation of ACD piles should be monitored by automated Pile Installation Recorder (PIR) equipment supplied by the pile installation contractor. During drilling, the PIR should record drill torque, depth and elapsed time (and drill rate). During placement of grout into the dilled shaft, the PIR should record the grout pressure, incremental grout volume pumped, volume ratio for each increment, and the elapsed time (and withdrawal rate).

Grout flow volume shall be measured and recorded by means of a magnetic flow meter for increments not exceeding 1-foot of pile length, as a means of verifying that grout volumes pumped are sufficient to fully replace the displaced soil. A grouting factor of safety of 1.05 shall be used to increase the volume of grout pumped into each 1-foot increment by 5% during withdrawal. In the event of interrupted or stopped grouting, or if the monitoring equipment detects a low grout volume for any depth increment, the displacement auger shall be re-advanced five (5) feet past the zone before continuing the grouting operation. A replacement pile shall be installed if excessive bleeding (accumulation of water or laitance at the top of the pile) is observed.

Grout mix and installation characteristics of the grout should also be monitored and grout strength should be verified by performing compression tests on samples taken.

8 LIMITATIONS

This report has been prepared for the exclusive use of Walt Disney Imagineering for the proposed Project Pascal development. The findings, conclusions, and recommendations presented in this report were prepared in a manner consistent with the level of care and skill ordinarily exercised by other members of the geotechnical engineering profession currently practicing under similar

conditions subject to the time limits and financial, physical, and other constraints applicable to the scope of work. No warranty, express or implied, is made.

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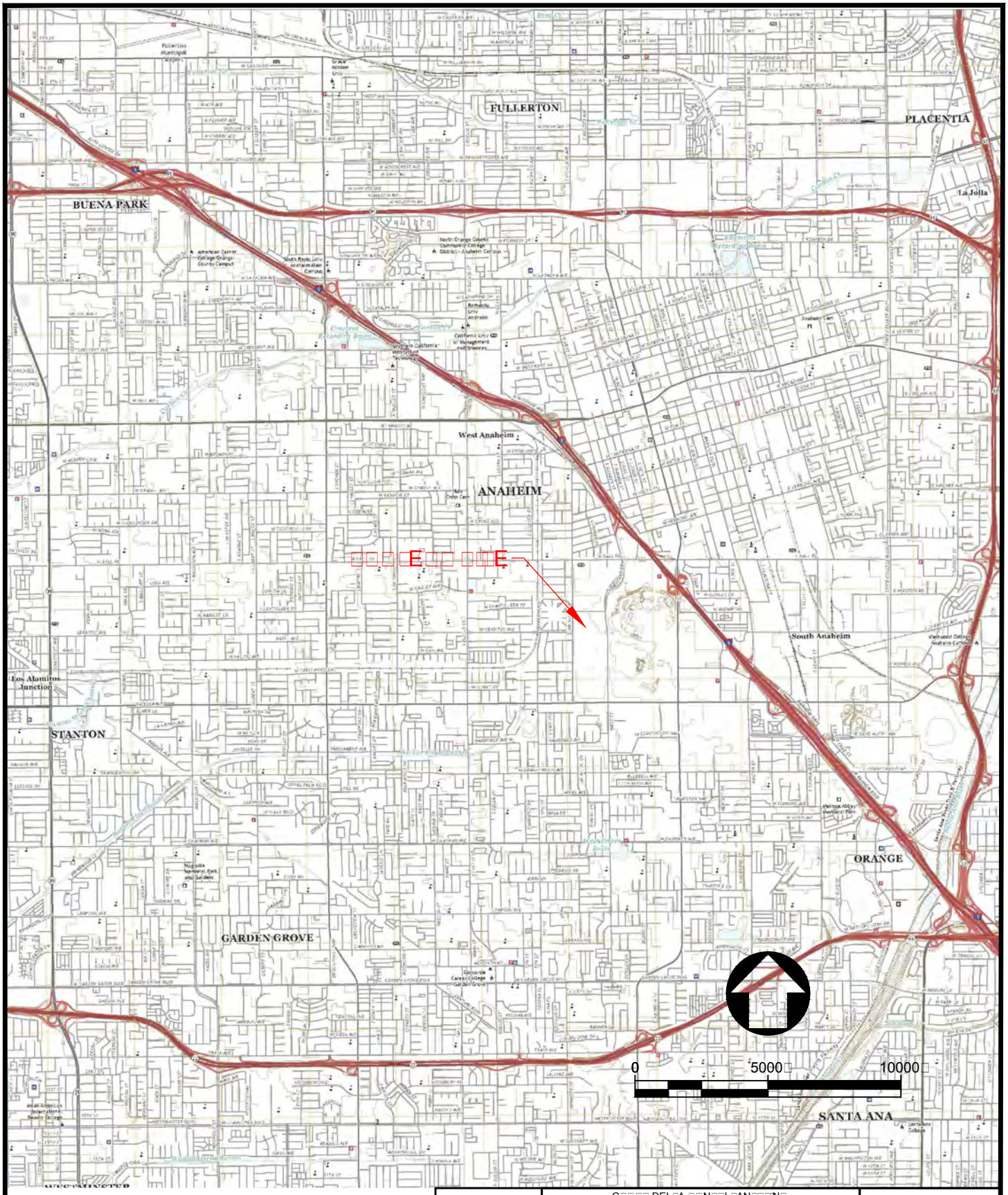
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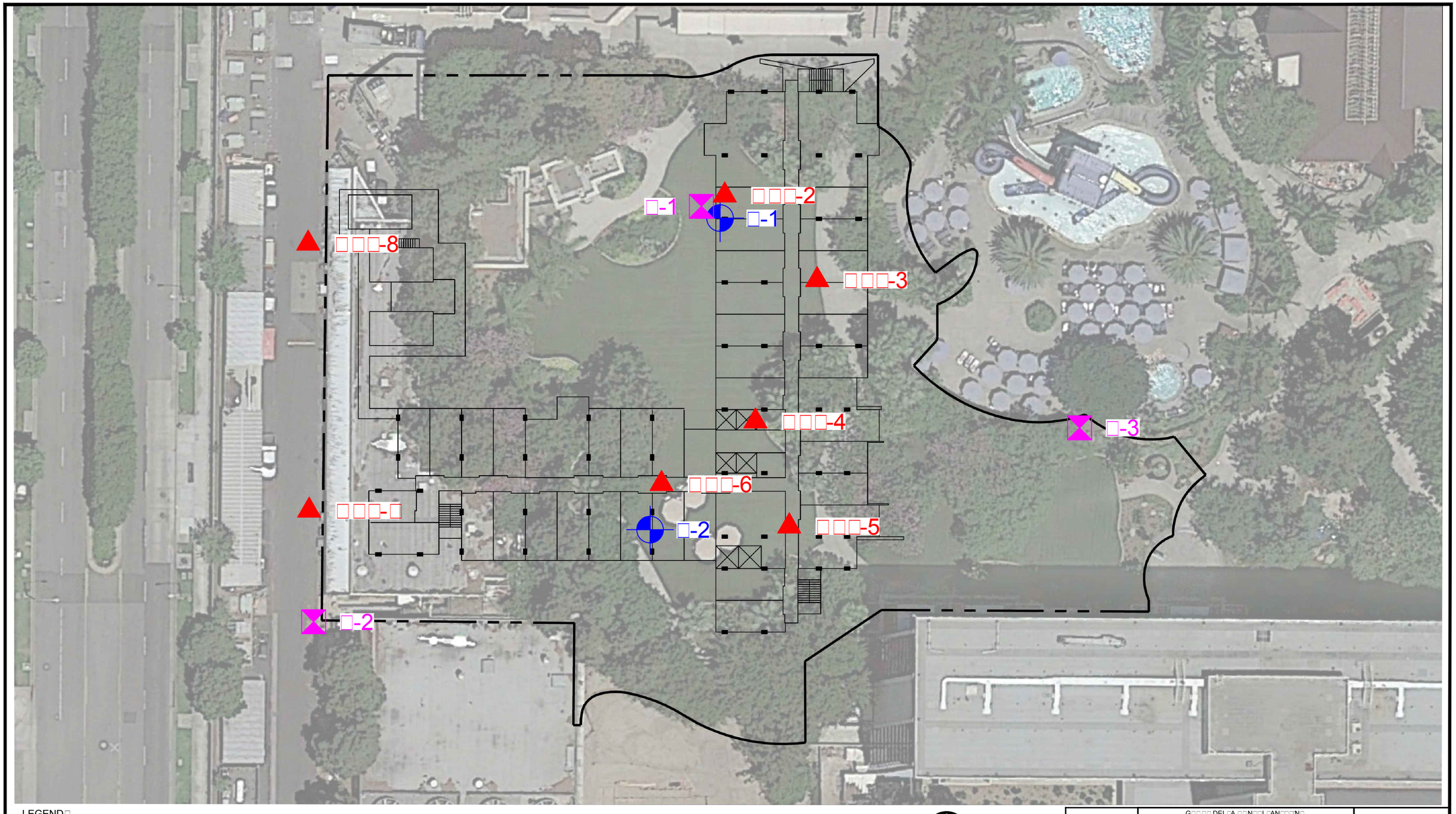
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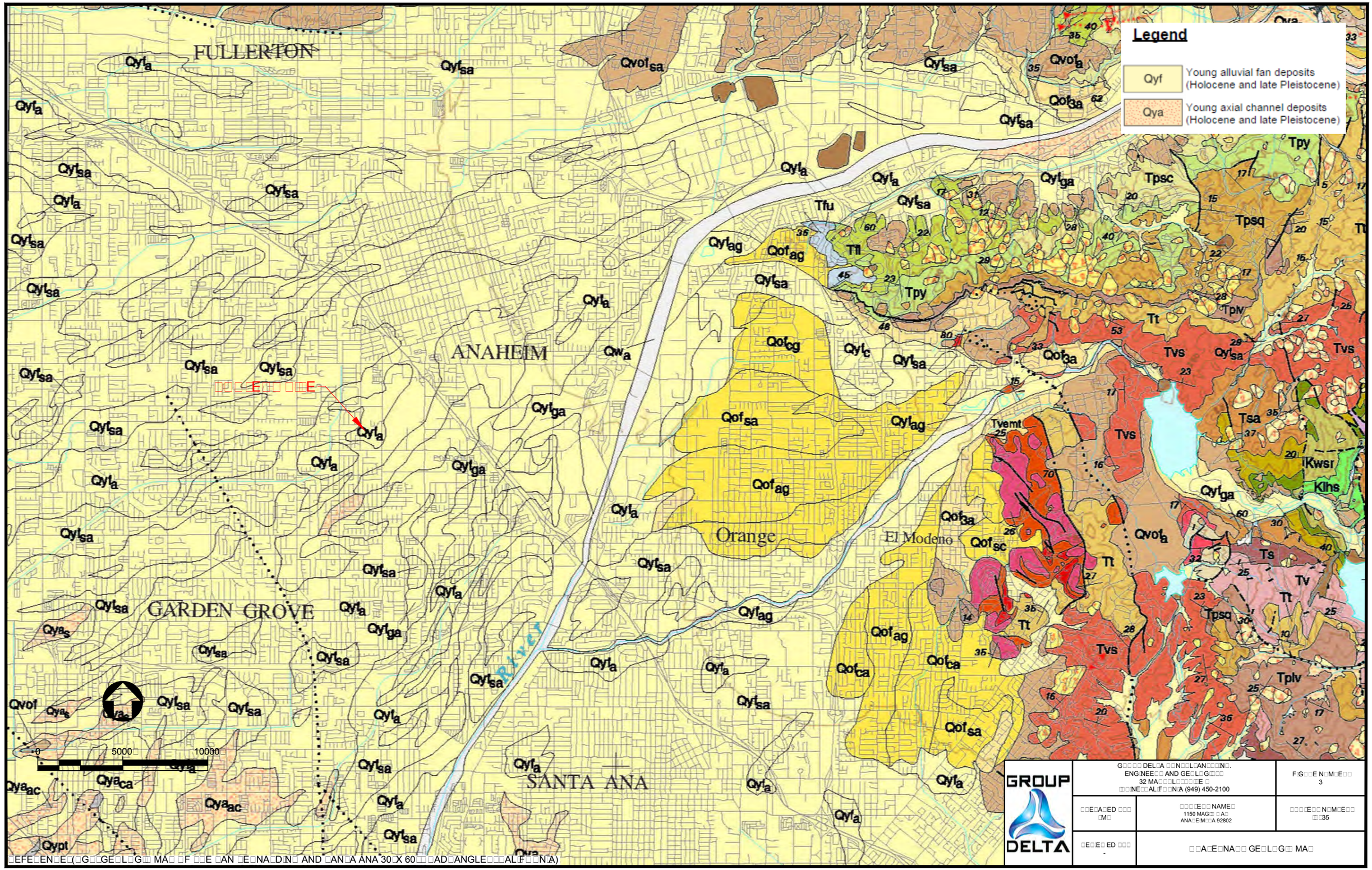
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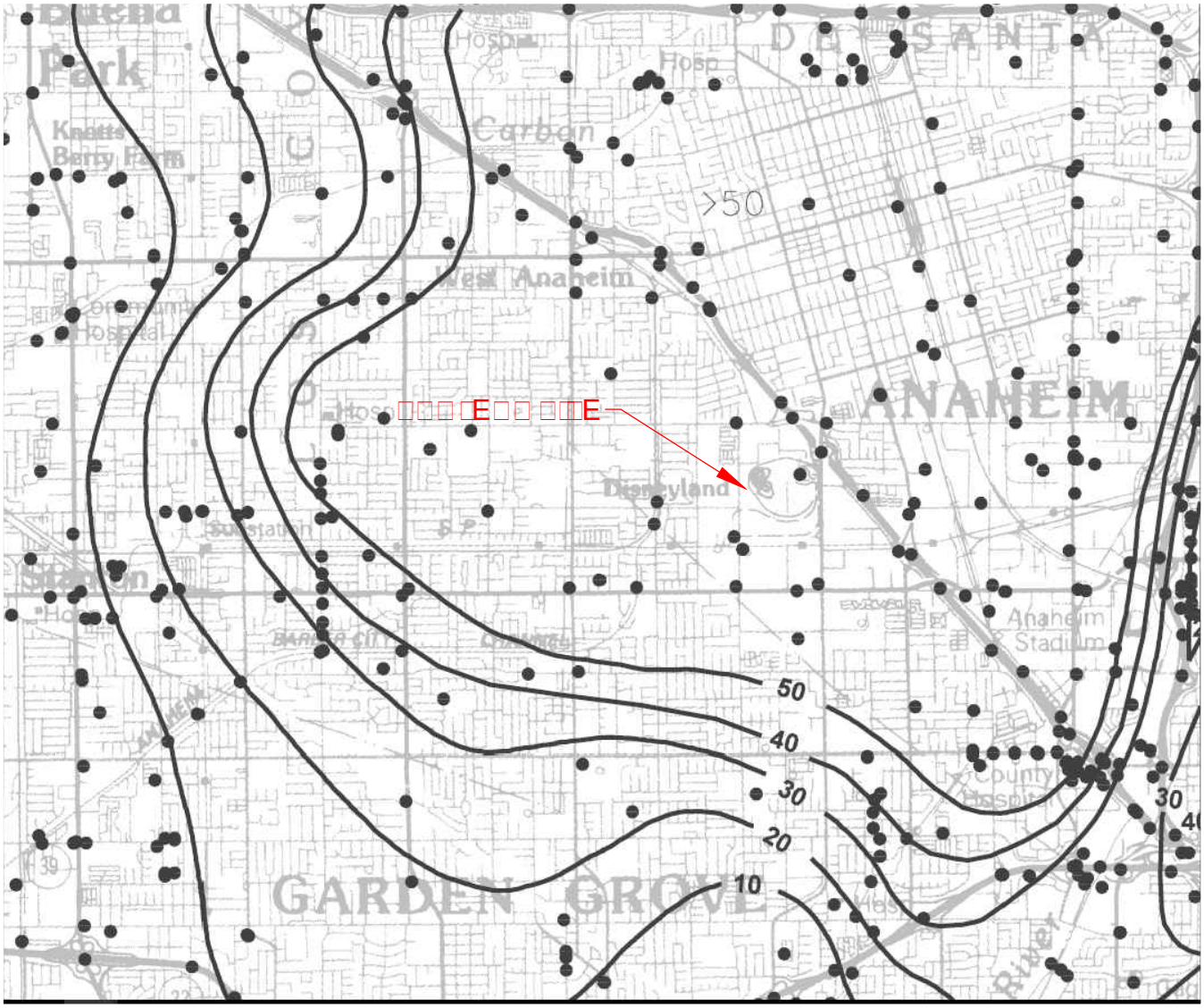
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● Borehole Site — 30 — Depth to ground water in feet

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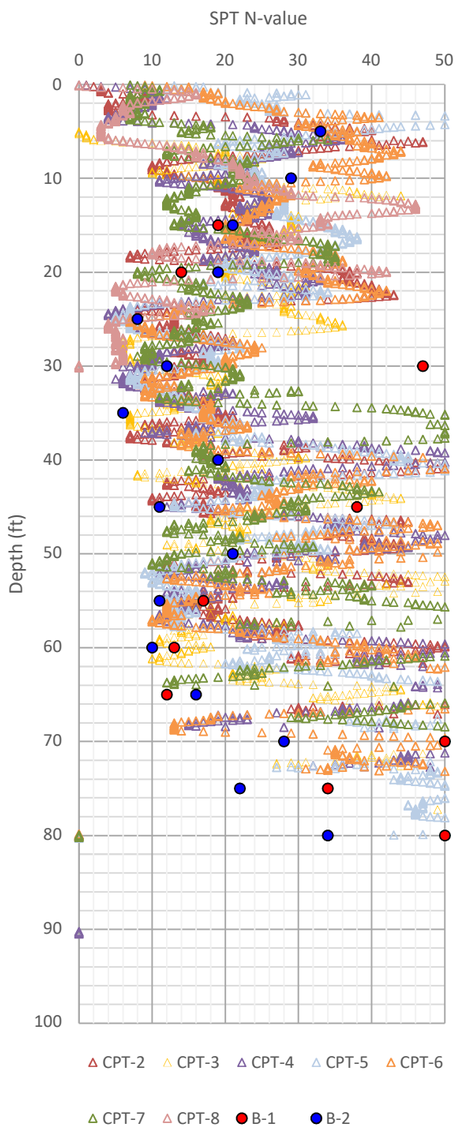


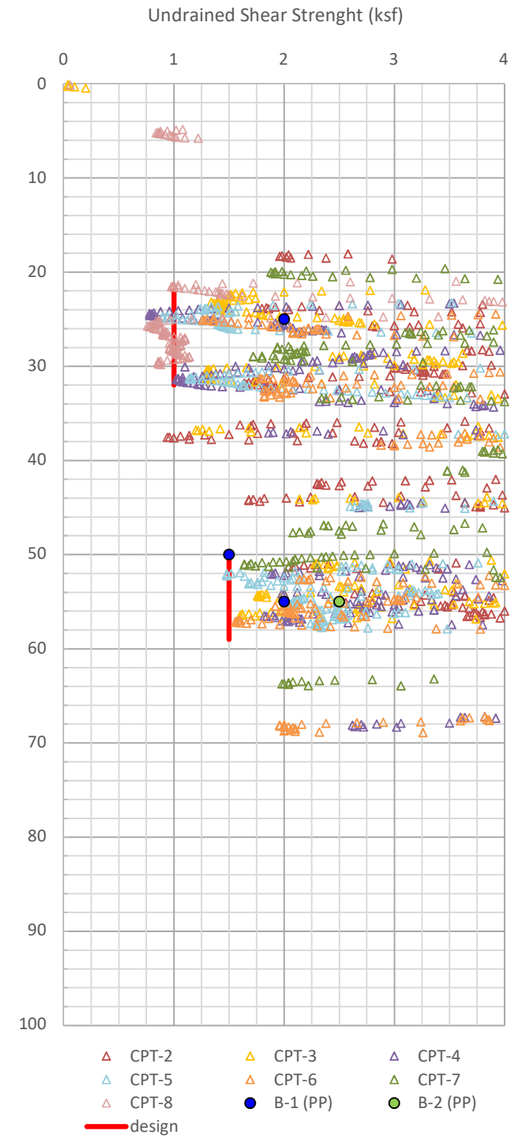
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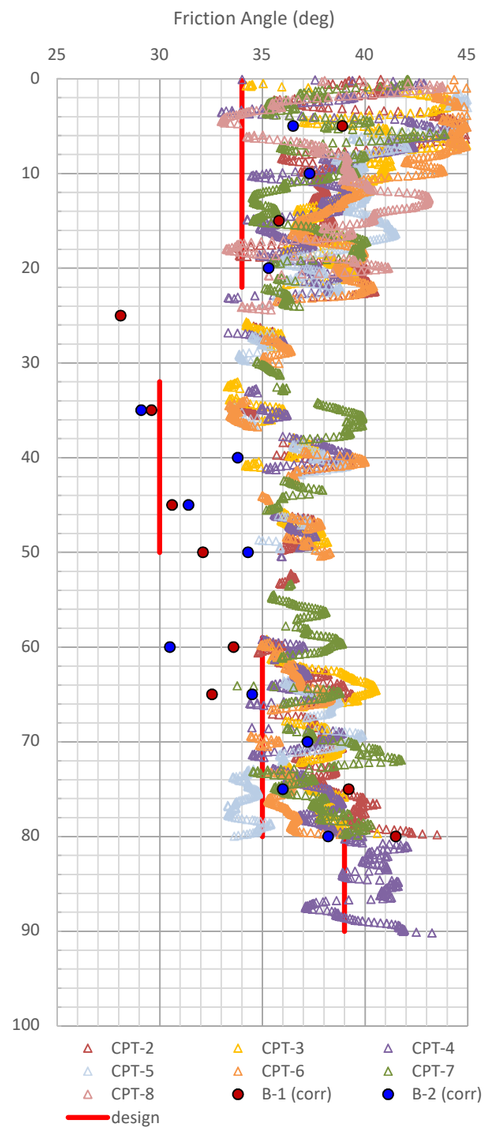
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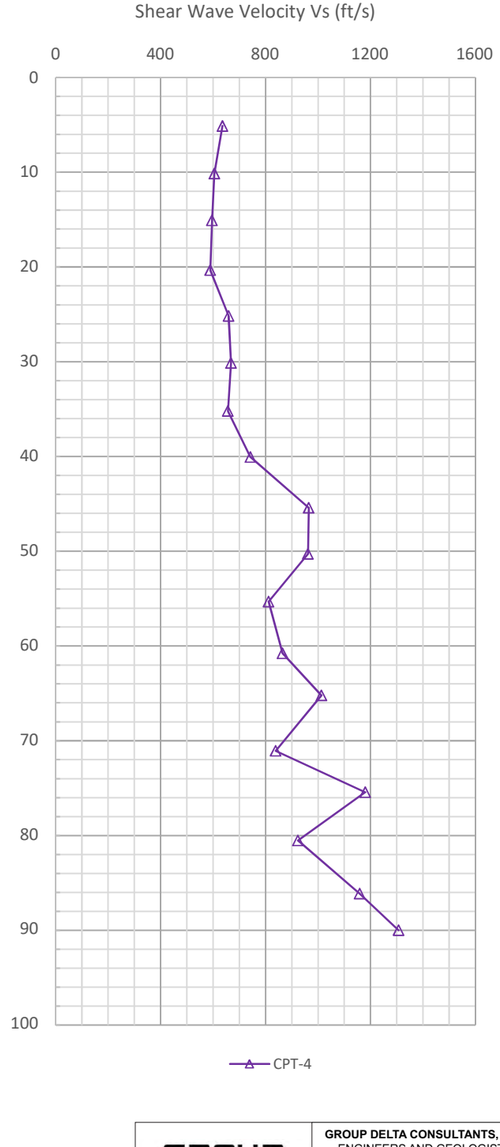
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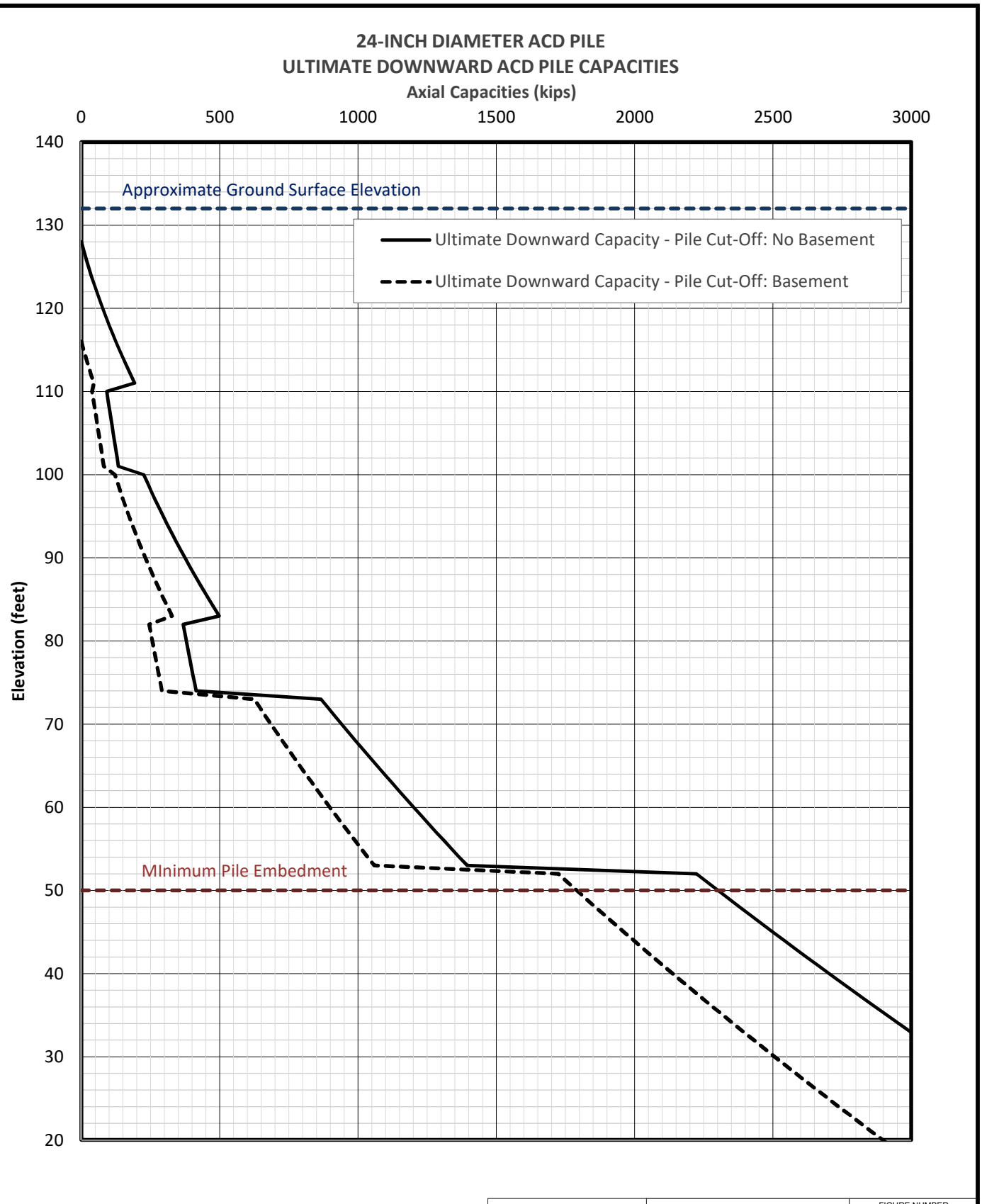
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SOIL PARAMETER PLOTS



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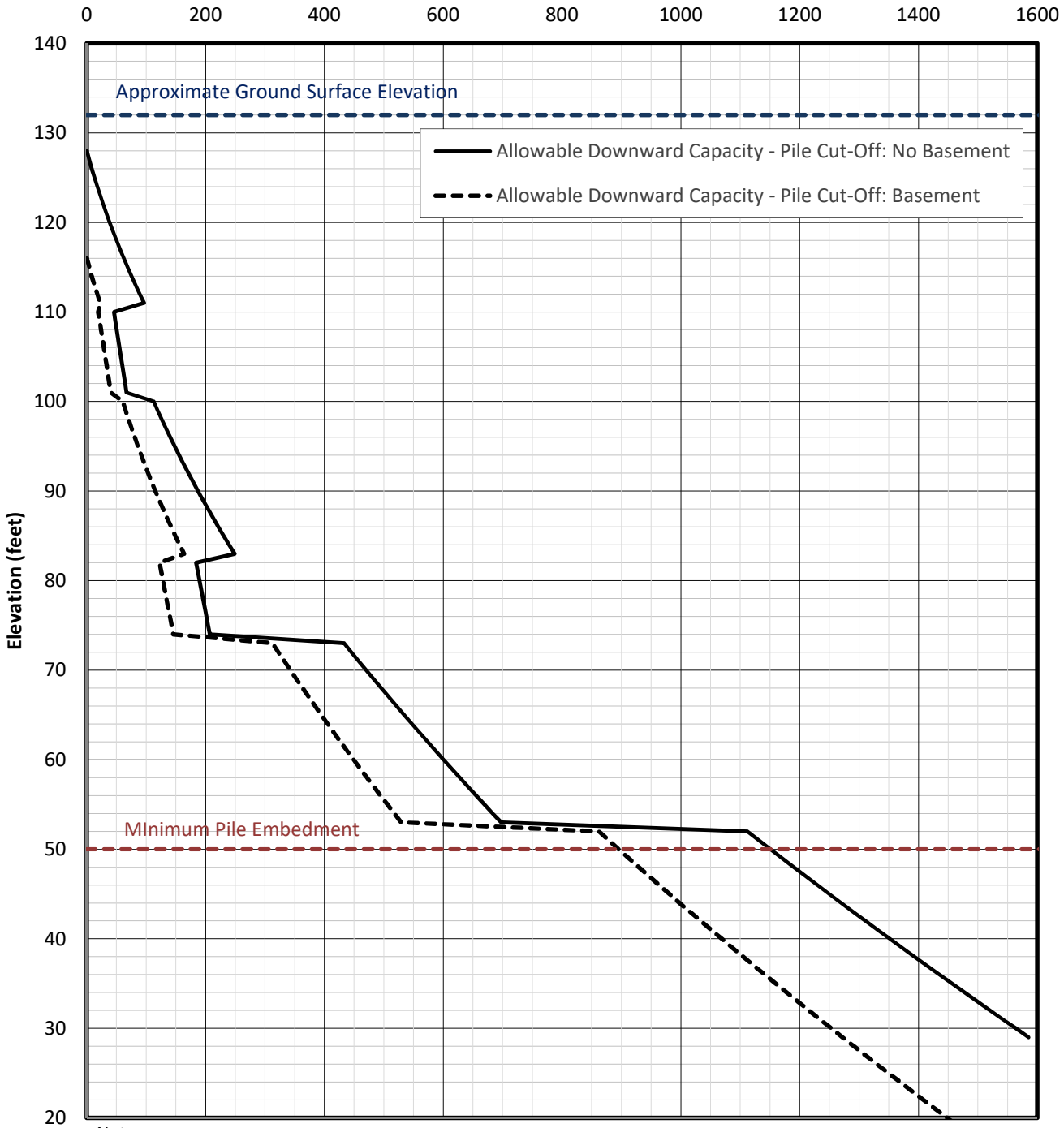
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24-INCH DIAMETER ACD PILE ULTIMATE DOWNWARD PILE CAPACITY

24-INCH DIAMETER ACD PILE
ALLOWABLE DOWNWARD ACD PILE CAPACITIES



Notes:

1) Allowable pile capacities are calcualted using a Factor of Safety of 2
2) Capacities are based on the strength of the soils
3) Compressive and tensile strengths of the pile section should be checked to verify the structural capacities.

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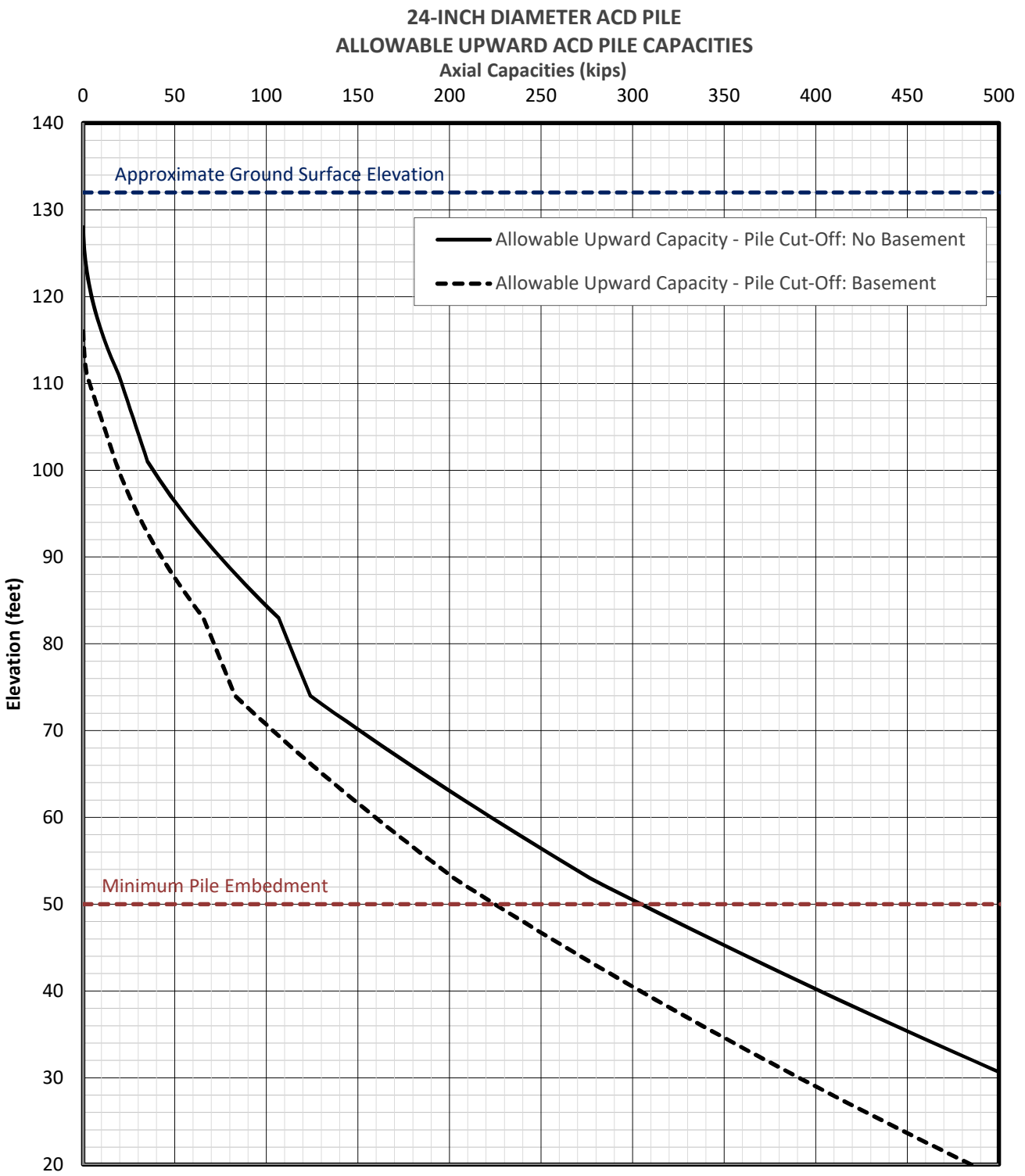
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PROJECT NUMBER
IR-735

24-INCH DIAMETER ACD PILE ALLOWABLE DOWNWARD PILE CAPACITY



Notes:

1) Allowable pile capacities are calcualted using a Factor of Safety of 3
2) Capacities are based on the strength of the soils
3) Compressive and tensile strengths of the pile section should be checked to verify the structural capacities.

GROUP DELTA

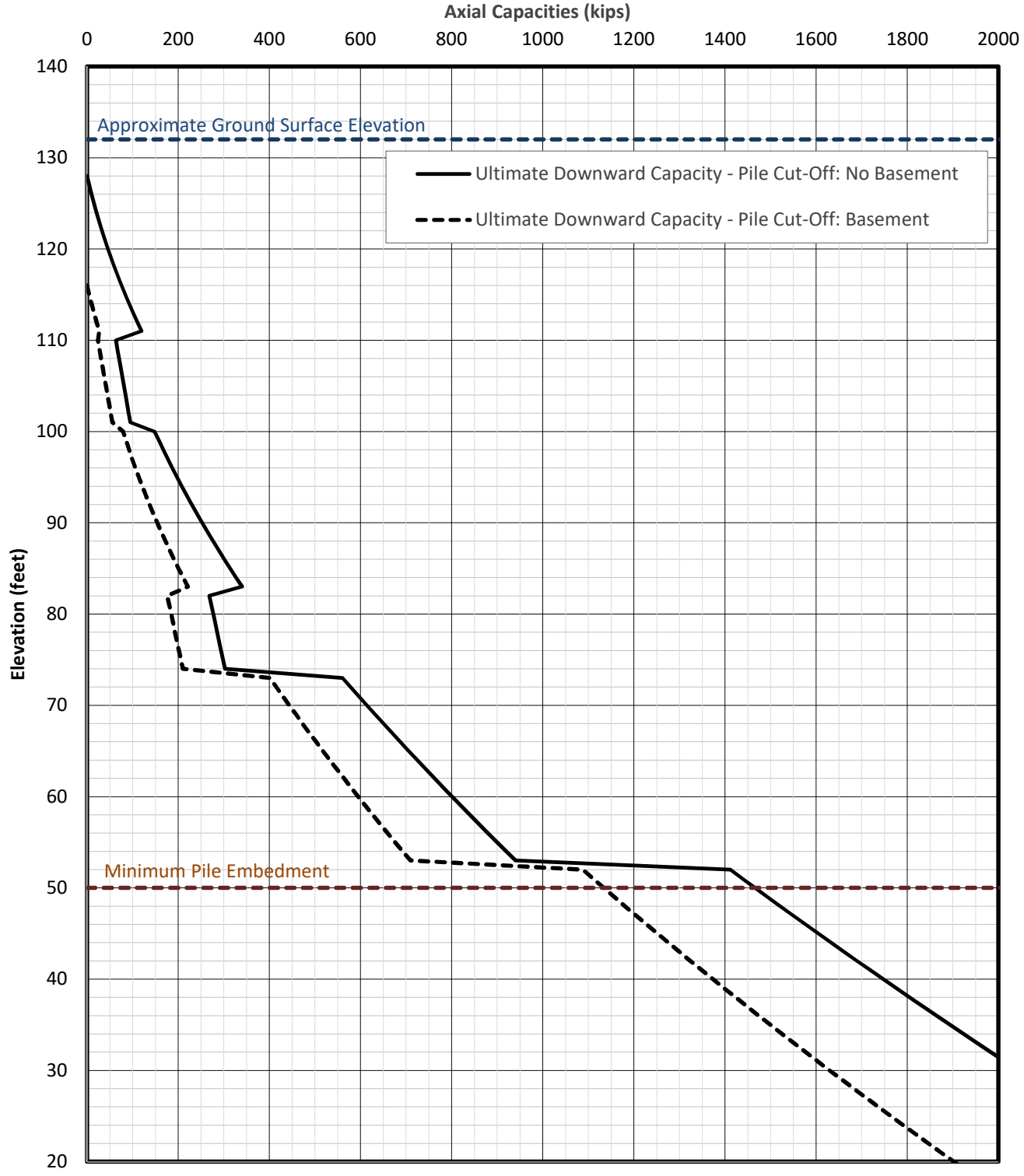
GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
32 MAUCHLY, SUITE B
IRVINE, CA 92618 (949) 450-2100

FIGURE NUMBER
7C

PROJECT NAME
Project PASCAL
1150 W Magic Way, Anaheim, CA

PROJECT NUMBER
IR-735

24-INCH DIAMETER ACD PILE ALLOWABLE UPWARD PILE CAPACITY



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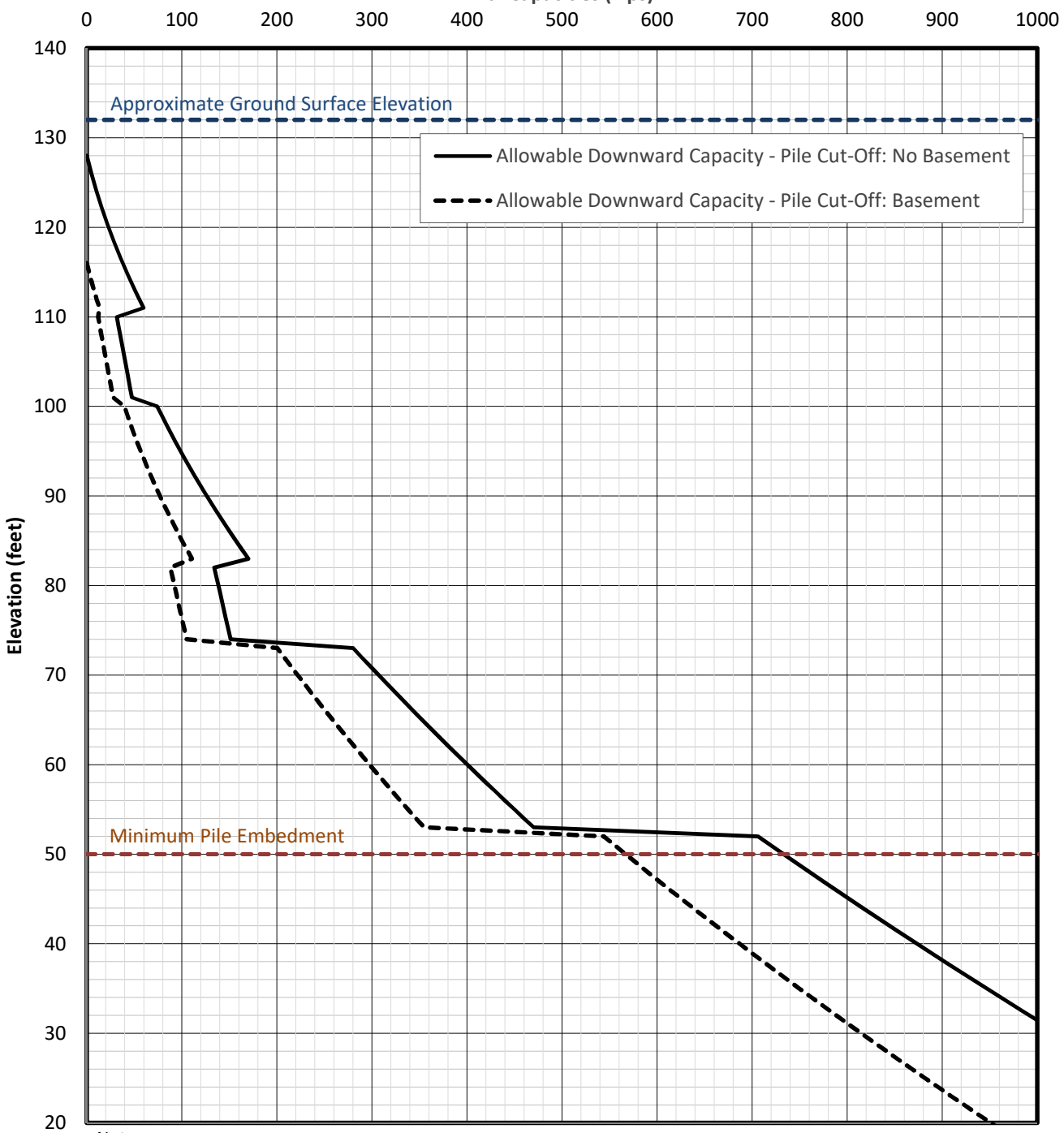
FIGURE NUMBER
8A

PROJECT NAME
Project PASCAL
1150 W Magic Way, Anaheim, CA

PROJECT NUMBER
IR-735

18-INCH DIAMETER ACD PILE ULTIMATE DOWNWARD PILE CAPACITY

18-INCH DIAMETER ACD PILE
ALLOWABLE DOWNWARD ACD PILE CAPACITIES



Notes:

1) Allowable pile capacities are calcualted using a Factor of Safety of 2
2) Capacities are based on the strength of the soils
3) Compressive and tensile strengths of the pile section should be checked to verify the structural capacities.

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ENGINEERS AND GEOLOGISTS
32 MAUCHLY, SUITE B
IRVINE, CA 92618 (949) 450-2100

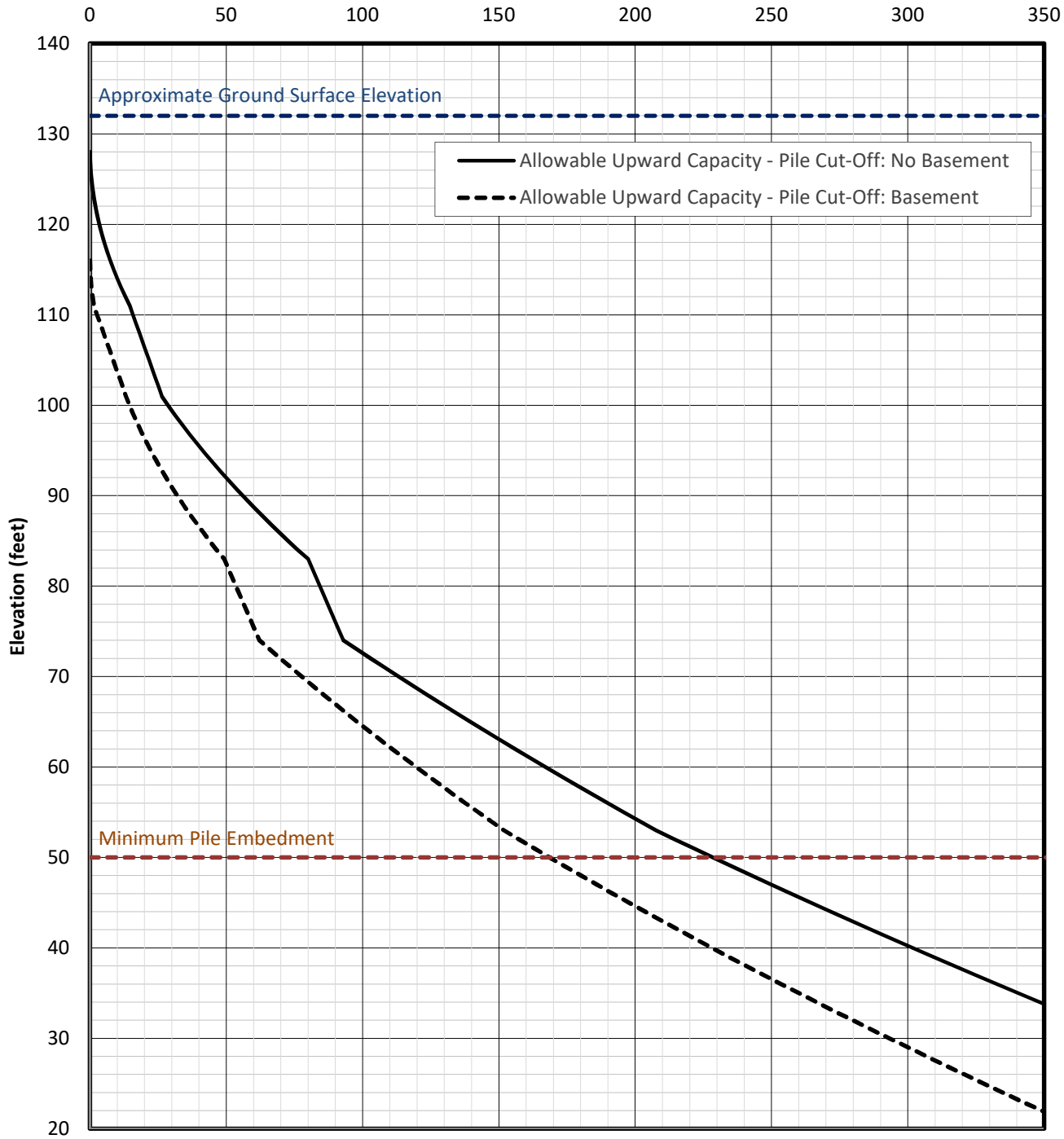
FIGURE NUMBER
8B

PROJECT NAME
Project PASCAL
1150 W Magic Way, Anaheim, CA

PROJECT NUMBER
IR-735

18-INCH DIAMETER ACD PILE ALLOWABLE DOWNWARD PILE CAPACITY

18-INCH DIAMETER ACD PILE
ALLOWABLE UPWARD ACD PILE CAPACITIES



Notes:
1) Allowable pile capacities are calcualted using a Factor of Safety of 3
2) Capacities are based on the strength of the soils
3) Compressive and tensile strengths of the pile section should be checked to verify the structural capacities.

GROUP DELTA	**GROUP DELTA CONSULTANTS, INC.** ENGINEERS AND GEOLOGISTS 32 MAUCHLY, SUITE B IRVINE, CA 92618 (949) 450-2100	FIGURE NUMBER **8C**
	PROJECT NAME Project PASCAL 1150 W Magic Way, Anaheim, CA	PROJECT NUMBER IR-735
	18-INCH DIAMETER ACD PILE ALLOWABLE UPWARD PILE CAPACITY	

APPENDIX A
FIELD EXPLORATION

TABLE A-1
SUMMARY OF FIELD EXPLORATIONS

Exploration No.	Approximate Exploration Location		Date	Exploration			Groundwater		Figure No.
	Longitude	Latitude		Type	Surface Elevation (ft)	Total Depth (ft)	Depth (ft)	Elevation (ft)	
B-1	33.808173°	-117.927513°	1/22/2020	HSA	132.0	81.5	74.68	57.32	A-2 (A-D)
B-2	33.807791°	-117.927613°	1/22/2020	HSA	132.0	81.5	74.90	57.10	A-3 (A-D)
P-1	33.808184°	-117.927536°	1/22/2020	HSA	132.0	10.0	NE	NE	A-4
P-2	33.807684°	-117.928099°	1/22/2020	HSA	132.0	10.0	NE	NE	A-5
P-3	33.807918°	-117.926988°	1/21/2020	Hand Auger	132.0	10.0	NE	NE	A-6
CPT-01	Abandoned								
CPT-02	33.808194°	-117.927505°	1/21/2020	CPT	132.0	80.0	Caving @ 74.0	NE	A-7
CPT-03	33.808091°	-117.927372°	1/21/2020	CPT	132.0	80.0	NM	NM	A-8
SCPT-04	33.807921°	-117.927461°	1/21/2020	CPT	132.0	90.5	Caving @ 73.8	NE	A-9
CPT-05	33.807795°	-117.927412°	1/21/2020	CPT	132.0	80.0	Caving @ 73.0	NE	A-10
CPT-06	33.807846°	-117.927597°	1/21/2020	CPT	132.0	80.0	Caving @ 73.0	NE	A-11
CPT-07	33.807814°	-117.928107°	1/21/2020	CPT	132.0	80.0	Caving @ 69.0	NE	A-12
CPT-08	33.808135°	-117.928108°	1/21/2020	CPT	132.0	30.0	Caving @ 23.0	NE	A-13

Notes: 1) Boring locations are illustrated in Figure 2 of the main report.
2) Elevations estimated to nearest 0.5 ft using tape measure and topographic map.
Other notes and abbreviations as needed
HSA = Hollow-Stem Auger CPT = Cone Penetration Test NE = Not Encountered NM = Not Measured

SOIL IDENTIFICATION AND DESCRIPTION SEQUENCE

Sequence		Refer to Section		Required	Optional
		Field	Lab		
1	Group Name	2.5.2	3.2.2	●	
2	Group Symbol	2.5.2	3.2.2	●	
	Description Components				
3	Consistency of Cohesive Soil	2.5.3	3.2.3	●	
4	Apparent Density of Cohesionless Soil	2.5.4		●	
5	Color	2.5.5		●	
6	Moisture	2.5.6		●	
7	Percent or Proportion of Soil	2.5.7	3.2.4	●	◍
	Particle Size	2.5.8	2.5.8	●	◍
	Particle Angularity	2.5.9			○
	Particle Shape	2.5.10			○
8	Plasticity (for fine-grained soil)	2.5.11	3.2.5		○
9	Dry Strength (for fine-grained soil)	2.5.12			○
10	Dilatency (for fine-grained soil)	2.5.13			○
11	Toughness (for fine-grained soil)	2.5.14			○
12	Structure	2.5.15			○
13	Cementation	2.5.16		●	
14	Percent of Cobbles and Boulders	2.5.17		●	
	Description of Cobbles and Boulders	2.5.18		●	
15	Consistency Field Test Result	2.5.3		●	
16	Additional Comments	2.5.19			○

Describe the soil using descriptive terms in the order shown

Minimum Required Sequence:

USCS Group Name (Group Symbol); Consistency or Density; Color; Moisture; Percent or Proportion of Soil; Particle Size; Plasticity (optional).

◍ = optional for non-Caltrans projects

Where applicable:

Cementation; % cobbles & boulders;
Description of cobbles & boulders;
Consistency field test result

Ref.: Caltrans Soil and Rock Logging Classification, and Presentation Manual (2010)

HOLE IDENTIFICATION

Holes are identified using the following convention:

H-YY-NNN

Where:
H: Hole Type Code
YY: 2-digit year
NNN: 3-digit number (001-999)

Hole Type Code	Description
A	Auger boring (hollow or solid stem, bucket)
R	Rotary drilled boring (conventional)
RC	Rotary core (self-cased wire-line, continuously-sampled)
RW	Rotary core (self-cased wire-line, not continuously sampled)
P	Rotary percussion boring (Air)
HD	Hand driven (1-inch soil tube)
HA	Hand auger
D	Driven (dynamic cone penetrometer)
CPT	Cone Penetration Test
O	Other (note on LOTB)

Description Sequence Examples:

SANDY lean CLAY (CL); very stiff; yellowish brown; moist; mostly fines; some SAND, from fine to medium; few gravels; medium plasticity; PP=2.75.

Well-graded SAND with SILT and GRAVEL and COBBLES (SW-SM); dense; brown; moist; mostly SAND, from fine to coarse; some fine GRAVEL; few fines; weak cementation; 10% GRANITE COBBLES; 3 to 6 inches; hard; subrounded.

Clayey SAND (SC); medium dense, light brown; wet; mostly fine sand,; little fines; low plasticity.

GROUP DELTA

GROUP DELTA CONSULTANTS, INC.
GEOTECHNICAL ENGINEERS AND GEOLOGISTS

FIGURE NUMBER
A-1A

PROJECT NAME
PROJECT PASCAL
ANAHEIM, CALIFORNIA

PROJECT NUMBER
IR-735

BORING RECORD LEGEND #1

GROUP SYMBOLS AND NAMES

Graphic / Symbol	Group Names
GW	Well-graded GRAVEL Well-graded GRAVEL with SAND
GP	Poorly graded GRAVEL Poorly graded GRAVEL with SAND
GW-GM	Well-graded GRAVEL with SILT Well-graded GRAVEL with SILT and SAND
GW-GC	Well-graded GRAVEL with CLAY (or SILTY CLAY) Well-graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)
GP-GM	Poorly graded GRAVEL with SILT Poorly graded GRAVEL with SILT and SAND
GP-GC	Poorly graded GRAVEL with CLAY (or SILTY CLAY) Poorly graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)
GM	SILTY GRAVEL SILTY GRAVEL with SAND
GC	CLAYEY GRAVEL CLAYEY GRAVEL with SAND
GC-GM	SILTY, CLAYEY GRAVEL SILTY, CLAYEY GRAVEL with SAND
SW	Well-graded SAND Well-graded SAND with GRAVEL
SP	Poorly graded SAND Poorly graded SAND with GRAVEL
SW-SM	Well-graded SAND with SILT Well-graded SAND with SILT and GRAVEL
SW-SC	Well-graded SAND with CLAY (or SILTY CLAY) Well-graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)
SP-SM	Poorly graded SAND with SILT Poorly graded SAND with SILT and GRAVEL
SP-SC	Poorly graded SAND with CLAY (or SILTY CLAY) Poorly graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)
SM	SILTY SAND SILTY SAND with GRAVEL
SC	CLAYEY SAND CLAYEY SAND with GRAVEL
SC-SM	SILTY, CLAYEY SAND SILTY, CLAYEY SAND with GRAVEL
PT	PEAT
	COBBLES COBBLES and BOULDERS BOULDERS

Graphic / Symbol	Group Names
CL	Lean CLAY Lean CLAY with SAND Lean CLAY with GRAVEL SANDY lean CLAY SANDY lean CLAY with GRAVEL GRAVELLY lean CLAY GRAVELLY lean CLAY with SAND
CL-ML	SILTY CLAY SILTY CLAY with SAND SILTY CLAY with GRAVEL SANDY SILTY CLAY SANDY SILTY CLAY with GRAVEL GRAVELLY SILTY CLAY GRAVELLY SILTY CLAY with SAND
ML	SILT SILT with SAND SILT with GRAVEL SANDY SILT SANDY SILT with GRAVEL GRAVELLY SILT GRAVELLY SILT with SAND
OL	ORGANIC lean CLAY ORGANIC lean CLAY with SAND ORGANIC lean CLAY with GRAVEL SANDY ORGANIC lean CLAY SANDY ORGANIC lean CLAY with GRAVEL GRAVELLY ORGANIC lean CLAY GRAVELLY ORGANIC lean CLAY with SAND
OL	ORGANIC SILT ORGANIC SILT with SAND ORGANIC SILT with GRAVEL SANDY ORGANIC SILT SANDY ORGANIC SILT with GRAVEL GRAVELLY ORGANIC SILT GRAVELLY ORGANIC SILT with SAND
CH	Fat CLAY Fat CLAY with SAND Fat CLAY with GRAVEL SANDY fat CLAY SANDY fat CLAY with GRAVEL GRAVELLY fat CLAY GRAVELLY fat CLAY with SAND
MH	Elastic SILT Elastic SILT with SAND Elastic SILT with GRAVEL SANDY elastic SILT SANDY elastic SILT with GRAVEL GRAVELLY elastic SILT GRAVELLY elastic SILT with SAND
OH	ORGANIC fat CLAY ORGANIC fat CLAY with SAND ORGANIC fat CLAY with GRAVEL SANDY ORGANIC fat CLAY SANDY ORGANIC fat CLAY with GRAVEL GRAVELLY ORGANIC fat CLAY GRAVELLY ORGANIC fat CLAY with SAND
OH	ORGANIC elastic SILT ORGANIC elastic SILT with SAND ORGANIC elastic SILT with GRAVEL SANDY elastic ELASTIC SILT SANDY ORGANIC elastic SILT with GRAVEL GRAVELLY ORGANIC elastic SILT GRAVELLY ORGANIC elastic SILT with SAND
OL/OH	ORGANIC SOIL ORGANIC SOIL with SAND ORGANIC SOIL with GRAVEL SANDY ORGANIC SOIL SANDY ORGANIC SOIL with GRAVEL GRAVELLY ORGANIC SOIL GRAVELLY ORGANIC SOIL with SAND

FIELD AND LABORATORY TESTS

C	Consolidation (ASTM D 2435-04)
CL	Collapse Potential (ASTM D 5333-03)
CP	Compaction Curve (CTM 216 - 06)
CR	Corrosion, Sulfates, Chlorides (CTM 643 - 99; CTM 417 - 06; CTM 422 - 06)
CU	Consolidated Undrained Triaxial (ASTM D 4767-02)
DS	Direct Shear (ASTM D 3080-04)
EI	Expansion Index (ASTM D 4829-03)
M	Moisture Content (ASTM D 2216-05)
OC	Organic Content (ASTM D 2974-07)
P	Permeability (CTM 220 - 05)
PA	Particle Size Analysis (ASTM D 422-63 [2002])
PI	Liquid Limit, Plastic Limit, Plasticity Index (AASHTO T 89-02, AASHTO T 90-00)
PL	Point Load Index (ASTM D 5731-05)
PM	Pressure Meter
PP	Pocket Penetrometer
R	R-Value (CTM 301 - 00)
SE	Sand Equivalent (CTM 217 - 99)
SG	Specific Gravity (AASHTO T 100-06)
SL	Shrinkage Limit (ASTM D 427-04)
SW	Swell Potential (ASTM D 4546-03)
TV	Pocket Torvane
UC	Unconfined Compression - Soil (ASTM D 2166-06) Unconfined Compression - Rock (ASTM D 2938-95)
UU	Unconsolidated Undrained Triaxial (ASTM D 2850-03)
UW	Unit Weight (ASTM D 4767-04)
VS	Vane Shear (AASHTO T 223-96 [2004])

SAMPLER GRAPHIC SYMBOLS

- Standard Penetration Test (SPT)
- Standard California Sampler
- Modified California Sampler
- Shelby Tube
- Piston Sampler
- NX Rock Core
- HQ Rock Core
- Bulk Sample
- Other (see remarks)

DRILLING METHOD SYMBOLS

- Auger Drilling
- Rotary Drilling
- Dynamic Cone or Hand Driven
- Diamond Core

WATER LEVEL SYMBOLS

- First Water Level Reading (during drilling)
- Static Water Level Reading (after drilling, date)

DEFINITIONS FOR CHANGE IN MATERIAL

Term	Definition	Symbol
Material Change	Change in material is observed in the sample or core, and the location of change can be accurately measured.	———
Estimated Material Change	Change in material cannot be accurately located because either the change is gradational or because of limitations in the drilling/sampling methods used.	- - - - - - - -
Soil/Rock Boundary	Material changes from soil characteristics to rock characteristics.	~~~~

Ref.: Caltrans Soil and Rock Logging Classification, and Presentation Manual (2010)

GROUP DELTA

GROUP DELTA CONSULTANTS, INC. GEOTECHNICAL ENGINEERS AND GEOLOGISTS	FIGURE NUMBER **A-1B**
PROJECT NAME PROJECT PASCAL ANAHEIM, CALIFORNIA	PROJECT NUMBER IR-735

BORING RECORD LEGEND #2

CONSISTENCY OF COHESIVE SOILS

Descriptor	Shear Strength (tsf)	Pocket Penetrometer, PP Measurement (tsf)	Torvane, TV. Measurement (tsf)	Vane Shear, VS. Measurement (tsf)
Very Soft	< 0.12	< 0.25	< 0.12	< 0.12
Soft	0.12 - 0.25	0.25 - 0.50	0.12 - 0.25	0.12 - 0.25
Medium Stiff	0.25 - 0.50	0.50 - 1.0	0.25 - 0.50	0.25 - 0.50
Stiff	0.50 - 1.0	1.0 - 2.0	0.50 - 1.0	0.50 - 1.0
Very Stiff	1.0 - 2.0	2.0 - 4.0	1.0 - 2.0	1.0 - 2.0
Hard	> 2.0	> 4.0	> 2.0	> 2.0

APPARENT DENSITY OF COHESIONLESS SOILS

Descriptor	SPT N_{60} - Value (blows / foot)
Very Loose	0 - 5
Loose	5 - 10
Medium Dense	10 - 30
Dense	30 - 50
Very Dense	> 50

MOISTURE

Descriptor	Criteria
Dry	No discernable moisture
Moist	Moisture present, but no free water
Wet	Visible free water

PERCENT OR PROPORTION OF SOILS

Descriptor	Criteria
Trace	Particles are present but estimated to be less than 5%
Few	5 to 10%
Little	15 to 25%
Some	30 to 45%
Mostly	50 to 100%

PARTICLE SIZE

Descriptor		Size (in)
Boulder		> 12
Cobble		3 - 12
Gravel	Coarse	3/4 - 3
	Fine	1/5 - 3/4
Sand	Coarse	1/16 - 1/5
	Medium	1/64 - 1/16
	Fine	1/300 - 1/64
Silt and Clay		< 1/300

PLASTICITY OF FINE-GRAINED SOILS

Descriptor	Criteria
Nonplastic	A 1/8-inch thread cannot be rolled at any water content.
Low	The thread can barely be rolled, and the lump cannot be formed when drier than the plastic limit.
Medium	The thread is easy to roll, and not much time is required to reach the plastic limit; it cannot be rerolled after reaching the plastic limit. The lump crumbles when drier than the plastic limit.
High	It takes considerable time rolling and kneading to reach the plastic limit. The thread can be rerolled several times after reaching the plastic limit. The lump can be formed without crumbling when drier than the plastic limit.

CONSISTENCY OF COHESIVE SOILS VS. N_{60}

Description	SPT N_{60} (blows / foot)
Very Soft	0 - 2
Soft	2 - 4
Medium Stiff	4 - 8
Stiff	8 - 15
Very Stiff	15 - 30
Hard	> 30

Ref: Peck, Hansen, and Thornburn, 1974, "Foundation Engineering", Second Edition

Note: Only to be used (with caution) when pocket penetrometer or other data on undrained shear strength are unavailable. Not allowed by Caltrans Soil and Rock Logging and Classificaton Manual, 2010

CEMENTATION

Descriptor	Criteria
Weak	Crumbles or breaks with handling or little finger pressure.
Moderate	Crumbles or breaks with considerable finger pressure.
Strong	Will not crumble or break with finger pressure.

Ref.: Caltrans Soil and Rock Logging Classification, and Presentation Manual (2010), with the exception of consistency of cohesive soils vs. N_{60}.

GROUP DELTA

GROUP DELTA CONSULTANTS, INC.
GEOTECHNICAL ENGINEERS AND GEOLOGISTS

FIGURE NUMBER
A-1C

PROJECT NAME
PROJECT PASCAL
ANAHEIM, CALIFORNIA

PROJECT NUMBER
IR-735

BORING RECORD LEGEND #3

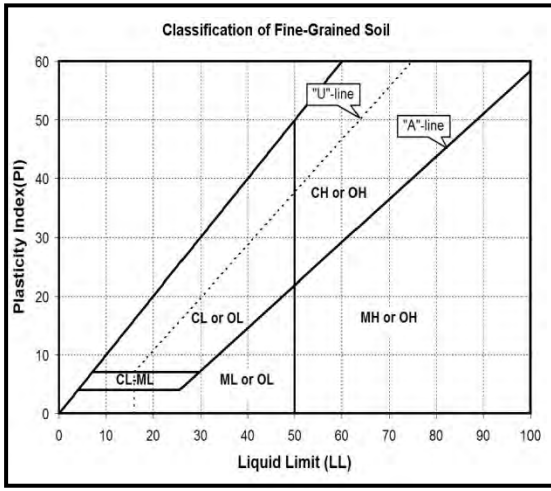
CLASSIFICATION OF INORGANIC FINE GRAINED SOILS (Soils with ≥50% finer than No. 200 Sieve)

GROUP SYMBOL				GROUP NAME
CL	<30% plus No. 200	<15% plus No. 200		Lean clay
		15-25% plus No. 200	%sand ≥%gravel	Lean clay with sand
			%sand <%gravel	Lean clay with gravel
	≥30% plus No. 200	% sand ≥ % gravel	<15% gravel	Sandy lean clay
			≥15% gravel	Sandy lean clay with gravel
		% sand < % gravel	<15% sand	Gravelly lean clay
			≥15% sand	Gravelly lean clay with sand
ML	<30% plus No. 200	<15% plus No. 200		Silt
		15-25% plus No. 200	%sand ≥%gravel	Silt with sand
			%sand <%gravel	Silt with gravel
	≥30% plus No. 200	% sand ≥ % gravel	<15% gravel	Sandy silt
			≥15% gravel	Sandy silt with gravel
		% sand < % gravel	<15% sand	Gravelly silt
			≥15% sand	Gravelly silt with sand
CH	<30% plus No. 200	<15% plus No. 200		Fat clay
		15-25% plus No. 200	%sand ≥%gravel	Fat clay with sand
			%sand <%gravel	Fat clay with gravel
	≥30% plus No. 200	% sand ≥ % gravel	<15% gravel	Sandy fat clay
			≥15% gravel	Sandy fat clay with gravel
		% sand < % gravel	<15% sand	Gravelly fat clay
			≥15% sand	Gravelly fat clay with sand
MH	<30% plus No. 200	<15% plus No. 200		Elastic silt
		15-25% plus No. 200	%sand ≥%gravel	Elastic silt with sand
			%sand <%gravel	Elastic silt with gravel
	≥30% plus No. 200	% sand ≥ % gravel	<15% gravel	Sandy elastic silt
			≥15% gravel	Sandy elastic silt with gravel
		% sand < % gravel	<15% sand	Gravelly elastic silt
			≥15% sand	Gravelly elastic silt with sand

Reference:
ASTM D 2487 and 2488

Laboratory Classification of Clay and Silt

REFERENCE: Caltrans Soil and Rock Logging, Classification, and Presentation Manual (2010).



CL: LL<50; above A-Line.

CH: LL≥50; above A-Line.

ML: LL<50; below A-Line, or PI<4, or Non-Plastic

MH: LL≥50; below A-Line.

CL-ML: above A-Line and PI=4 to 7

CL/CH, ML/MH: at or near LL=50

ML/CL, MH/CH: at or near the A-Line

Field Identification of Clays and Silts

Group Symbol	Dry Strength	Dilatancy	Toughness	Plasticity
ML	None to low	Slow to rapid	Low or thread cannot be formed	Low to nonplastic
CL	Medium to high	None to slow	Medium	Medium
MH	Low to medium	None to slow	Low to medium	Low to medium
CH	High to very high	None	High	High

GROUP DELTA

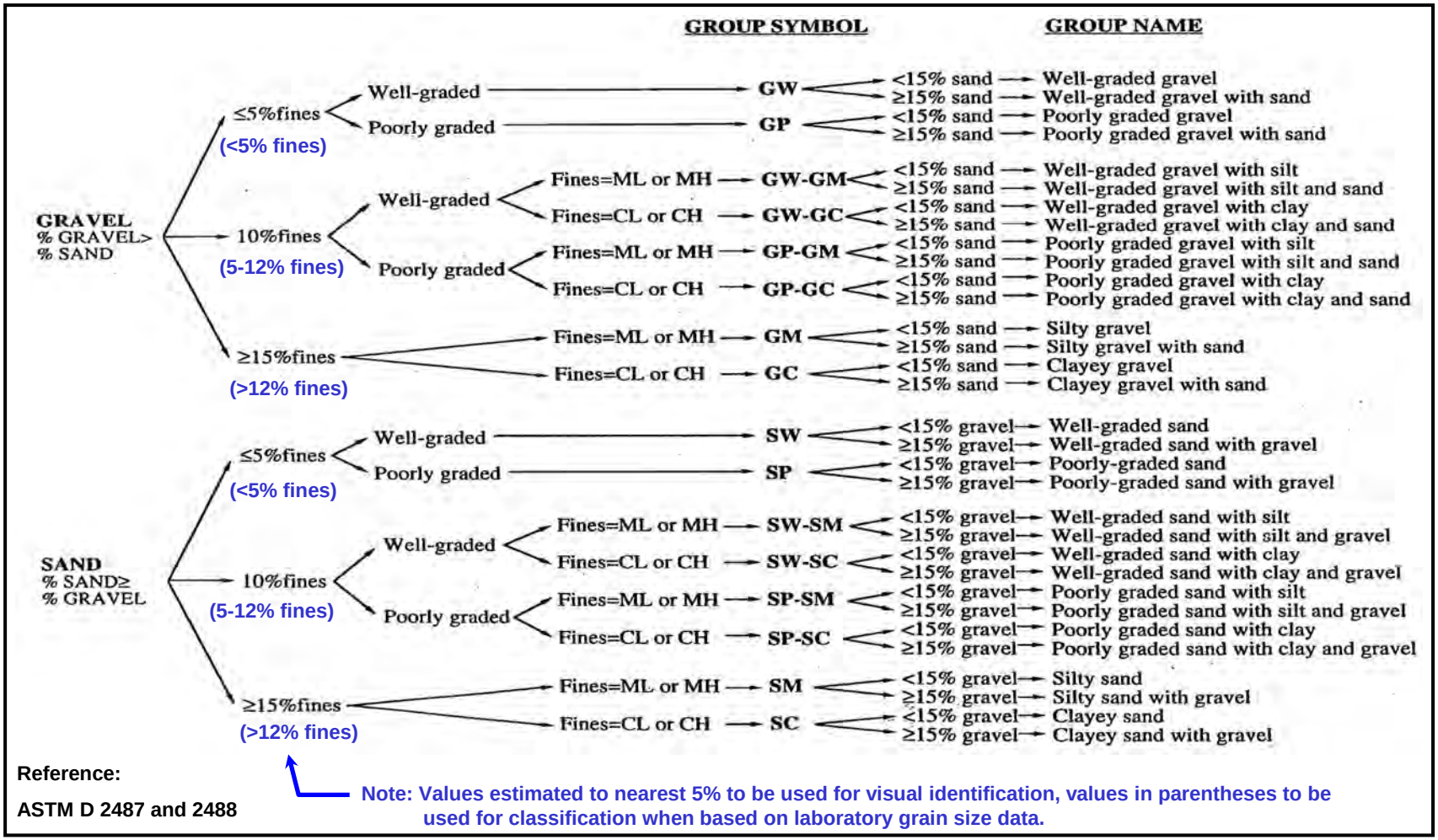
GDC Project No. IR-735

PROJECT PASCAL
ANAHEIM, CALIFORNIA

KEY FOR SOIL CLASSIFICATION #1

Figure A-1D

CLASSIFICATION OF COARSE-GRAINED SOILS (Soils with <50% "fines" passing No. 200 Sieve)



Reference:

ASTM D 2487 and 2488

Note: Values estimated to nearest 5% to be used for visual identification, values in parentheses to be used for classification when based on laboratory grain size data.

Granular Soil Gradation Parameters

Coefficient of Uniformity: $C_u = D_{60}/D_{10}$

Coefficient of Curvature: $Cc = D_{30}^2 / (D_{60} \times D_{10})$

D_{10} = 10% of soil is finer than this diameter

D_{30} = 30% of soil is finer than this diameter

D_{60} = 60% of soil is finer than this diameter

Group Symbol	Gradation or Plasticity Requirement
SW	$C_u > 6$ and $1 \leq C_c \leq 3$
GW	$C_u > 4$ and $1 \leq C_c \leq 3$
GP or SP	Clean gravel or sand not meeting requirement for SW or GW
SM or GM	Non-plastic fines or below A-Line or PI<4
SC or GC	Plastic fines or above A-Line and PI>7

GROUP DELTA

GDC Project No. IR-735

PROJECT PASCAL
ANAHEIM, CALIFORNIA

KEY FOR SOIL CLASSIFICATION #2

Figure A-1E

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-1**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	1 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.7 / *57.3* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
0	130		B1									CR EI			**FILL:** SILTY SAND (SM); dark gray (2.5Y 4/1); moist; mostly fine sand; some fines; trace gravel; nonplastic.
5	125		S2	8 11 15	26	34									Dense; well-cemented zone at 6'
10	120		R3-1 R3-2	4 7 11	18	16						DS			**ALLUVIUM:** Poorly-graded SAND (SP); medium dense; light yellowish brown (10YR 5/4); moist; mostly fine to medium sand; trace fines; nonplastic.
15	115		S4	3 7 8	15	20			3.5			PA			Trace coarse sand. (98% Sand, 2% Fines)
															SILTY SAND (SM); medium dense; moist; grayish brown (10YR 5/2); mostly fine to medium sand; little to some fines; nonplastic.
20	110		R5-1 R5-2	2 5 12	17	15			3.1	101					Poorly-graded SAND with SILT (SP-SM); medium dense; light yellowish brown (10YR 5/4); moist; mostly fine to medium sand; few fines; nonplastic.
															CLAYEY SAND (SC); loose; grayish brown (10YR 5/2); moist; mostly fine sand; some fines; low plasticity.

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FIGURE
A-2 a

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-1**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	2 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.7 / *57.3* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
			S6	0 2 3	5	7			17.3			PI #200			**ALLUVIUM (continued):** SILTY-CLAYEY SAND (SC-SM); loose; grayish brown (10YR 5/2); moist; mostly fine sand; some fines; low plasticity. (42% Fines) LL=27, PL=21, PI=6
	105														
30			R7	4 6 9	15	13									Medium dense.
	100														
35			S8	2 3 4	7	9						PA PI			SILTY SAND (SM); loose; brown (10YR 4/3); moist; mostly fine sand; some fines; nonplastic. (52% Sand, 48% Fines)
	95														
40			R9-1 R9-2	7 10 12	22	20			15.8						Medium dense.
	90														
45			S10	1 4 6	10	13									Very low plasticity.
	85														
															Poorly-graded SAND (SP); medium dense; light grayish brown (10YR 6/2); moist; mostly fine sand; trace fines; nonplastic.

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FIGURE
A-2 b

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-1**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	3 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.7 / *57.3* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
			S11-1 S11-2	4 5 6	11	15									**ALLUVIUM (continued):** Poorly-graded SAND (SP); medium dense; light grayish brown (10YR 6/2); moist; mostly fine sand; trace fines; nonplastic.
	80														SANDY lean CLAY (CL); medium stiff;olive brown (2.5Y 4/3); moist; mostly fines; little fine sand; low plasticity. PP=0.75 tsf
55			R12-1 R12-2	4 6 9	15	13						C #200			Dark grayish brown (10YR 4/2). PP=1.0 tsf (86% Fines)
	75														
60			S13	4 7 10	17	22									Poorly-graded SAND (SP); medium dense; light brownish gray (2.5Y 6/2); moist; mostly fine sand; trace fines; nonplastic.
	70														
65			S14	5 13 23	36	48									Poorly-graded SAND with SILT (SP-SM); dense; light brownish gray (2.5Y 6/2); moist; mostly fine sand; few fines; nonplastic.
	65														
70			R15-1 R15-2	15 35 50/4"	85/10"	76/10"			2.9						Well-graded SAND (SW); very dense; light yellowish brown (2.5Y 6/3); moist; mostly fine to coarse sand; trace fines; nonplastic.
	60														

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FIGURE
A-2 c

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-1**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	4 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.7 / *57.3* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
			S16	9 23 28	51	67									**ALLUVIUM (continued):** Well-graded SAND (SW); very dense; light yellowish brown (2.5Y 6/3); moist; mostly fine to coarse sand; trace fines; nonplastic, packed sampler.
80	55														
			S17	13 32 49	81	107									Packed sampler.
	50														Total depth = 81.5 feet (Target depth reached). Groundwater measured at 74.7 feet below ground surface. Boring backfilled on 1/22/2020 shortly after drilling with bentonite cement grout. This boring record is part of a geotechnical report which must be considered in its entirety.
85															
	45														
90															
	40														
95															
	35														

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FIGURE
A-2 d

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-2**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	1 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.9 / *57.1* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
	130		B1												**FILL:** SILTY SAND (SM); dark grayish brown (10YR 4/2); moist; mostly fine to medium sand; some fines; few gravel; nonplastic.
5			S2	3 8 10	18	24									Medium dense; burried plactic and debris present.
	125														
10			S3	5 8 11	19	25									**ALLUVIUM:** Poorly-graded SAND (SP); medium dense; light yellowish brown (2.5Y 6/3); moist; mostly fine to medium sand; trace to few fines; nonplastic.
	120														
15			R4	5 11 12	23	20									
	115														
20			S5	4 7 8	15	20									Light gray (2.5Y 7/2); few coarse sand.
	110														SILTY SAND (SM); medium dense; dark grayish brown (2.5Y 4/2); moist; mostly fine to medium sand; some fines; nonplastic.

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FIGURE
A-3 a

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-2**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	2 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.9 / *57.1* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
			R6-1 R6-2	4 6 5	11	10			12.6	101					**ALLUVIUM (continued):** SILTY SAND (SM); medium dense; dark grayish brown (2.5Y 4/2); moist; mostly fine to medium sand; some fines; nonplastic.
	105														
30			R7-1 R7-2	4 7 10	17	15			16.5	110		PI WA			Grayish brown (2.5Y 5/2). (41% Fines)
	100														
35			S8	2 2 4	6	8			13.6			WA			Loose; brown (2.5Y 4/2). (35% Fines)
	95														
40			S9	3 8 12	20	26									Medium dense, very low plasticity.
	90														
45			S10	3 5 7	12	16									Nonplastic.
	85														

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FIGURE
A-3 b

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-2**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	3 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.9 / *57.1* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
	80		S11	6 12 13	25	33									**ALLUVIUM (continued):** SILTY SAND (SM); dense; light brownish gray (2.5Y 6/2); moist; mostly fine sand; little fines; nonplastic.
55			R12-1 R12-2	5 9 11	20	18			20.1	109					SANDY SILT (ML); stiff; dark grayish brown (10YR 4/2); moist; mostly fines; some fine sand; nonplastic. PP=1.25 tsf
	75														
60			S13	2 3 10	13	17									Very low plasticity.
	70														
65			S14	6 11 11	22	29									Poorly-graded SAND (SP); medium dense; light brownish gray (2.5Y 6/2); moist; mostly fine sand; trace to few fines; nonplastic.
	65														
70			S15	3 18 22	40	53									Very dense.
	60														

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FIGURE
A-3 c

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**B-2**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	4 of 4

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
Hammer: 140 lbs., Drop: 30 in.	79.3%	8	81.5	132	▽ 74.9 / *57.1* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
SPT (1.4"), MC (2.4"), BULK	$N_{60} = 1.32N_{SPT} = 0.89N_{MC}$	AFTER DRILLING ▼ NM / *NE*

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
			S16	5 15 18	33	44									**ALLUVIUM (continued):** Poorly-graded SAND (SP); dense; light brownish gray (2.5Y 6/2); wet; mostly fine to medium sand; trace to few fines; nonplastic.
80	55														
			S17	18 18 35	53	70									Very dense; packed sampler.
	50														Total depth = 81.5 feet (Target depth reached). Groundwater measured at 74.9 feet below ground surface. Boring backfilled on 1/22/2020 shortly after drilling with bentonite cement grout. This boring record is part of a geotechnical report which must be considered in its entirety.
85															
	45														
90															
	40														
95															
	35														

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FIGURE
A-3 d

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**P-1**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	1 of 1

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	S. Narveson	A. Bieda

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
N/A	N/A	8	10	132	▽ NE / *NE* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
BULK	Infiltration Testing Conducted	▼ NE / *NE* AFTER DRILLING

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
0	130														**FILL:** SILTY SAND (SM); dark gray (2.5Y 4/1); moist; mostly fine sand; some fines; trace gravel; nonplastic.
5	125		B1												
10	120														Total depth = 10 feet (Target depth reached). Groundwater not encountered. Boring converted to infiltration test shortly after drilling. This boring record is part of a geotechnical report which must be considered in its entirety.
15	115														
20	110														

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FIGURE
A-4

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**P-2**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/22/2020	1/22/2020	1 of 1

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
Martini Drilling Corp.	CME 75	Hollow Stem Auger	A. Bieda	M. Givens

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
N/A	N/A	8	10	132	▽ NE / *NE* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
BULK	Infiltration Testing Conducted	▼ NE / *NE* AFTER DRILLING

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
0	130		B1												**PAVEMENT:** ASPHALT (5").
															FILL: SILTY SAND (SM); loose to medium dense; dark gray (5Y 4/1); moist; mostly fine to coarse sand; some fines; few fine gravel; nonplastic.
5	125		B2												Olive gray (5Y 4/2); trace fine gravel; low plasticity.
10	120														Total depth = 10 feet (Target depth reached). Groundwater not encountered. Boring converted to infiltration test shortly after drilling. This boring record is part of a geotechnical report which must be considered in its entirety.
15	115														
20	110														

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FIGURE
A-5

BORING RECORD

PROJECT NAME	PROJECT NUMBER	HOLE ID
Project Pascal	IR735	**P-3**

SITE LOCATION	START	FINISH	SHEET NO.
Hotel District of the Disneyland Resort, Anaheim California	1/21/2020	1/21/2020	1 of 1

DRILLING COMPANY	DRILL RIG	DRILLING METHOD	LOGGED BY	CHECKED BY
N/A	Hand Tools	Hand Auger	A. Bieda	M. Givens

HAMMER TYPE (WEIGHT/DROP)	HAMMER EFFICIENCY (ERi)	BORING DIA. (in)	TOTAL DEPTH (ft)	GROUND ELEV (ft)	DEPTH/*ELEV.* GW (ft)
N/A	N/A	6	10	132	▽ NE / *NE* DURING DRILLING

DRIVE SAMPLER TYPE(S) & SIZE (ID)	NOTES	
BULK	Infiltration Testing Conducted	▼ NE / *NE* AFTER DRILLING

DEPTH (feet)	ELEVATION (feet)	SAMPLE TYPE	SAMPLE NO.	PENETRATION RESISTANCE (BLOWS / 6 IN)	BLOW/FT "N"	SPT N^*_{60}	RECOVERY (%)	RQD (%)	MOISTURE (%)	DRY DENSITY (pcf)	ATTERBERG LIMITS (LL:PI)	OTHER TESTS	DRILLING METHOD	GRAPHIC LOG	DESCRIPTION AND CLASSIFICATION
0	130														**FILL:** Lean CLAY with SAND (CL); stiff; dark brown (10YR 3/3); moist; mostly fines; little fine sand; low plasticity.
															SILTY SAND with GRAVEL (SM); loose; grayish brown (2.5Y 5/2); moist; mostly fine to medium sand; little fines; little fine to coarse gravel; nonplastic.
5	125		B1												CLAYEY SAND (SC); loose to medium dense; dark grayish brown (2.5Y 4/2); moist; mostly fine to medium sand; some fines; few fine to coarse gravel; low plasticity, plant roots throughout boring.
															Large tree root encountered.
10	120														Total depth = 10 feet (Target depth reached).
															Groundwater not encountered.
															Boring converted to infiltration test shortly after drilling.
															This boring record is part of a geotechnical report which must be considered in its entirety.
15	115														
20	110														

GDC_LOG_BORING_2016 IR735 DISNEY PROJECT PASCAL.GPJ GDC2013.GDT 1/29/20

GROUP DELTA CONSULTANTS
32 Mauchly, Suite B
Irvine, CA 92618

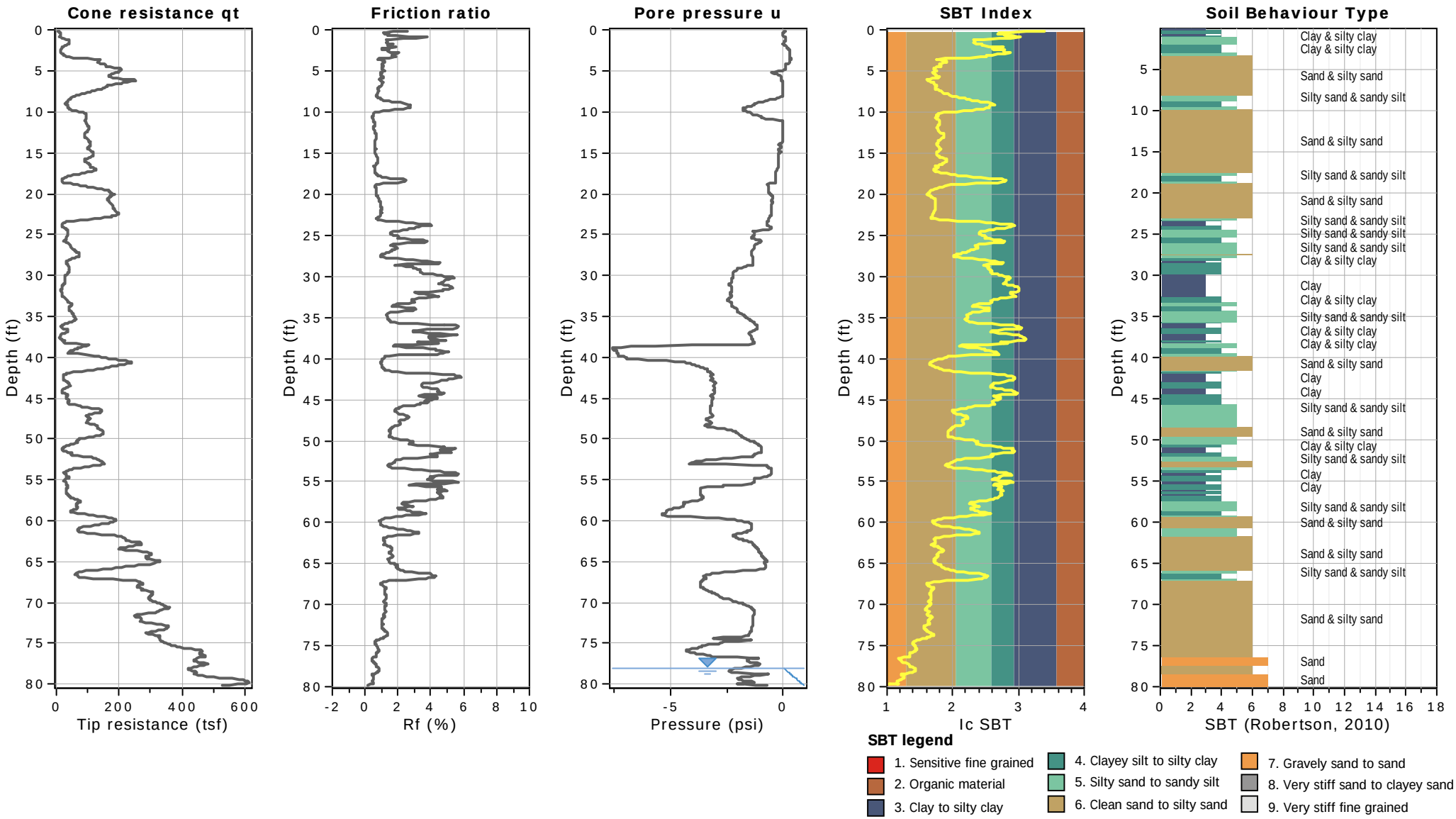
THIS SUMMARY APPLIES ONLY AT THE LOCATION OF THIS BORING AND AT THE TIME OF DRILLING. SUBSURFACE CONDITIONS MAY DIFFER AT OTHER LOCATIONS AND MAY CHANGE AT THIS LOCATION WITH THE PASSAGE OF TIME. THE DATA PRESENTED IS A SIMPLIFICATION OF THE ACTUAL CONDITIONS ENCOUNTERED.

FIGURE
A-6

GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-2
Total depth: 80.13 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

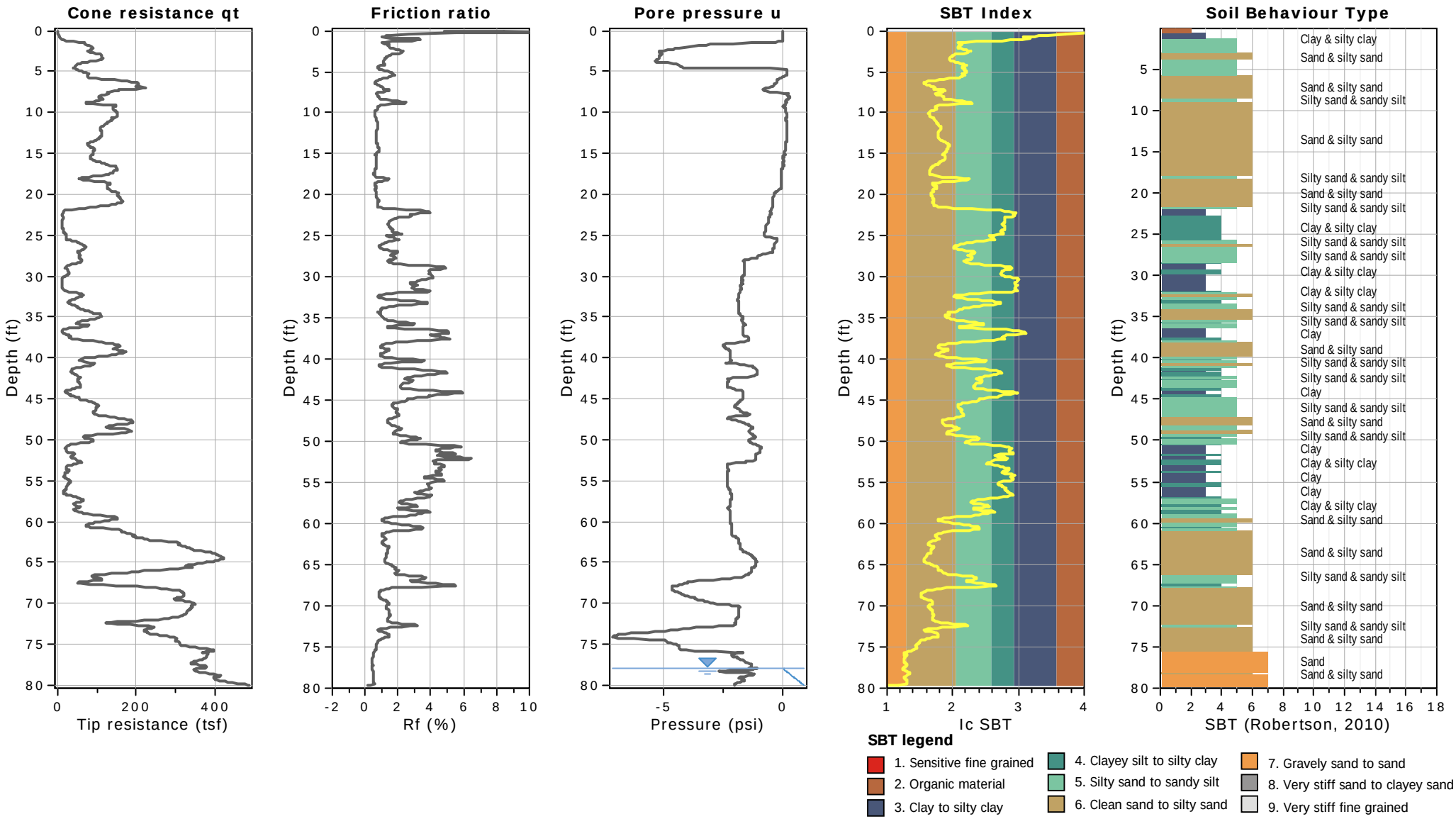
Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-3
Total depth: 80.00 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

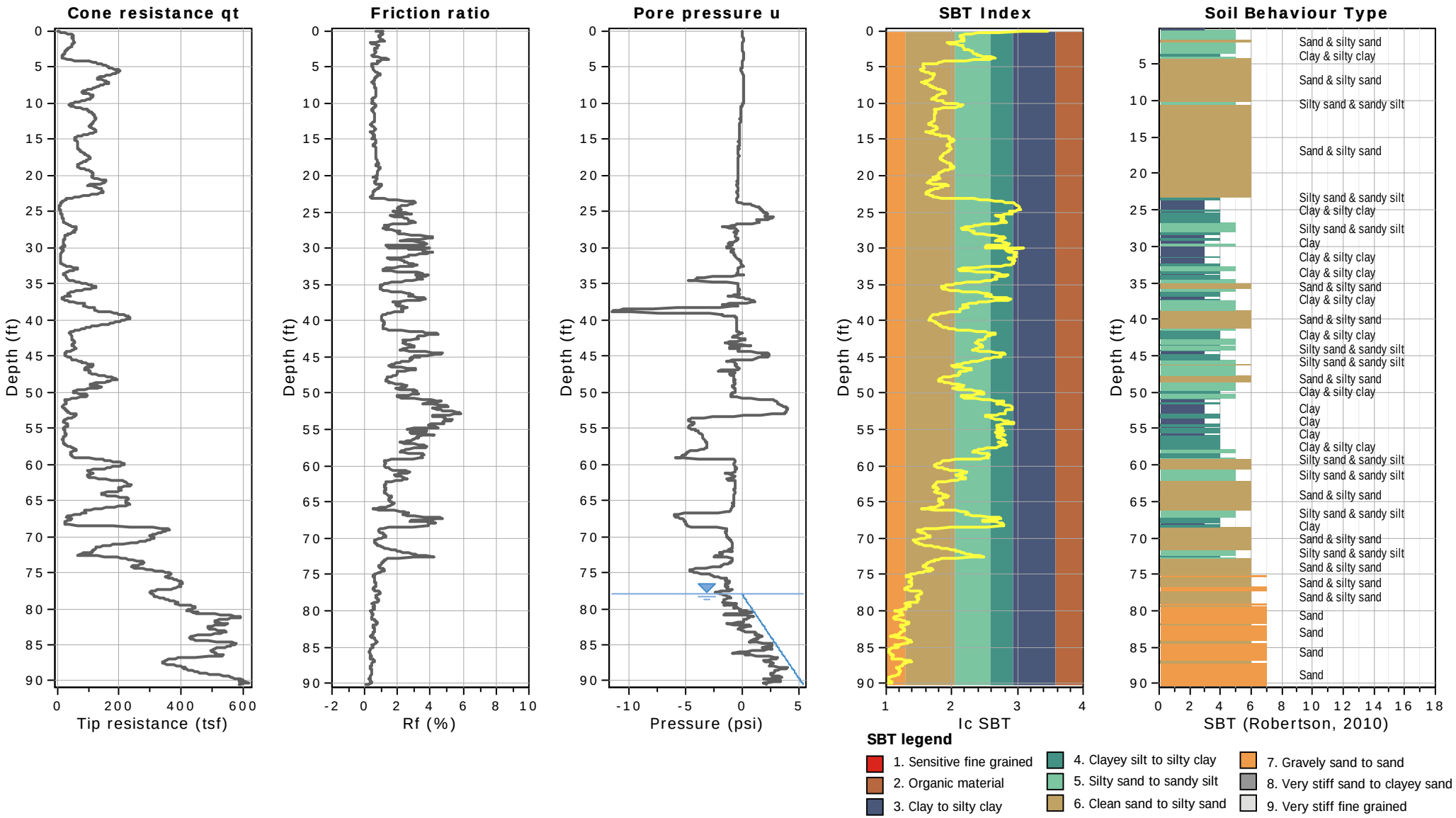
Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-4
Total depth: 90.49 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

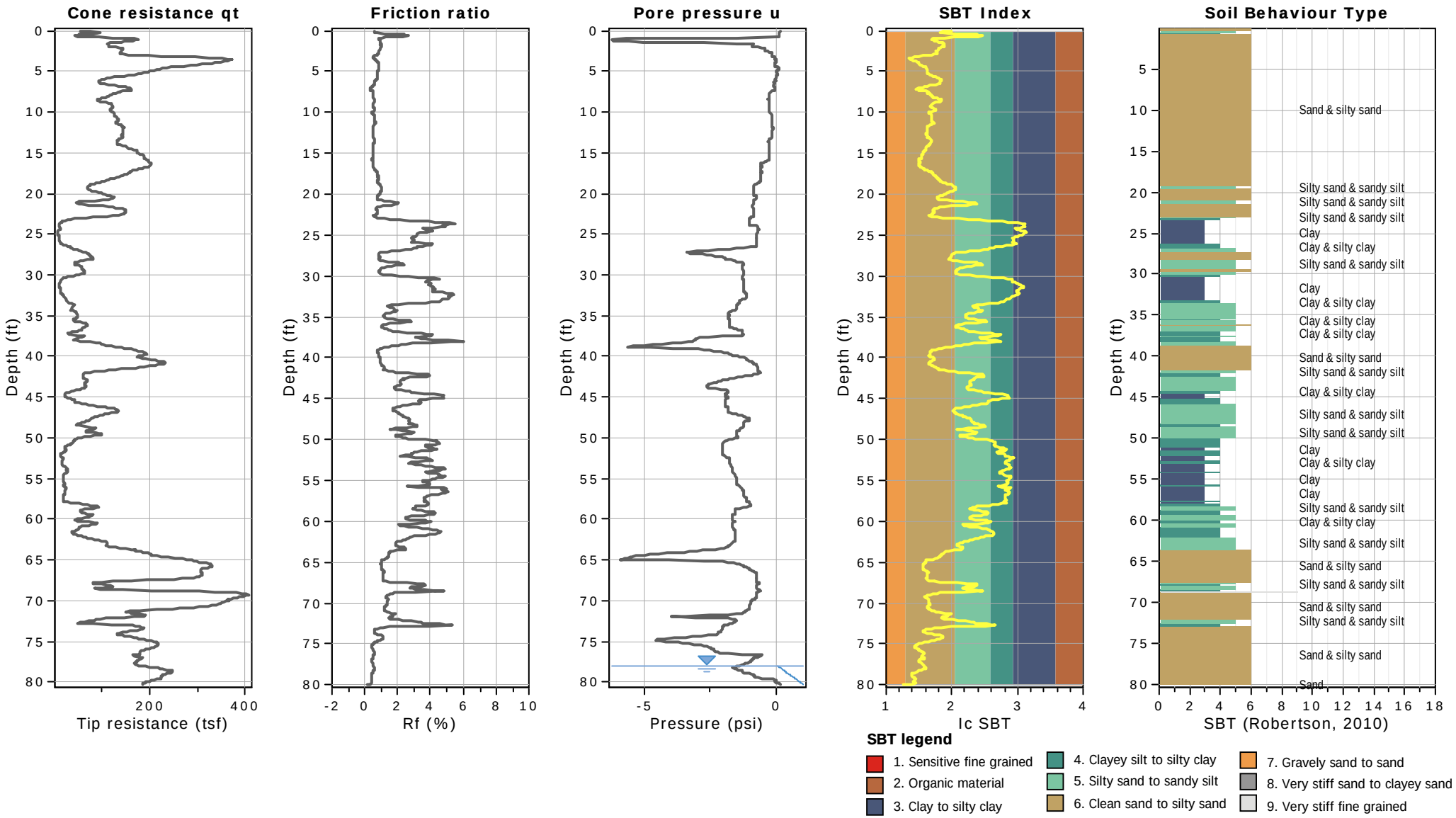
Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-5
Total depth: 80.29 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

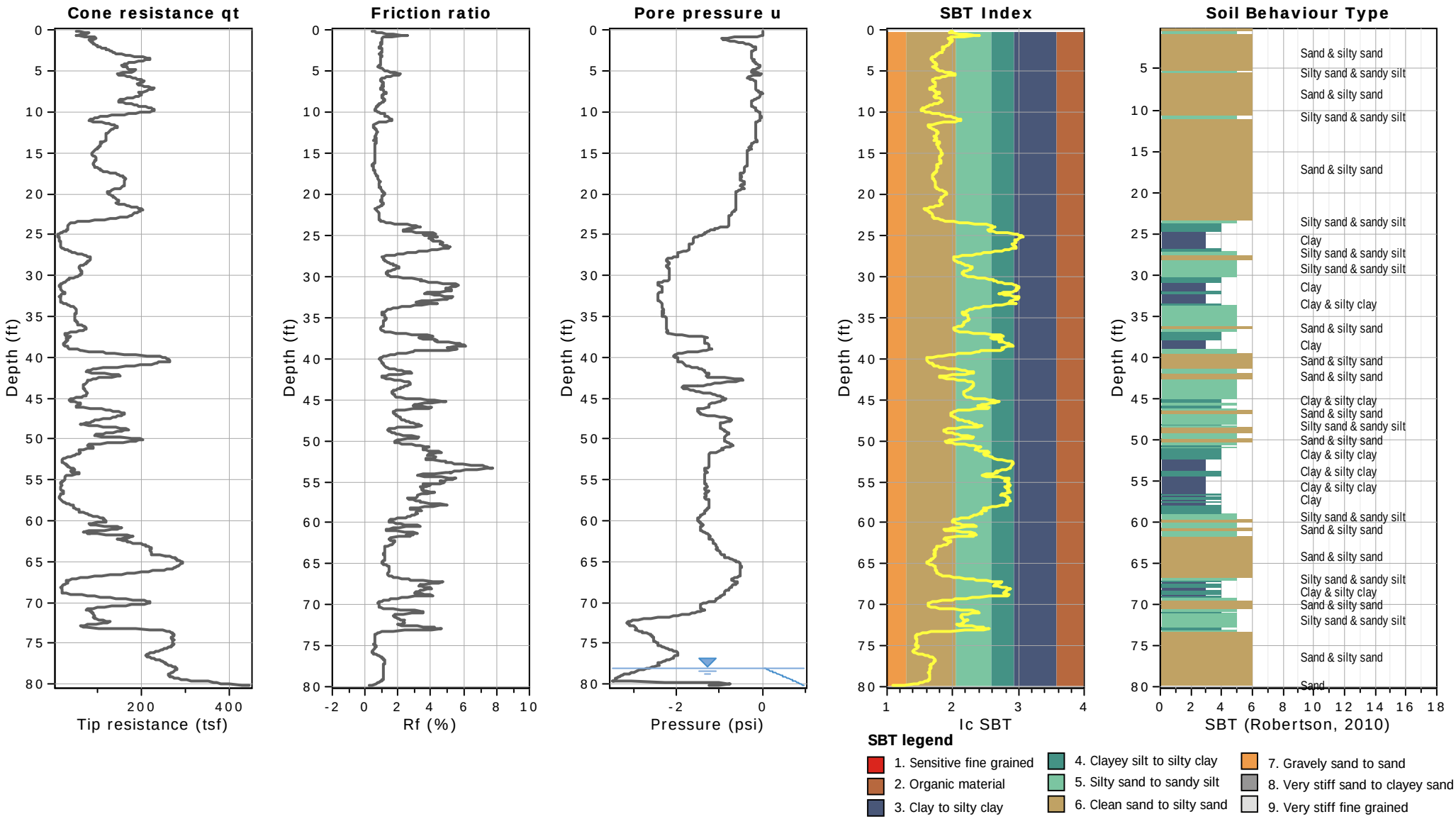
Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-6
Total depth: 80.13 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

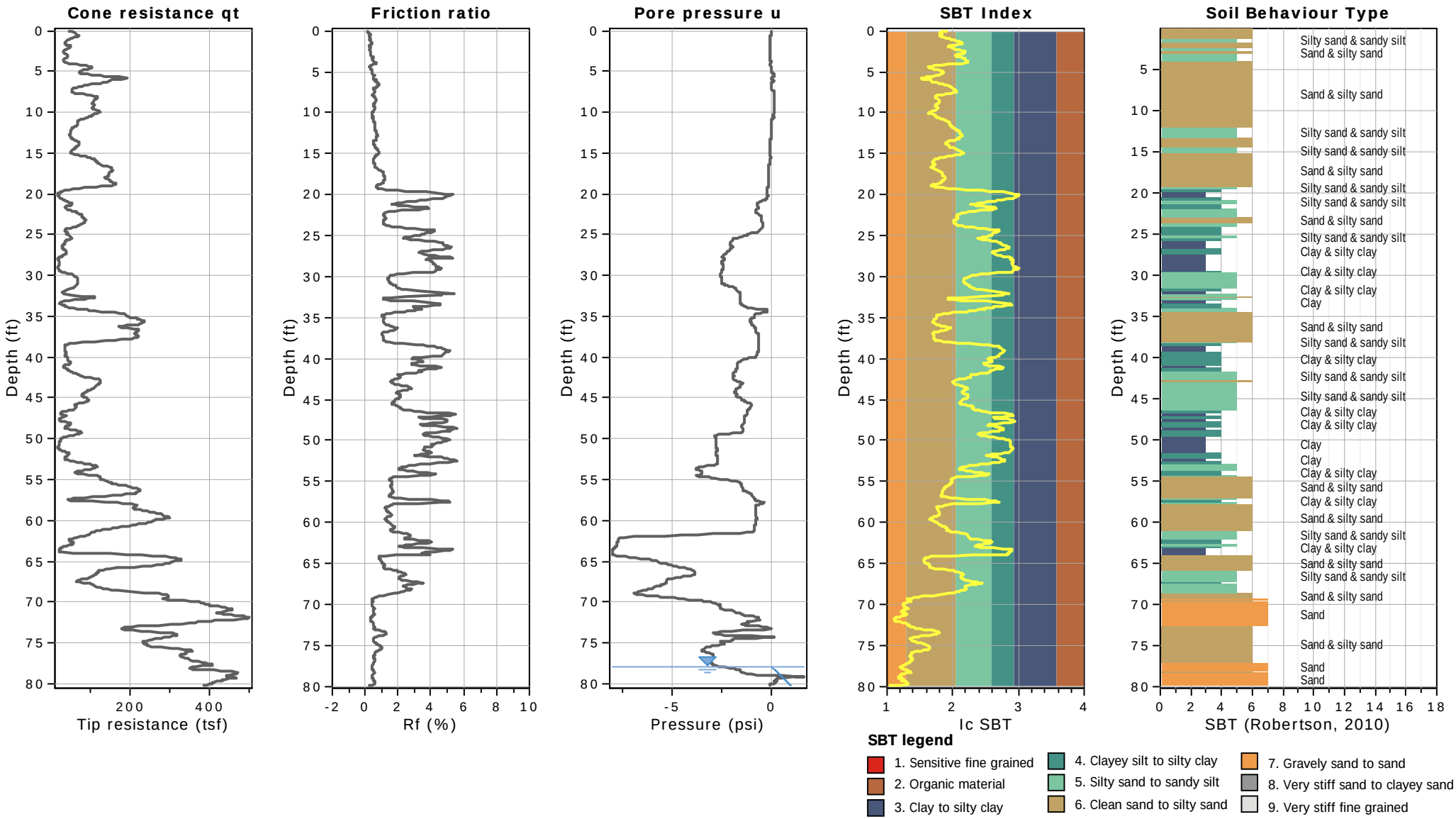
Project: **IR735 - Project Pascal**
Location: **1150 W Magic Way, Anaheim, CA**



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-7
Total depth: 80.21 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

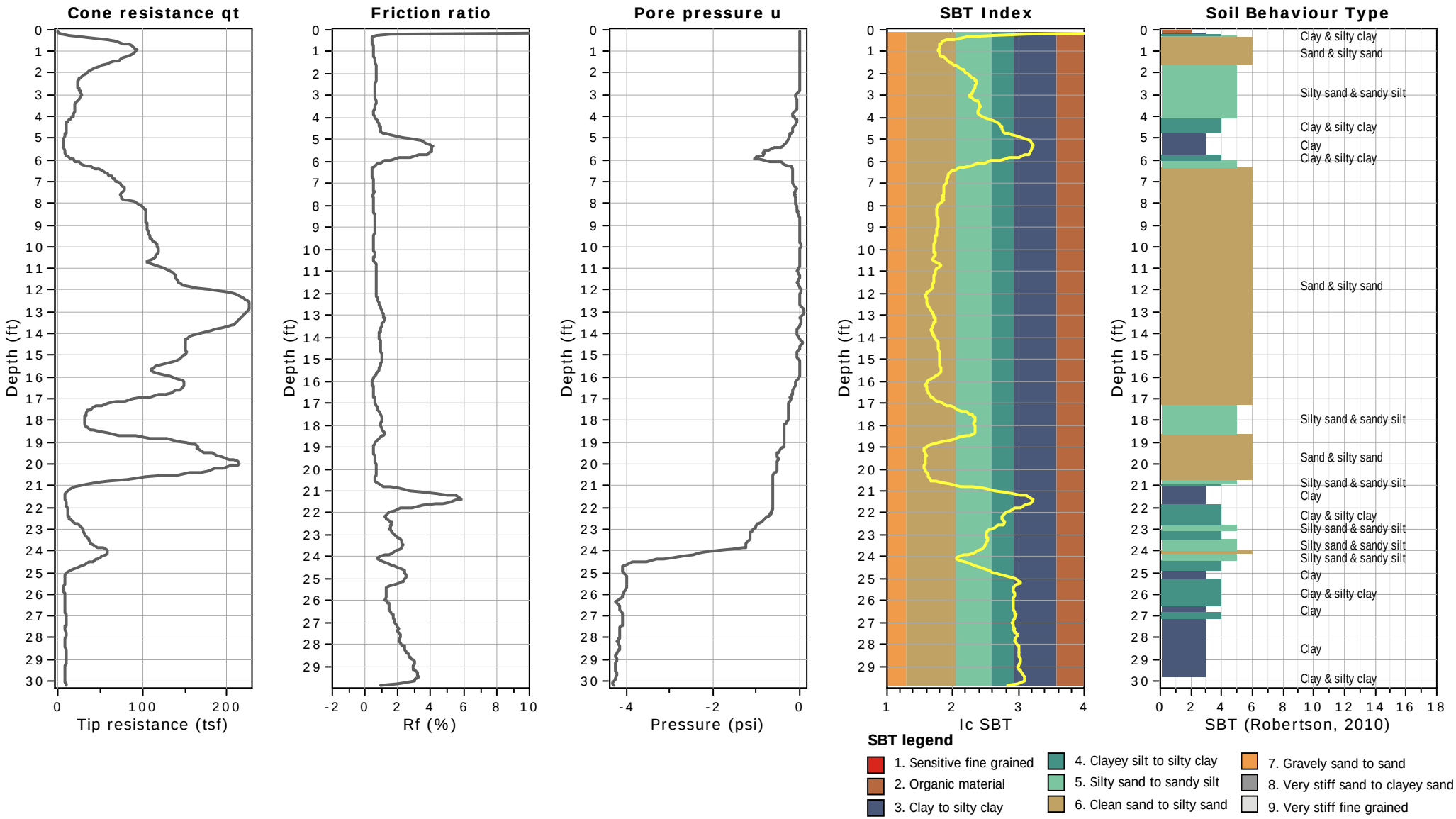
Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



GROUP DELTA
32 Mauchly Suite B, Irvine, CA
http://www.groupdelta.com

CPT: CPT-8
Total depth: 30.19 ft, Date: 1/27/2020
Surface Elevation: 132.00 ft
Coords: X:0.00, Y:0.00
Cone Type:
Cone Operator:

Project: IR735 - Project Pascal
Location: 1150 W Magic Way, Anaheim, CA



Hollow Stem Auger: Rig Effeciency

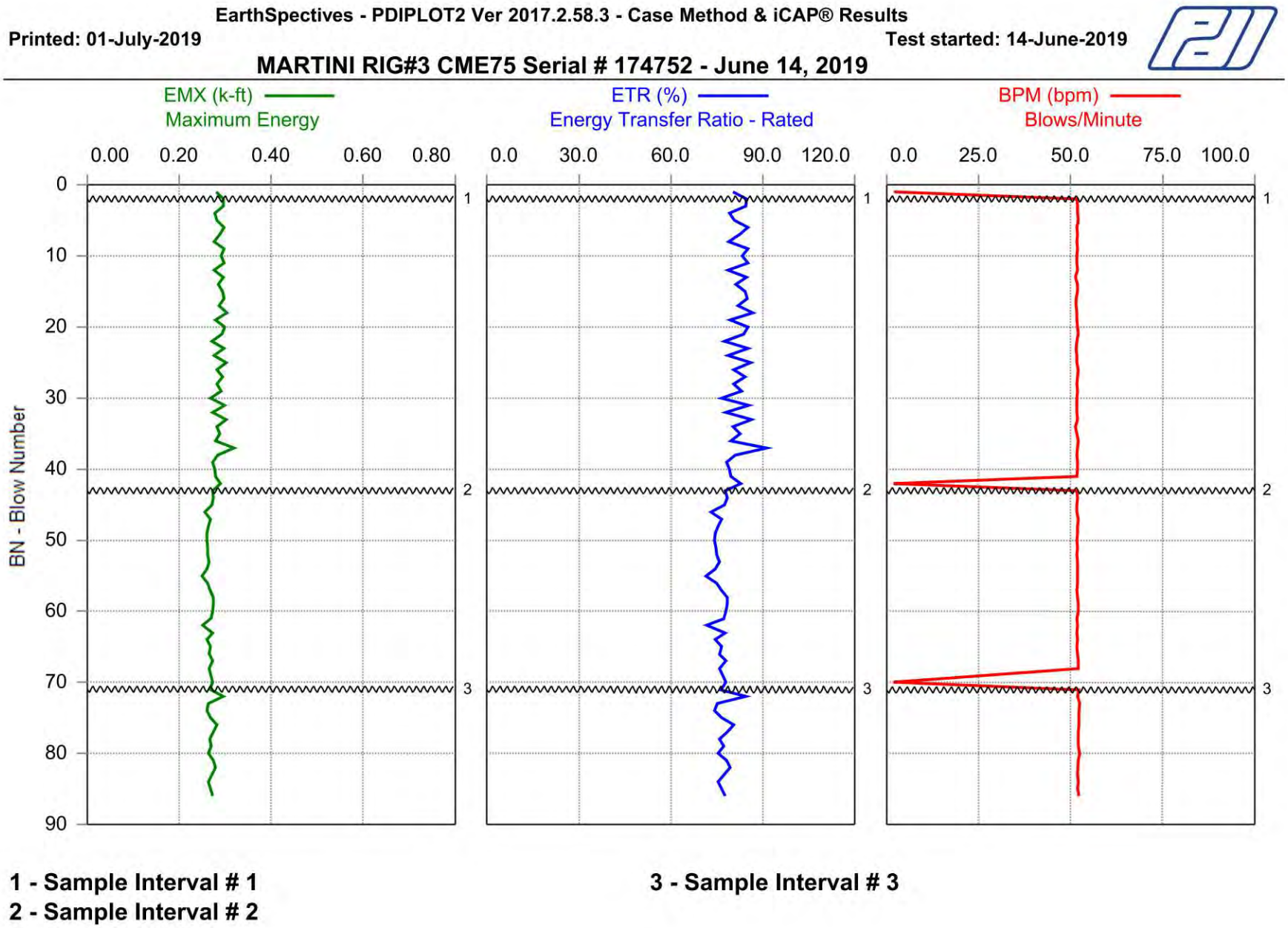


FIGURE A-14A

MARTINI RIG#3 CME75 Serial # 174752 - June 14, 2019
OP: HKR Date: 14-June-2019

AR: 1.19 in² SP: 0.492 k/ft³
LE: 8.00 ft EM: 30,000 ksi
WS: 16,807.9 f/s JC: 0.70

EMX: Maximum Energy BPM: Blows/Minute
ETR: Energy Transfer Ratio - Rated

BL#	TYPE	EMX k-ft	ETR (%)	BPM bpm
10	AV10	0.29	82.3	46.8
	MAX	0.30	85.0	52.0
	MIN	0.28	78.9	1.9
20	AV10	0.29	83.2	51.7
	MAX	0.30	86.7	51.9
	MIN	0.28	78.7	51.3
30	AV10	0.29	81.5	51.8
	MAX	0.30	86.1	52.1
	MIN	0.27	76.4	51.4
40	AV10	0.29	82.1	51.7
	MAX	0.32	91.1	52.0
	MIN	0.27	77.8	51.2
50	AV10	0.27	76.9	46.8
	MAX	0.29	82.7	52.1
	MIN	0.26	73.1	1.9
60	AV10	0.26	75.7	51.9
	MAX	0.27	78.4	52.0
	MIN	0.25	71.4	51.7
70	AV9	0.27	76.1	46.3
	MAX	0.27	77.8	52.0
	MIN	0.25	71.8	1.9
80	AV10	0.27	77.4	52.2
	MAX	0.30	84.4	52.4
	MIN	0.26	74.1	51.9
86	AV6	0.27	77.4	52.0
	MAX	0.28	79.4	52.2
	MIN	0.26	75.2	51.8
Average		0.28	79.3	50.1
Maximum		0.32	91.1	52.4
Minimum		0.25	71.4	1.9

Total number of blows analyzed: 85

BL# Sensors

1-41 F3: [AWJ SPT 1] 205.6 (1.00); F4: [AWJ SPT 2] 205.1 (1.00); A3: [K3060] 370.0 (1.00); A4: off
42-86 F3: [AWJ SPT 1] 205.6 (1.10); F4: [AWJ SPT 2] 205.1 (1.10); A3: [K3060] 370.0 (0.80); A4: [K3734] 362.0 (0.80)

FIGURE A-14B

MARTINI RIG#3 CME75 Serial # 174752 - June 14, 2019
OP: HKR Date: 14-June-2019

BL#	Comments
2	Sample Interval # 1
43	Sample Interval # 2
69	LE = 13.00 ft
71	Sample Interval # 3

Time Summary

Drive	46 seconds	12:19 PM - 12:20 PM (6/14/2019) BN 1 - 41
Stop	1 minute 11 seconds	12:20 PM - 12:21 PM
Drive	30 seconds	12:21 PM - 12:22 PM BN 42 - 68
Stop	1 minute 46 seconds	12:22 PM - 12:24 PM
Drive	0 second	12:24 PM - 12:24 PM BN 69 - 69
Stop	1 minute 34 seconds	12:24 PM - 12:25 PM
Drive	18 seconds	12:25 PM - 12:26 PM BN 70 - 86

Total time [00:06:08] = (Driving [00:01:34] + Stop [00:04:33])

FIGURE A-14C

APPENDIX B

LABORATORY TESTING

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
9245 ACTIVITY ROAD, SUITE 103
SAN DIEGO, CALIFORNIA 92126

STANDARD METHOD FOR ATTERBERG LIMITS
ASTM D4318

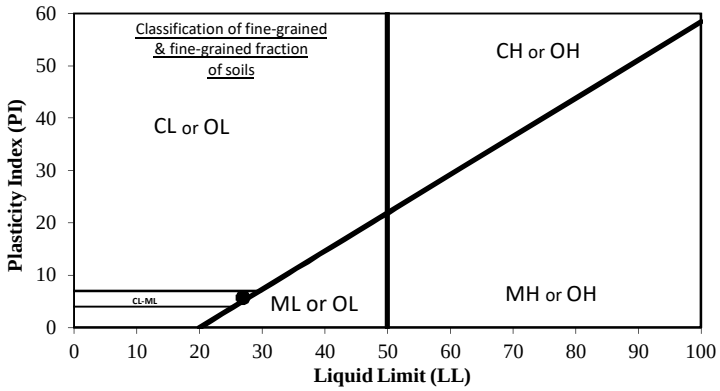
REVISION 0, DATED 1/31/15

Project Name: Disney Project Pascal
Project No. : IR735
Sample No.: B-1
Sample Location: 25'

Tested By : S. Narveson **Date:** 01/27/20
Data Input By: J. Krehbiel **Date:** 01/28/20
Checked By: A. Bieda **Date:** 1/29/20

	PLASTIC LIMIT		LIQUID LIMIT			
TEST NO.	1	2	1	2	3	4
Number of Blows [N]			30	21	15	
Wet Wt. of Soil + Cont. (gm.)	17.39	17.31	31.58	33.75	34.83	
Dry Wt. of Soil + Cont. (gm.)	16.25	16.15	27.32	28.91	29.55	
Wt. of Container (gm.)	10.95	10.66	11.45	11.43	11.11	
Moisture Content (%) [Wn]	**21.51**	**21.13**	**26.84**	**27.69**	**28.63**	

LIQUID LIMIT	**27**
PLASTIC LIMIT	**21**
PLASTICITY INDEX	**6**
PI at "A" - Line = 0.73(LL-20) =	**5.1**
One - Point Liquid Limit Calculation	$LL=Wn(N/25)^{0.121}$



PROCEDURES USED

☐ Wet Preparation
Multipoint Wet Preparation

☒ Dry Preparation
Multipoint Dry Preparation

☒ Procedure A
Multipoint Test

☐ Procedure B
One-point Test

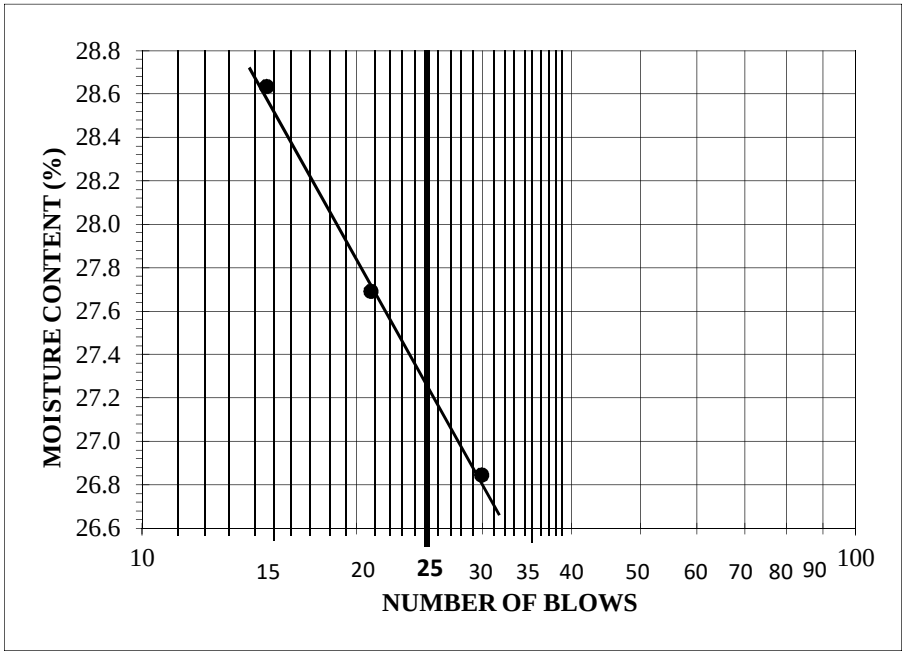


FIGURE B-1A

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
9245 ACTIVITY ROAD, SUITE 103
SAN DIEGO, CALIFORNIA 92126

STANDARD METHOD FOR ATTERBERG LIMITS
ASTM D4318

REVISION 0, DATED 1/31/15

Project Name: Disney Project Pascal
Project No. : IR735
Sample No.: B-1
Sample Location: 35'

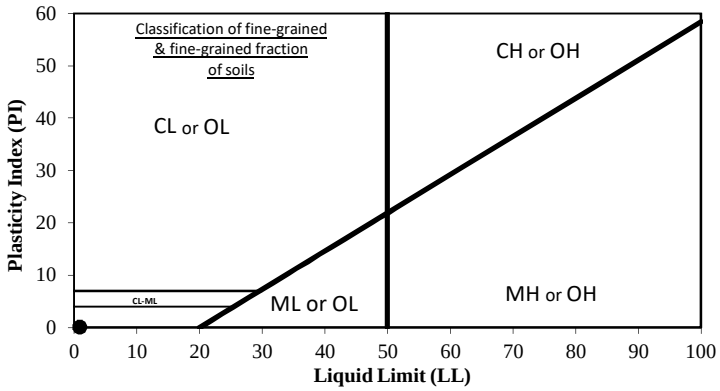
Tested By : S. Narveson **Date:** 01/27/20
Data Input By: J. Krehbiel **Date:** 01/28/20
Checked By: A. Bieda **Date:** 1/29/20

	PLASTIC LIMIT		LIQUID LIMIT			
TEST NO.	1	2	1	2	3	4
Number of Blows [N]						
Wet Wt. of Soil + Cont. (gm.)						
Dry Wt. of Soil + Cont. (gm.)						
Wt. of Container (gm.)						
Moisture Content (%) [Wn]						

LIQUID LIMIT	**NP**
PLASTIC LIMIT	**NP**
PLASTICITY INDEX	**NP**

PI at "A" - Line = 0.73(LL-20) =

One - Point Liquid Limit Calculation $LL=Wn(N/25)^{0.121}$



PROCEDURES USED

☐ Wet Preparation
Multipoint Wet Preparation

☒ Dry Preparation
Multipoint Dry Preparation

☒ Procedure A
Multipoint Test

☐ Procedure B
One-point Test

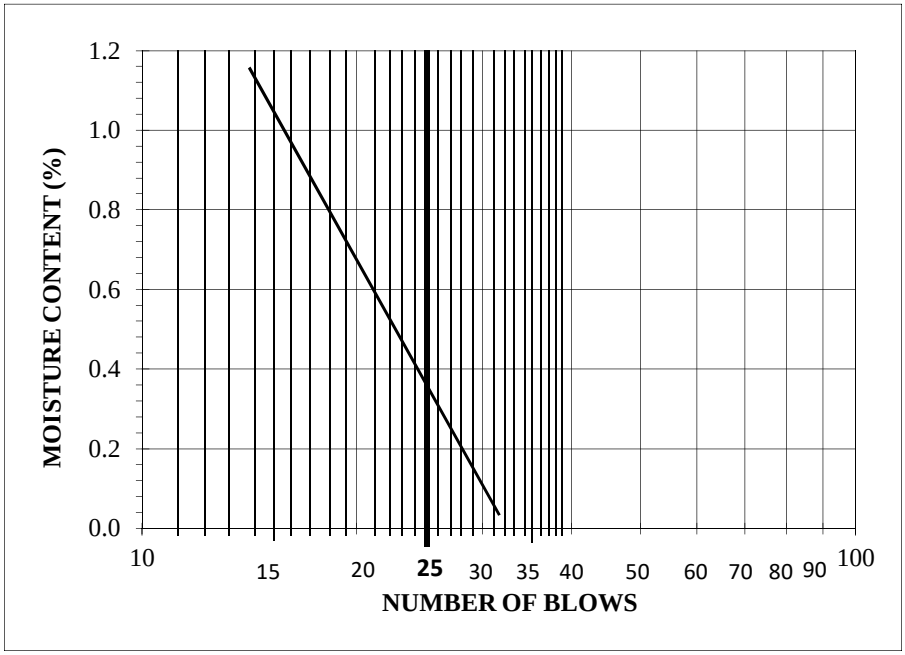


FIGURE B-1B

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
9245 ACTIVITY ROAD, SUITE 103
SAN DIEGO, CALIFORNIA 92126

STANDARD METHOD FOR ATTERBERG LIMITS
ASTM D4318

REVISION 0, DATED 1/31/15

Project Name: Disney Project Pascal
Project No. : IR735
Sample No.: B-2
Sample Location: 31'

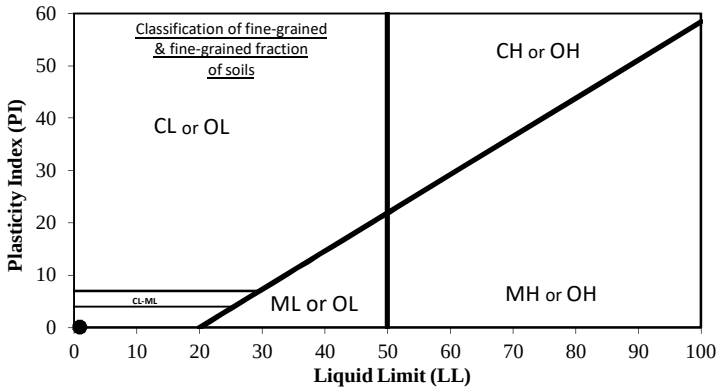
Tested By : S. Narveson **Date:** 01/27/20
Data Input By: J. Krehbiel **Date:** 01/28/20
Checked By: A. Bieda **Date:** 1/29/20

	PLASTIC LIMIT		LIQUID LIMIT			
TEST NO.	1	2	1	2	3	4
Number of Blows [N]						
Wet Wt. of Soil + Cont. (gm.)						
Dry Wt. of Soil + Cont. (gm.)						
Wt. of Container (gm.)						
Moisture Content (%) [Wn]						

LIQUID LIMIT	**NP**
PLASTIC LIMIT	**NP**
PLASTICITY INDEX	**NP**

PI at "A" - Line = 0.73(LL-20) =

One - Point Liquid Limit Calculation $LL=Wn(N/25)^{0.121}$



PROCEDURES USED

☐ Wet Preparation
Multipoint Wet Preparation

☒ Dry Preparation
Multipoint Dry Preparation

☒ Procedure A
Multipoint Test

☐ Procedure B
One-point Test

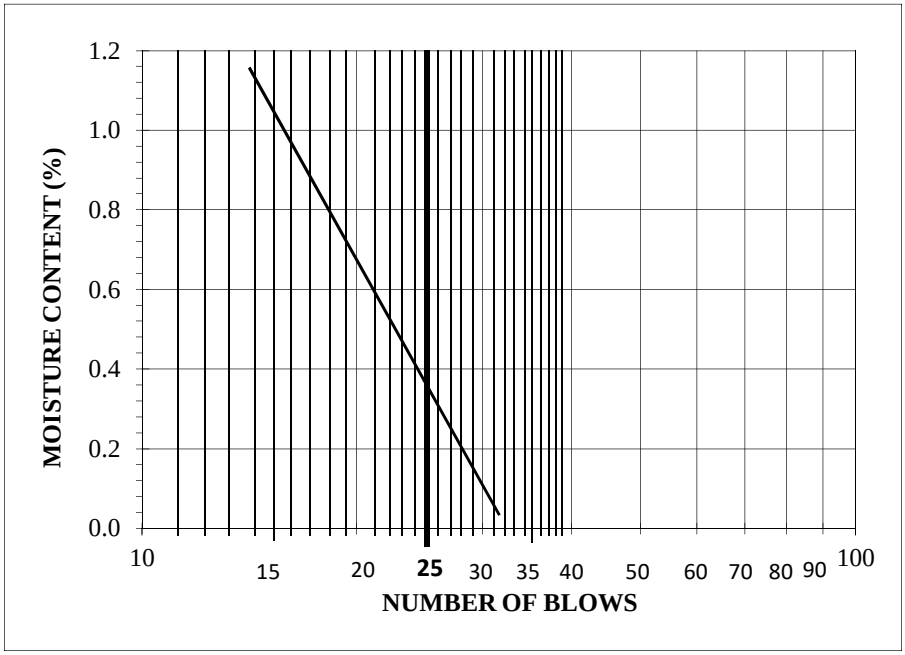
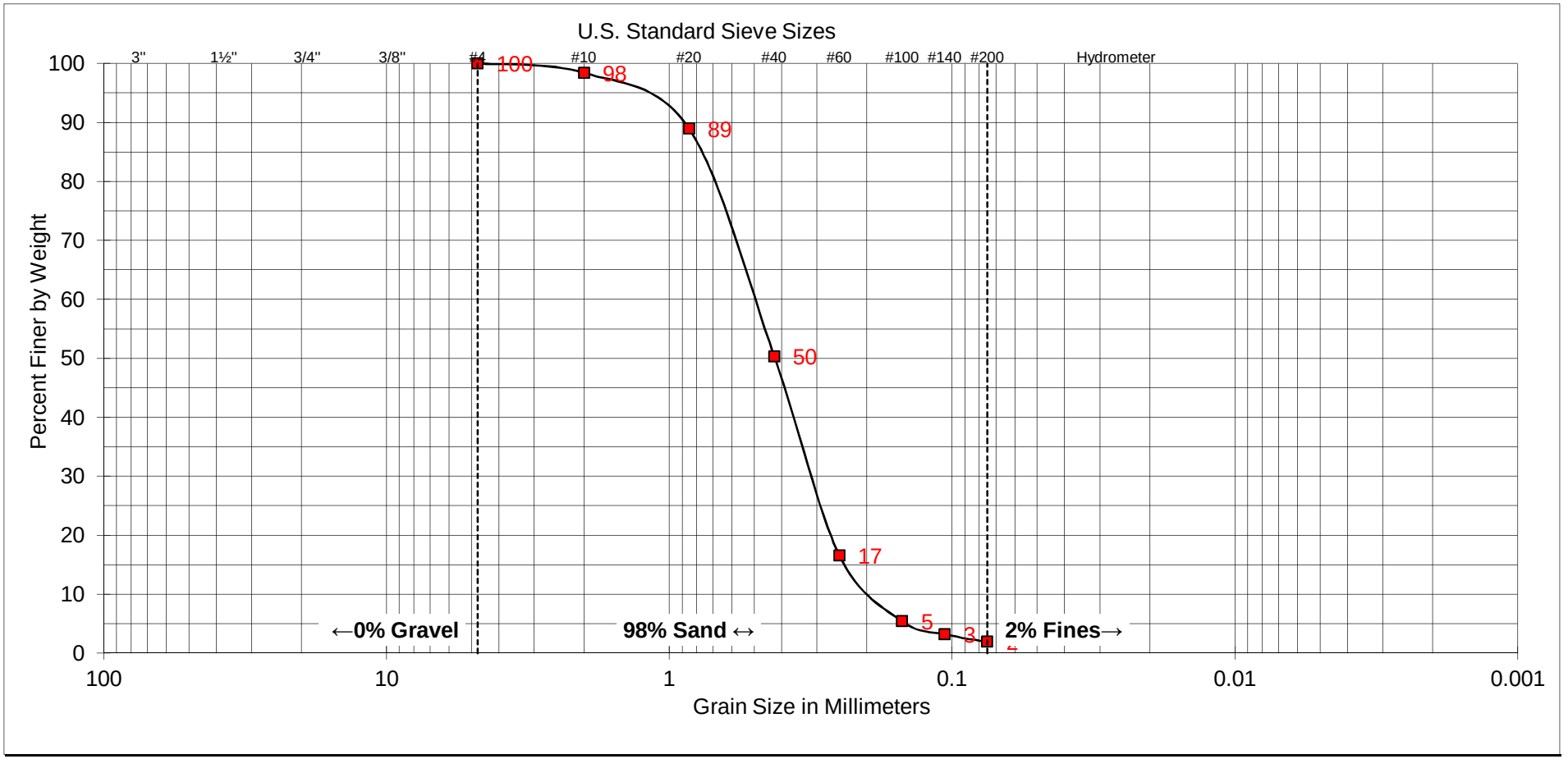


FIGURE B-1C



COARSE	FINE	COARSE	MEDIUM	FINE	SILT AND
GRAVEL		SAND			CLAY

SAMPLE
SAMPLE NUMBER: B-1
SAMPLE DEPTH: 15'

UNIFIED SOIL CLASSIFICATION: SP

DESCRIPTION: POORLY GRADED SAND

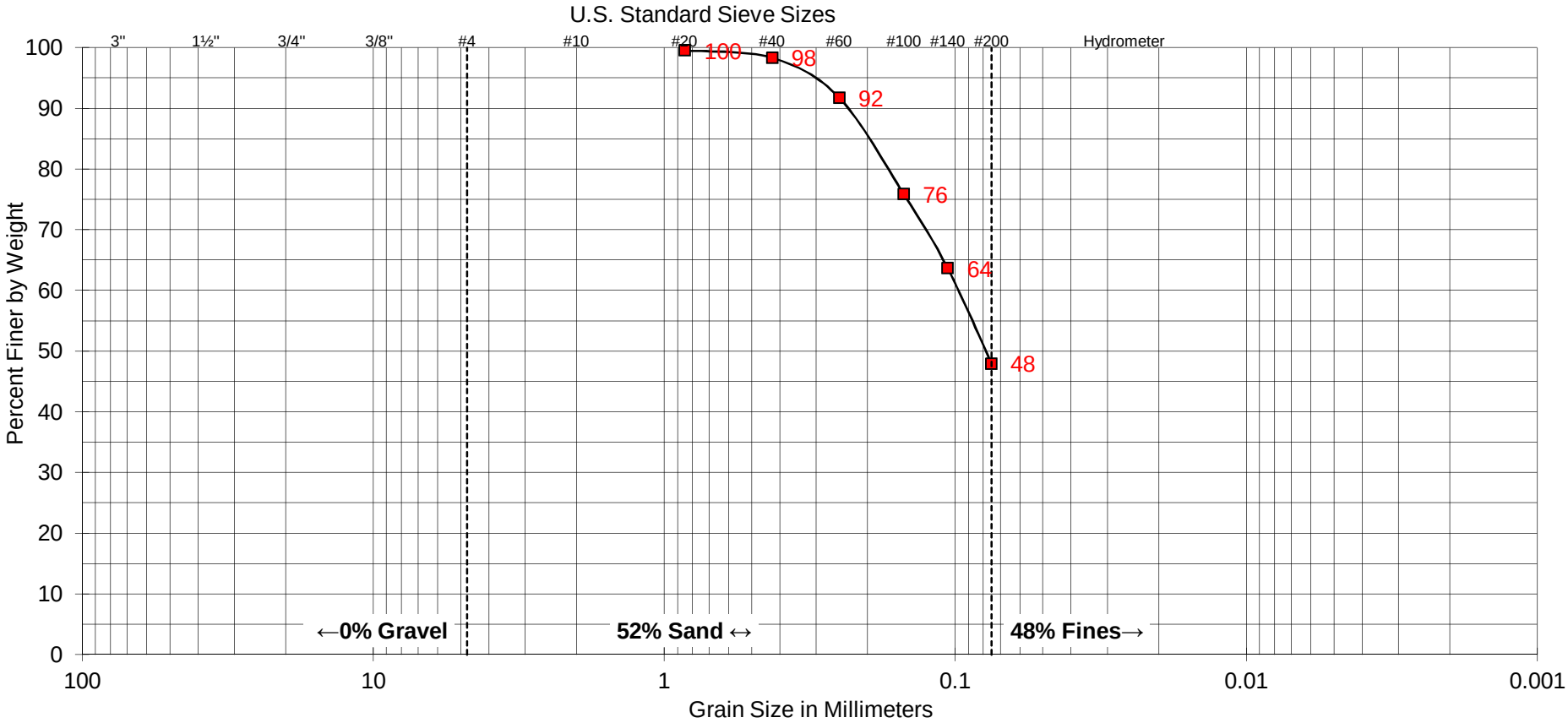
ATTERBERG LIMITS	
LIQUID LIMIT:	--
PLASTIC LIMIT:	--
PLASTICITY INDEX:	--

GROUP DELTA

SOIL CLASSIFICATION

Project No. IR735

FIGURE B-2A



COARSE	FINE	COARSE	MEDIUM	FINE	SILT AND
GRAVEL		SAND			CLAY

SAMPLE
SAMPLE NUMBER: B-1
SAMPLE DEPTH: 35'

UNIFIED SOIL CLASSIFICATION: SM

DESCRIPTION: SILTY SAND

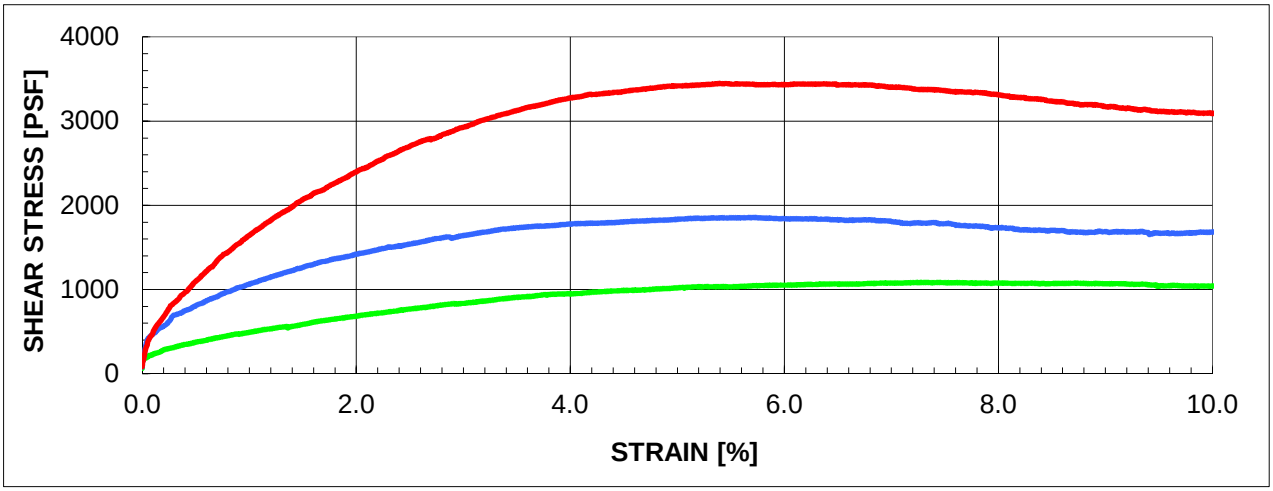
ATTERBERG LIMITS
LIQUID LIMIT: NP
PLASTIC LIMIT: NP
PLASTICITY INDEX: NP

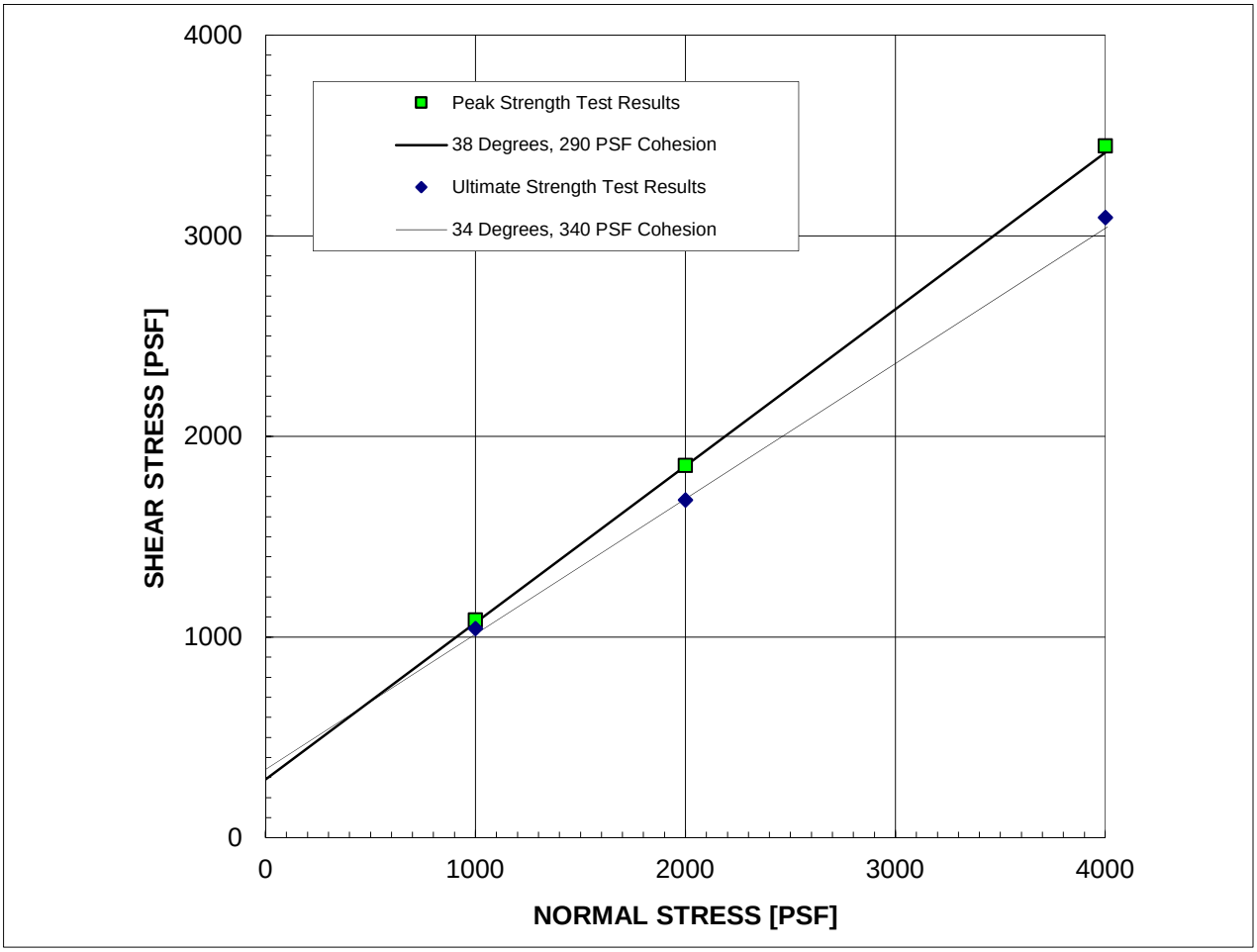
GROUP DELTA

SOIL CLASSIFICATION

Project No. IR735

FIGURE B-2B





SAMPLE: B-1 @ 11'

Description:
Poorly graded sand (SP)

STRAIN RATE: 0.0040 IN/MIN

(Sample was consolidated and drained)

	PEAK	**ULTIMATE**
ϕ'	38 ^{o}	34 ^{o}
C'	290 PSF	340 PSF

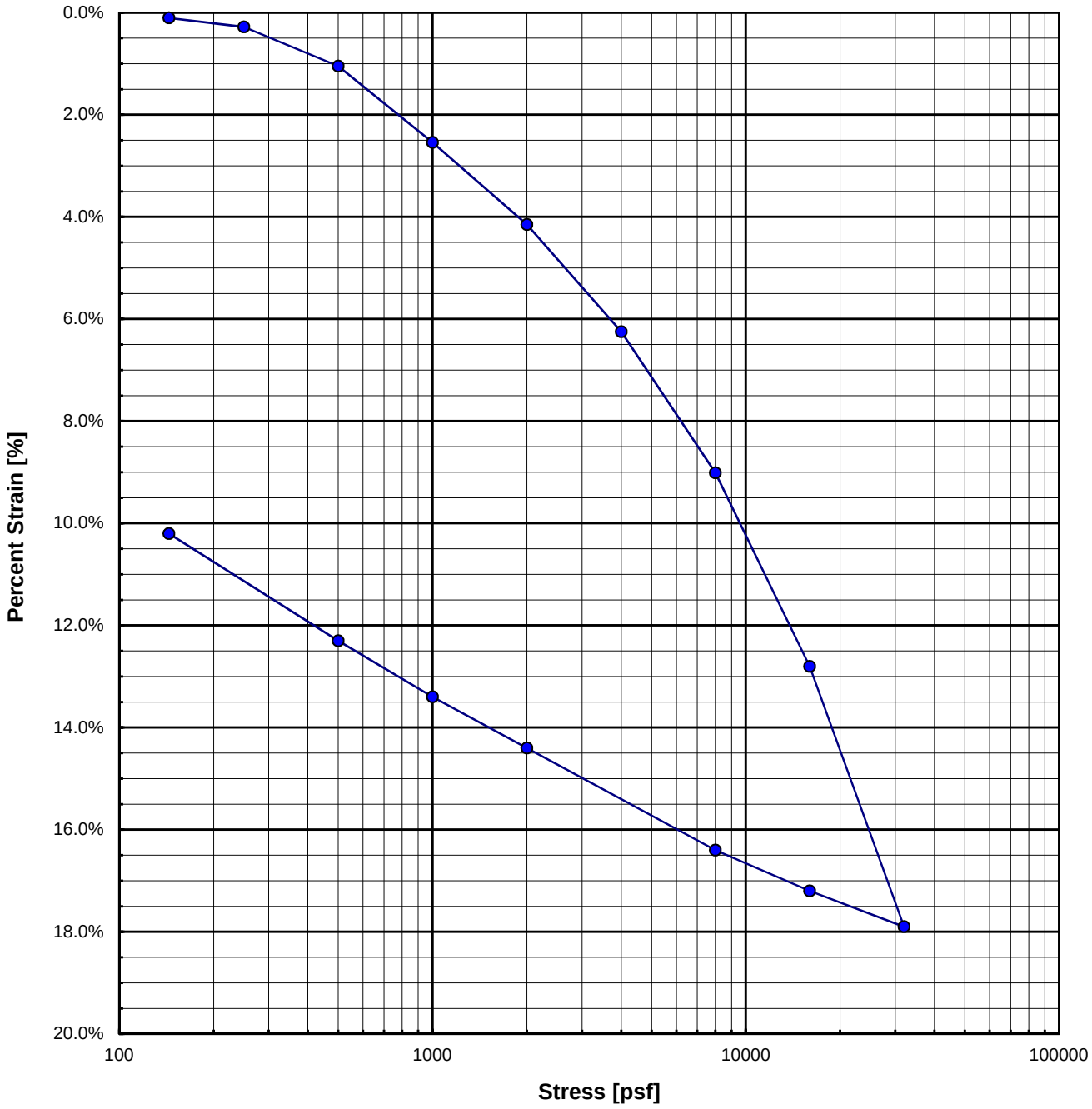
	IN-SITU	**AS-TESTED**
γ_d	99.4 PCF	99.4 PCF
w_c	4.9 %	21.3 %

GROUP DELTA

DIRECT SHEAR TEST RESULTS

Project No. IR735

FIGURE B-3A



B-1 @ 56'

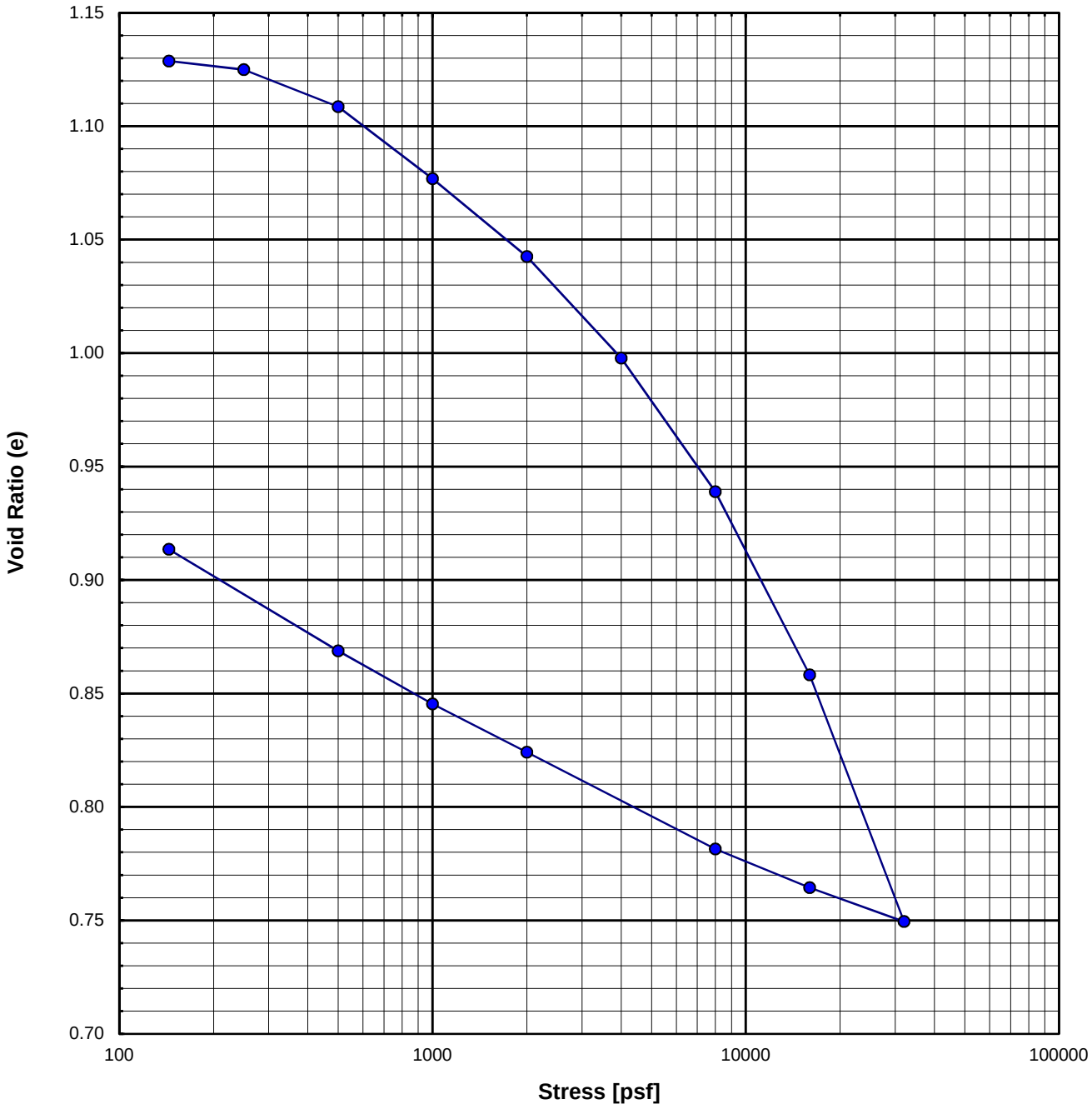
INITIAL	FINAL	
1.0000	0.8980	SAMPLE HEIGHT [IN]
83.8	93.3	DRY DENSITY [PCF]
2.86	2.86	SPECIFIC GRAVITY (ASSUMED)
1.13	0.91	VOID RATIO (e)
37.9	31.9	WATER CONTENT [%]
96.0	100.0	DEGREE OF SATURATION [%]

GROUP DELTA

CONSOLIDATION RESULTS

Project No. IR735

FIGURE B-4A



B-1 @ 56'

INITIAL	FINAL	
1.0000	0.8980	SAMPLE HEIGHT [IN]
83.8	93.3	DRY DENSITY [PCF]
2.86	2.86	SPECIFIC GRAVITY (ASSUMED)
1.13	0.91	VOID RATIO (e)
37.9	31.9	WATER CONTENT [%]
96.0	100.0	DEGREE OF SATURATION [%]

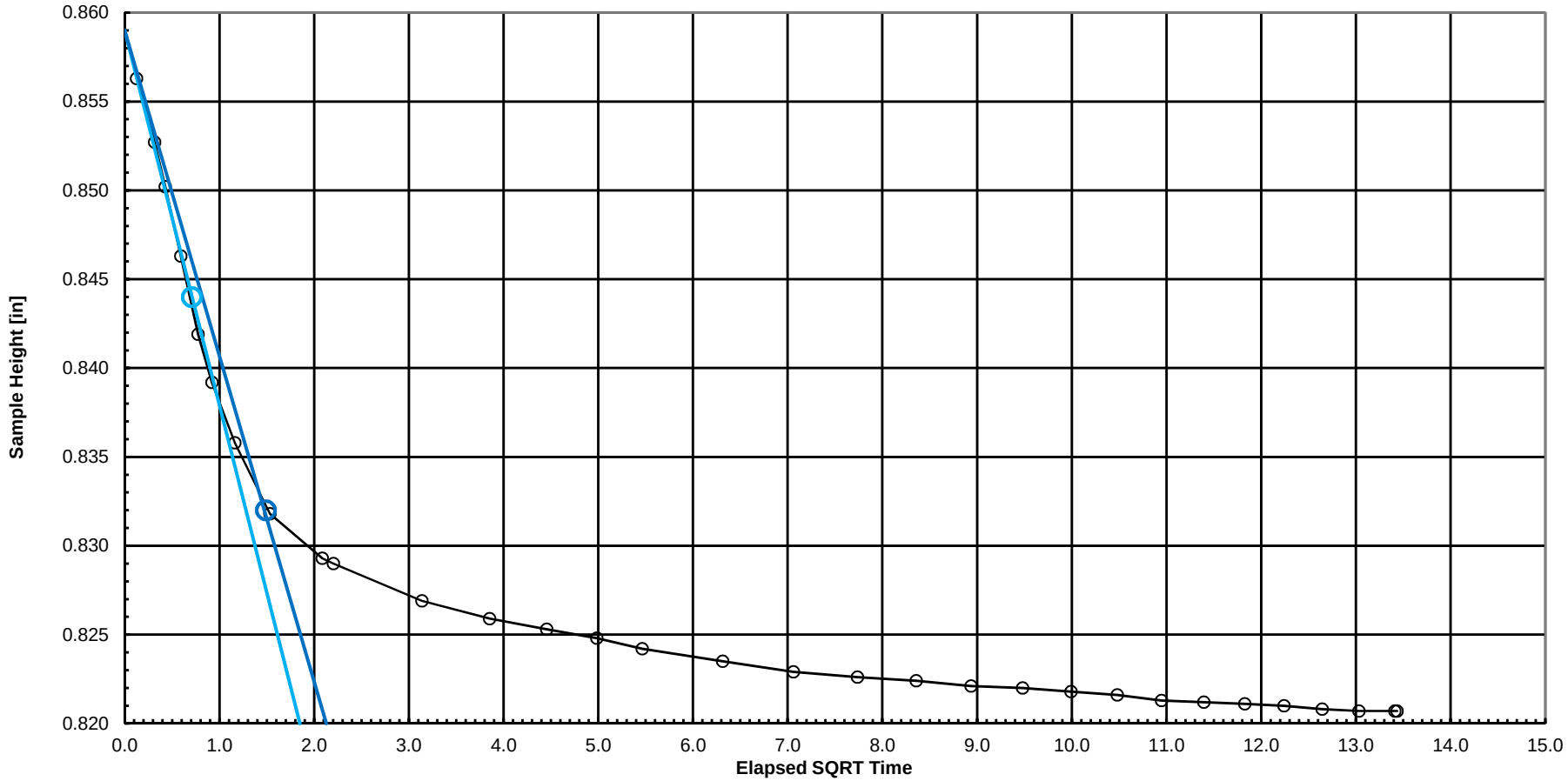
GROUP DELTA

CONSOLIDATION RESULTS

Project No. IR735

FIGURE B-4B

Time Rate Analyis for: Boring B-1 @ 56'



Ho	0.8590	[IN]
H90	0.8320	[IN]
D90	0.0270	[IN]
t_{90}	1.49	[SQRT(MIN)]

D100	0.0300	[IN]
D50	0.0150	[IN]
H50	0.8440	[IN]
t_{50}	0.71	[SQRT(SMIN)]

Load	32.0	[ksf]
Cv_{50}	0.070	[in^2/min]
Cv_{90}	0.066	[in^2/min]
Cv (Ave)	**0.068**	[in^2/min]

GROUP DELTA

COEFFICIENT OF CONSOLIDATION

Project No. IR735

FIGURE B-4C

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
9245 ACTIVITY ROAD, SUITE 103
SAN DIEGO, CALIFORNIA 92126

STANDARD TEST METHOD FOR EXPANSION INDEX (ASTM D4829)

REV.1, DATED 1/31/15

PROJECT: Disney Project Pascal
SAMPLE NUMBER: B-1 @ 0-5'
PROJECT NO.: IR735
SAMPLE DESCRIPTION: Yellowish brown silty sand (SM)
TESTED BY: J. Estes DATE: 1/24/2020 CHECKED BY: J. Krehbiel SAMPLED BY: SRN
LOCATION Anaheim, CA % COARSE: **10.0** Page 1 of 1

		TRIAL NO.	NO. 1	NO. 2	NO. 3	
MOISTURE CONTENT						
	WET SOIL WEIGHT		**452.9**			g
	DRY SOIL WEIGHT		**415.1**			g
A	MOISTURE (((WET - DRY) / DRY) X 100)		9.1%			%
RING PREPARATION						
B	WET WEIGHT OF SOIL AND RING		**606.5**			g
C	RING WEIGHT		**200.9**			g
D	WET WEIGHT OF SOIL (B - C)		405.6			g
E	DRY WEIGHT OF SOIL (D / ((A /100)+1))		371.8			g
F	DRY DENSITY OF SOIL (E * 0.3016)		112.1			g
G	CALCULATE (2.7 * A * F)		2754.3			
H	CALCULATE (168.5 - F)		56.4			
J	SAMPLE SATURATION (G / H)		48.8%			%

DIAL READINGS

K	INITIAL SETUP READING	0.200	in
L	10 MINUTE DRY READING	0.200	in
M	24 HOUR WET READING	0.196	in
N	EXPANSION INDEX ((M - L) * 1000)	**0**	EI

Remarks (if any) _____

FINAL MOISTURE CONTENT

O	WET WEIGHT OF SOIL AND RING	**621.9**	g
P	DRY WEIGHT OF SOIL AND RING	**567.2**	g
Q	WEIGHT OF WATER (O - P)	54.7	g
R	DRY WEIGHT OF SOIL (P - C)	366.3	g
S	MOISTURE CONTENT ((Q/R)* 100)	14.9%	%

EXPANSION INDEX CORRECTION

T	CALCULATE (50 - J)	
U	CALCULATE ((65 + N) / (220 - J))	
V	CALCULATE (T * U)	
	CORRECTED EXPANSION INDEX (N - V)	

FIGURE B-5A

CORROSIVITY TEST RESULTS
(ASTM D516, CTM 643)

SAMPLE	pH	RESISTIVITY (OHM-CM)	SULFATE CONTENT (ppm)	CHLORIDE CONTENT (ppm)
B-1 @ 0-5'	***9.22***	***1,854***	***200***	***200***

CORROSIVITY PARAMETERS

SULFATE CONTENT (ppm)	SULFATE EXPOSURE	CEMENT TYPE
0 to 1,000	Negligible	--
1,000 to 2,000	Moderate	II, IP(MS), IS(MS)
2,000 to 20,000	Severe	V
Above 20,000	Very Severe	V plus pozzolan

SOIL RESISTIVITY (OHM-CM)	GENERAL DEGREE OF CORROSIVITY TO FERROUS METALS
0 to 1,000	Very Corrosive
1,000 to 2,000	Corrosive
2,000 to 5,000	Moderately Corrosive
5,000 to 10,000	Mildly Corrosive
Above 10,000	Slightly Corrosive

CHLORIDE (CI) CONTENT (ppm)	GENERAL DEGREE OF CORROSIVITY TO METALS
0 to 300	Negligible
300 to 1500	Corrosive
Above 1500	Severely Corrosive

GROUP DELTA CONSULTANTS
9245 Activity Road, Suite 103
San Diego, CA 92126

Project Name: Disney Project Pascal
Project Number: IR735

APPENDIX C

PERCOLATION TEST RESULTS

Boring Percolation Test Data Sheet

Project Number:	IR735	**Test Hole Number:**	P-1
Project Name:	Project Pascal	**Date Excavated:**	22-Jan-20
USCS Soil Classification	SM	**Date Tested:**	22-Jan-20
Liquid Description:	Clean Water	**Depth of Boring, D_T (ft):**	10
Tested By:	A. Bieda	**Diameter of boring, D_B (in):**	8
Test Time Interval:	10 minutes	**Diameter of casing, D_C (in):**	3
Start Time for Pre-Soak:	2:20 PM	**Annulus Backfill Material:**	3/4" Gravel
Start Time for Test:	3:36 PM	**Porosity of Annulus Backfill, n:**	0.4
Screened Interval :	5-10 feet bgs (El. 127 to 122 ft)	**Depth to Initial Water Depth (ft):**	3.98

Percolation Data

Sandy Soil Criteria Test:

Trial No.	Start Time	Stop Time	Time Interval (min)	Initial Depth to Water (in)	Final Depth to Water (in)	Change in Water Level ΔD (in)	Corrected ΔD* (in)	Greater than or equal to 6 inches ?
1	3:01 PM	3:10 PM	9.8	47.76	61.20	13.4	6.5	Yes
2	3:23 PM	3:36 PM	12.79	46.56	59.52	13.0	6.3	Yes

Shallow Percolation Test Data:

Trial No.	Start Time	Stop Time	Δt Time Interval (min)	D_0 Initial Depth to Water (in)	D_f Final Depth to Water (in)	ΔD Change in Water Level (in)	Percolation Rate (min/in)	Corrected Percolation Rate* (min/in)
1	3:36 PM	3:46 PM	10	58.8	62.9	4.1	2.45	5.06
2	4:07 PM	4:17 PM	10	60.0	63.2	3.2	3.09	6.37
3	4:21 PM	4:31 PM	10	61.4	74.4	13.0	0.77	1.59
4	4:32 PM	4:42 PM	10	63.7	76.4	12.7	0.79	1.62
5	4:44 PM	4:54 PM	10	61.2	75.2	14.0	0.71	1.47
6	4:56 PM	5:06 PM	10	59.0	66.0	7.0	1.44	2.97
7	5:07 PM	5:17 PM	10	68.5	76.9	8.4	1.19	2.46

*Percolation rate corrected for gravel backfill around annulus using the following equation:

$$Correction\ Percolation\ Rate\ \left(\frac{min}{in}\right) = \frac{\Delta t}{\Delta D} \cdot\ AF$$

where:

$$AF = Adjustment\ Factor = \frac{{D_B}^2}{{D_C}^2 + n\left({D_B}^2 - {D_C}^2\right)} = 2.06$$

Time interval, Δt = 10 minutes

Initial Depth to Water, D_0 = 14.4 inches

Final Depth to Water, D_f = 34.0 inches

Total Depth of Test Hole, D_T = 60 inches

Test Hole Radius, r = 4 inches (diameter = 8 inches)

The conversion equation is used: $$I_t = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)}$$

"I_t" is the tested infiltration rate:

$$\boldsymbol{I_t = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)} = 0.48\ inches/hour}$$

"H_o" is the initial height of water at the selected time interval.

$H_o = D_T - D_0 = 120 - 68.5 = 51.5$ inches

"H_f" is the final height of water at the selected time interval.

$H_f = D_T - D_f = 120 - 76.9 = 43.1$ inches

"ΔH" is the change in height over the time interval.

$\Delta H = \Delta D = H_o - H_f = 51.5 - 43.1 = 8.4$ inches

"Havg" is the average head height over the time interval.

$H_{avg} = (H_o + H_f)/2 = (51.5 + 43.1)/2 = 47.3$ inches

GROUP DELTA	**GROUP DELTA CONSULTANTS, INC.** ENGINEERS AND GEOLOGISTS 32 MAUCHLY, SUITE B IRVINE, CA 92618 (949) 450-2100	FIGURE NUMBER C-1A
	PROJECT NAME PROJECT PASCAL ANAHEIM, CALIFORNIA	PROJECT NUMBER IR-735
	PERCOLATION TEST DATA SHEET P-1	

Boring Percolation Test Data Sheet

Project Number:	IR735	**Test Hole Number:**	P-2
Project Name:	Project Pascal	**Date Excavated:**	22-Jan-20
USCS Soil Classification	SM	**Date Tested:**	22-Jan-20
Liquid Description:	Clean Water	**Depth of Boring, D_T (ft):**	10
Tested By:	A. Bieda	**Diameter of boring, D_B (in):**	8
Test Time Interval:	10 minutes	**Diameter of casing, D_C (in):**	3
Start Time for Pre-Soak:	10:00 AM	**Annulus Backfill Material:**	3/4" Gravel
Start Time for Test:	11:00 AM	**Porosity of Annulus Backfill, n:**	0.4
Screened Interval :	5-10 feet bgs (El. 127 to 122 ft)	**Depth to Initial Water Depth (ft):**	6.30

Percolation Data

Sandy Soil Criteria Test:

Trial No.	Start Time	Stop Time	Time Interval (min)	Initial Depth to Water (in)	Final Depth to Water (in)	Change in Water Level ΔD (in)	Corrected ΔD* (in)	Greater than or equal to 6 inches ?
1	10:45 AM	10:51 AM	6.97	75.60	118.20	42.6	20.6	Yes
2	10:56 AM	10:59 AM	3.42	74.28	109.20	34.9	16.9	Yes

Shallow Percolation Test Data:

Trial No.	Start Time	Stop Time	Δt Time Interval (min)	D_0 Initial Depth to Water (in)	D_f Final Depth to Water (in)	ΔD Change in Water Level (in)	Percolation Rate (min/in)	Corrected Percolation Rate* (min/in)
1	11:02 AM	11:12 AM	10	67.8	118.2	50.4	0.20	0.41
2	11:17 AM	11:27 AM	10	67.2	117.2	50.0	0.20	0.41
3	11:30 AM	11:40 AM	10	68.4	116.5	48.1	0.21	0.43
4	11:43 AM	11:53 AM	10	69.1	114.6	45.5	0.22	0.45
5	11:57 AM	12:07 PM	10	68.2	114.0	45.8	0.22	0.45
6	12:10 PM	12:20 PM	10	66.1	112.6	46.4	0.22	0.44

*Percolation rate corrected for gravel backfill around annulus using the following equation:

$$Correction\ Percolation\ Rate\ \left(\frac{min}{in}\right) = \frac{\Delta t}{\Delta D} \cdot\ AF$$

where:

$$AF = Adjustment\ Factor = \frac{{D_B}^2}{{D_C}^2 + n\left({D_B}^2 - {D_C}^2\right)} = 2.06$$

Time interval, Δt = 10 minutes

Initial Depth to Water, D_0 = 15.0 inches

Final Depth to Water, D_f = 40.4 inches

Total Depth of Test Hole, D_T = 60 inches

Test Hole Radius, r = 4 inches (diameter = 8 inches)

The conversion equation is used: $$I_t = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)}$$

"I_t" is the tested infiltration rate:

$$\boldsymbol{I_t} = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)} = 4.00\ \boldsymbol{inches/hour}$$

"H_o" is the initial height of water at the selected time interval.

$H_o = D_T - D_0 = 120 - 66.1 = 53.9$ inches

"H_f" is the final height of water at the selected time interval.

$H_f = D_T - D_f = 120 - 112.6 = 7.4$ inches

"ΔH" is the change in height over the time interval.

$\Delta H = \Delta D = H_o - H_f = 53.9 - 7.4 = 46.5$ inches

"Havg" is the average head height over the time interval.

$Havg = (H_o + H_f)/2 = (53.9 + 7.4)/2 = 30.65$ inches

GROUP DELTA

GROUP DELTA CONSULTANTS, INC.
ENGINEERS AND GEOLOGISTS
32 MAUCHLY, SUITE B
IRVINE, CA 92618 (949) 450-2100

FIGURE NUMBER
C-1B

PROJECT NAME
PROJECT PASCAL
ANAHEIM, CALIFORNIA

PROJECT NUMBER
IR-735

PERCOLATION TEST DATA SHEET
P-2

Boring Percolation Test Data Sheet

Project Number:	IR735	**Test Hole Number:**	P-3
Project Name:	Project Pascal	**Date Excavated:**	21-Jan-20
USCS Soil Classification	SC	**Date Tested:**	21-Jan-20
Liquid Description:	Clean Water	**Depth of Boring, D_T (ft):**	10
Tested By:	A. Bieda	**Diameter of boring, D_B (in):**	6
Test Time Interval:	10 minutes	**Diameter of casing, D_C (in):**	3
Start Time for Pre-Soak:	12:00 PM	**Annulus Backfill Material:**	3/4" Gravel
Start Time for Test:	1:00 PM	**Porosity of Annulus Backfill, n:**	0.4
Screened Interval :	5-10 feet bgs (El. 127 to 122 ft)	**Depth to Initial Water Depth (ft):**	3.10

Percolation Data

Sandy Soil Criteria Test:

Trial No.	Start Time	Stop Time	Time Interval (min)	Initial Depth to Water (in)	Final Depth to Water (in)	Change in Water Level ΔD (in)	Corrected ΔD* (in)	Greater than or equal to 6 inches ?
1	12:23 PM	12:30 PM	6.26	37.20	48.24	11.0	6.1	Yes
2	12:31 PM	12:44 PM	11.79	32.16	44.64	12.5	6.9	Yes

Shallow Percolation Test Data:

Trial No.	Start Time	Stop Time	Δt Time Interval (min)	D_0 Initial Depth to Water (in)	D_f Final Depth to Water (in)	ΔD Change in Water Level (in)	Percolation Rate (min/in)	Corrected Percolation Rate* (min/in)
1	1:05 PM	1:15 PM	10	54.1	58.9	4.8	2.08	3.79
2	1:20 PM	1:30 PM	10	44.4	52.6	8.2	1.23	2.23
3	1:32 PM	1:42 PM	10	45.7	54.0	8.3	1.21	2.20
4	1:48 PM	1:58 PM	10	39.6	51.7	12.1	0.83	1.50
5	2:17 PM	2:27 PM	10	50.5	62.3	11.8	0.85	1.55
6	2:31 PM	2:41 PM	10	48.2	59.6	11.4	0.88	1.59

*Percolation rate corrected for gravel backfill around annulus using the following equation:

$$Correction\ Percolation\ Rate\ \left(\frac{min}{in}\right) = \frac{\Delta t}{\Delta D} \cdot AF$$

where:

$$AF = Adjustment\ Factor = \frac{{D_B}^2}{{D_C}^2 + n\left({D_B}^2 - {D_C}^2\right)} = 1.82$$

Time interval, Δt = 10 minutes

Initial Depth to Water, D_0 = 15.0 inches

Final Depth to Water, D_f = 40.8 inches

Total Depth of Test Hole, D_T = 60 inches

Test Hole Radius, r = 4 inches (diameter = 8 inches)

The conversion equation is used: $$I_t = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)}$$

"I_t" is the tested infiltration rate:

$$\boldsymbol{I_t = \frac{\Delta H(60r)}{AF \cdot \Delta t\left(r + 2H_{avg}\right)} = 0.46\ inches/hour}$$

"H_o" is the initial height of water at the selected time interval.

$H_o = D_T - D_0 = 120 - 48.2 = 71.8$ inches

"H_f" is the final height of water at the selected time interval.

$H_f = D_T - D_f = 120 - 59.6 = 60.4$ inches

"ΔH" is the change in height over the time interval.

$\Delta H = \Delta D = H_o - H_f = 71.8 - 60.4 = 11.4$ inches

"Havg" is the average head height over the time interval.

$Havg = (H_o + H_f)/2 = (71.8 + 60.2)/2 = 66.1$ inches

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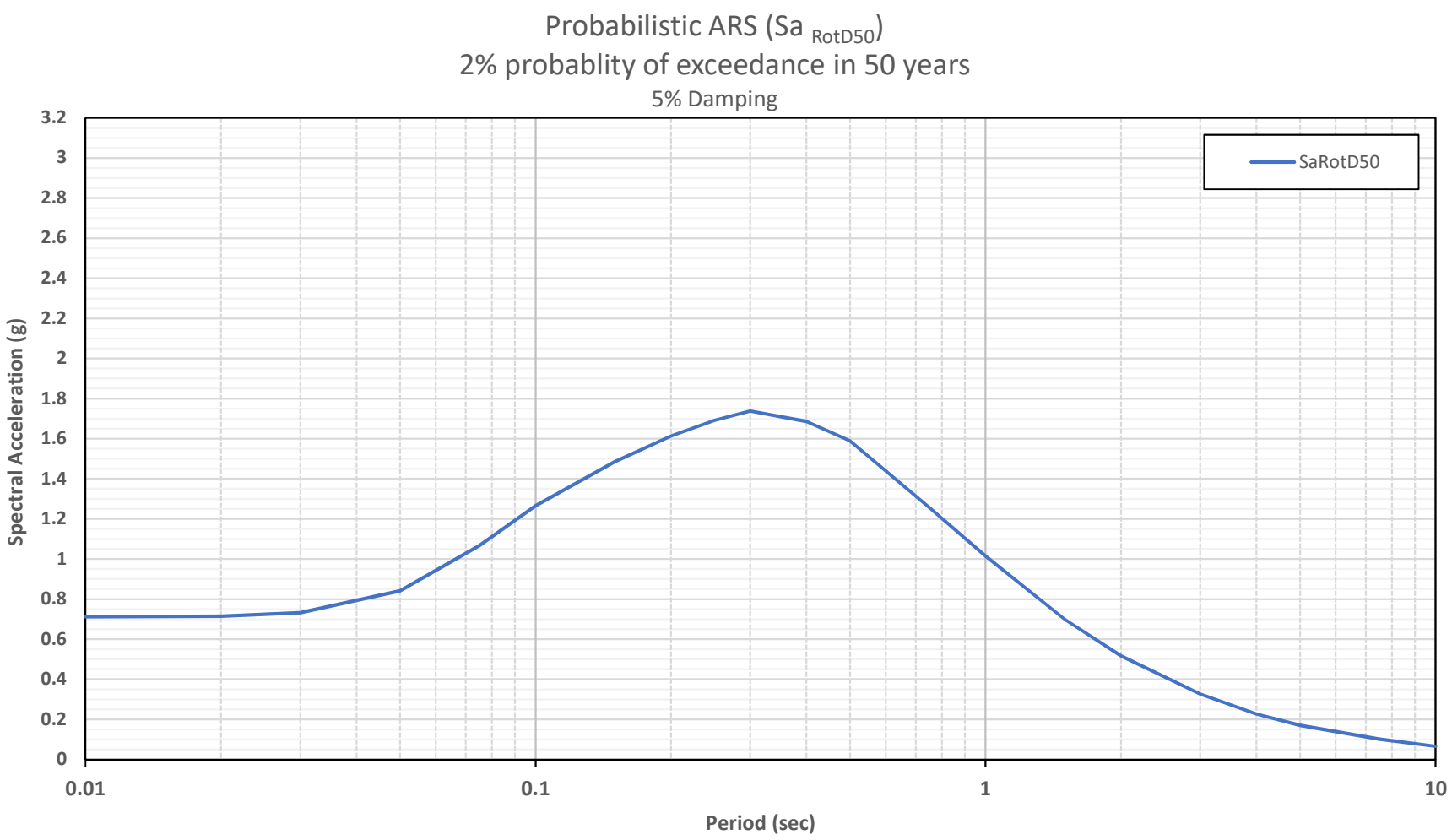
FIGURE NUMBER
C-1C

PROJECT NAME
PROJECT PASCAL
ANAHEIM, CALIFORNIA

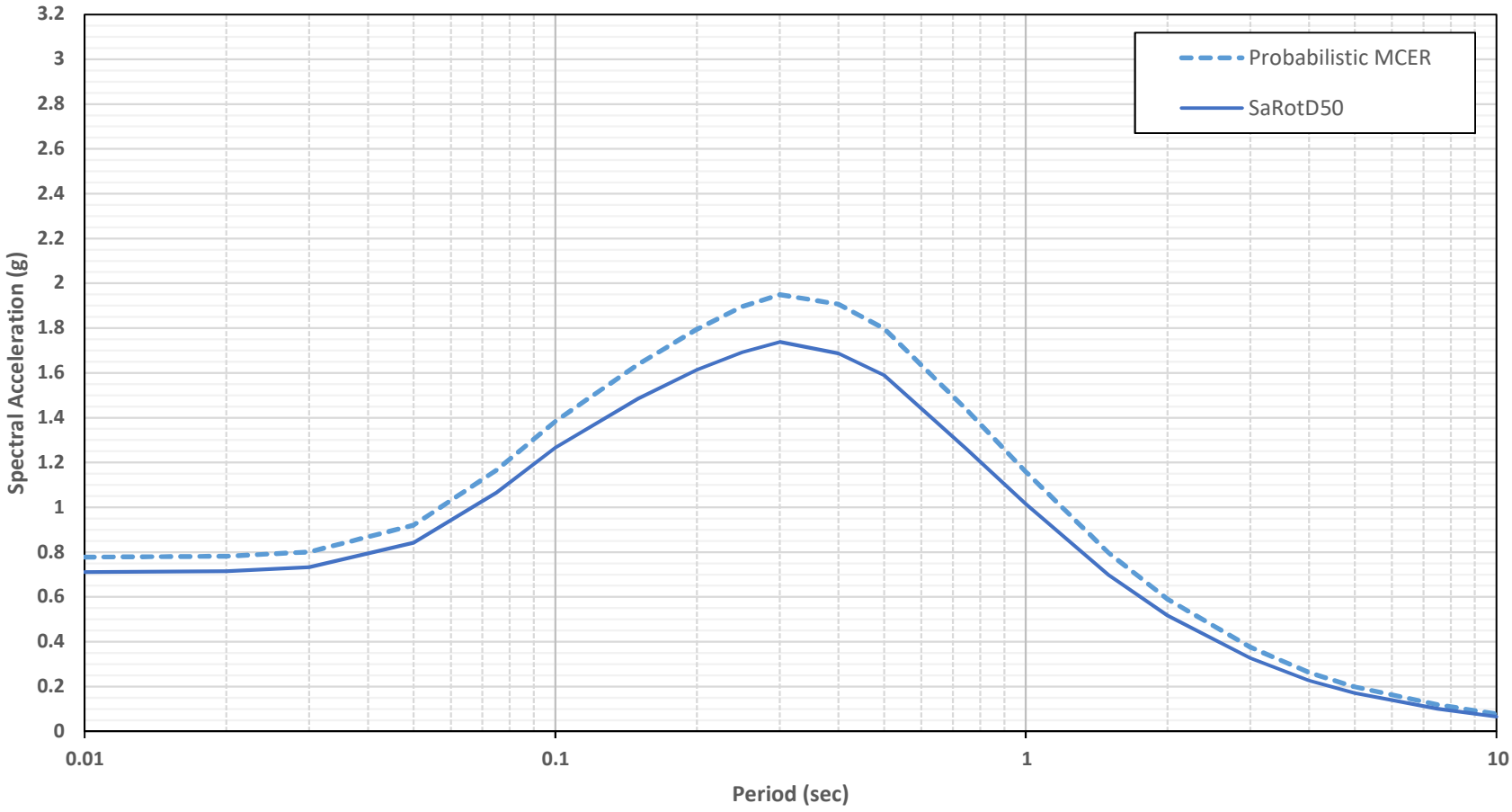
PROJECT NUMBER
IR-735

PERCOLATION TEST DATA SHEET
P-3

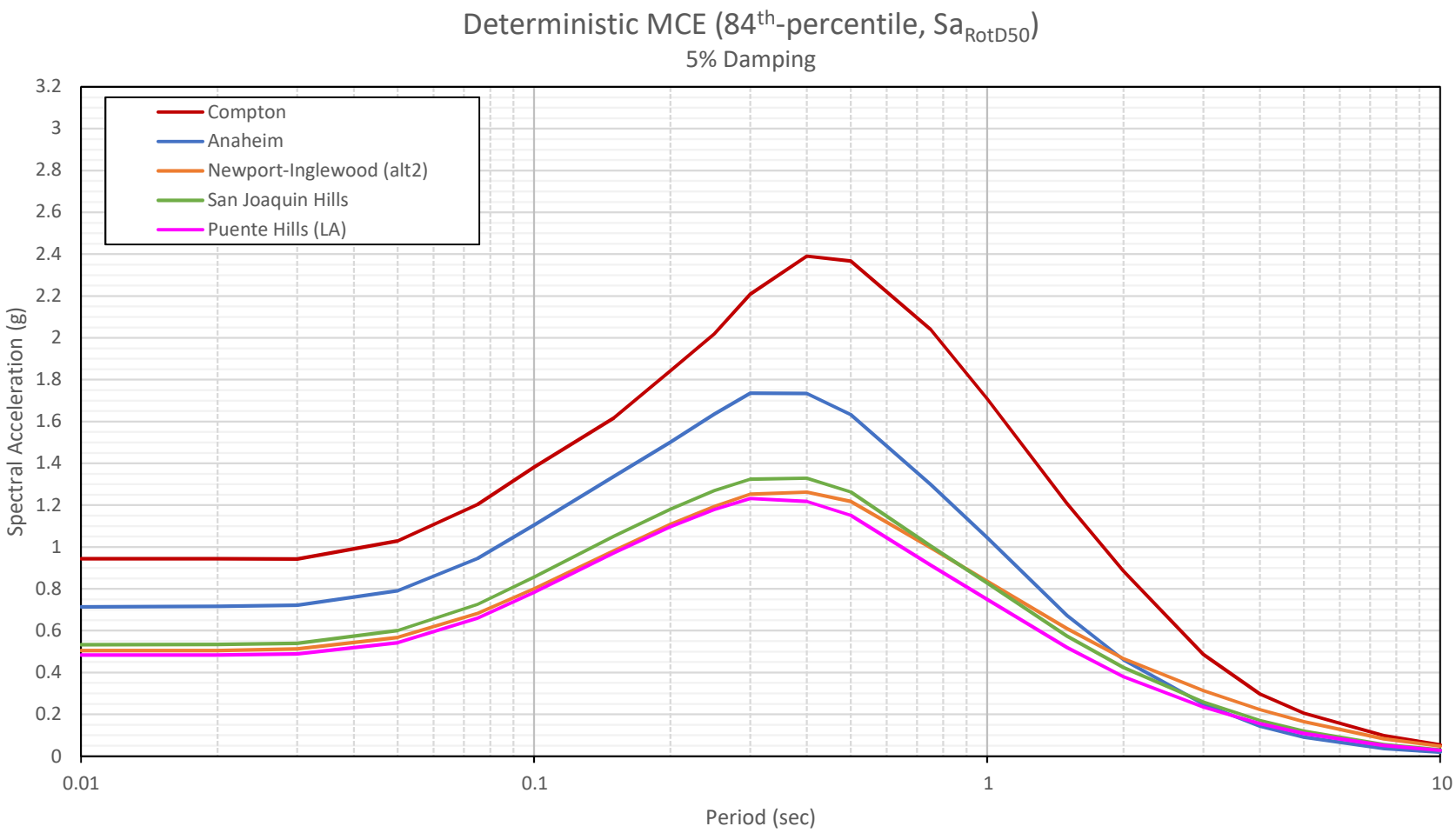
APPENDIX D
SITE-SPECIFIC RESPONSE SPECTRA



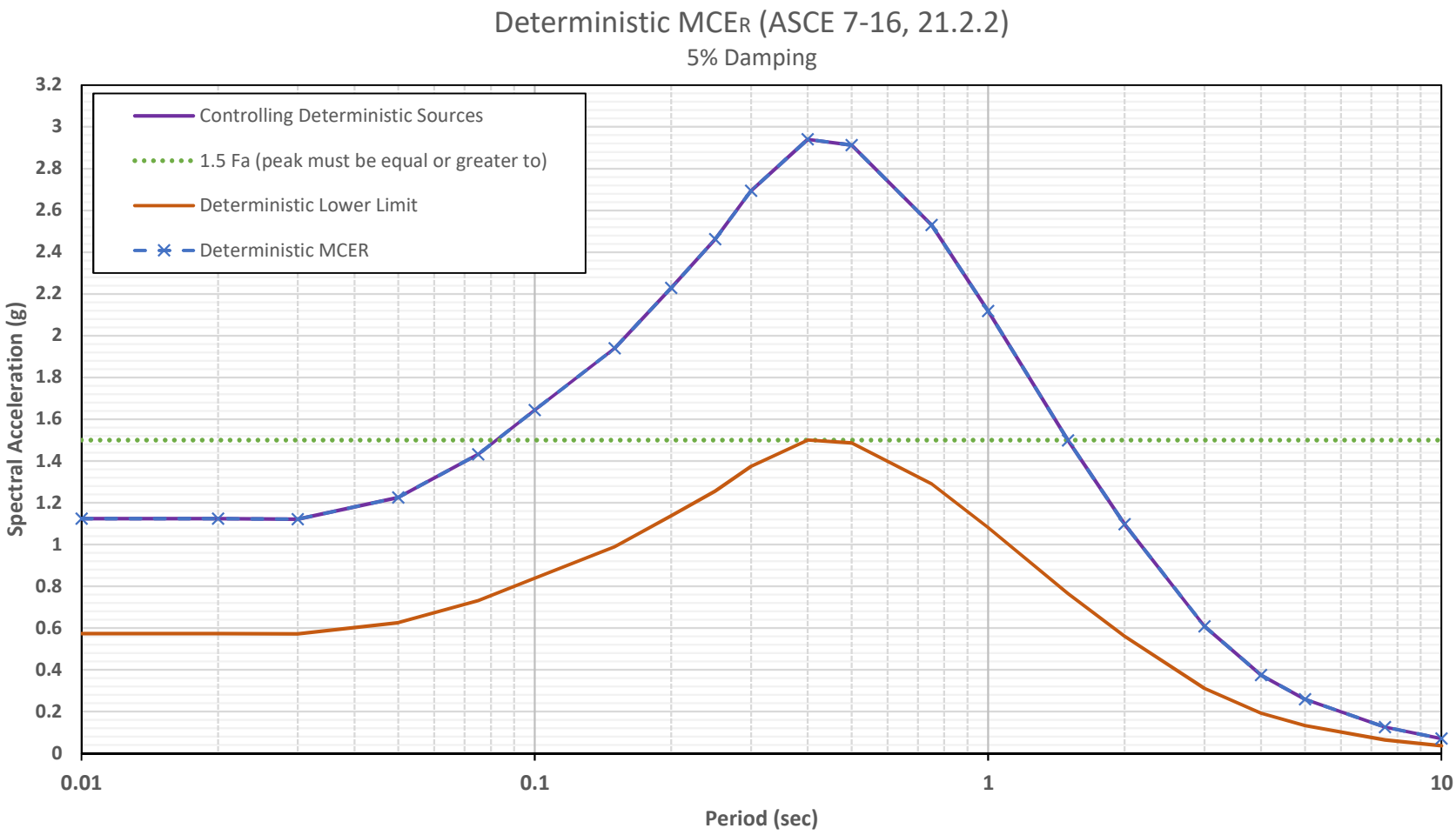
GROUP DELTA	Group Delta Consultants 32 Mauchly, Suite B Irvine, California 92618	Project No.: IR-735	FIGURE D-1
	PASCAL Project 1150 W Magic Way, Anaheim, CA	Probabilistic ARS	



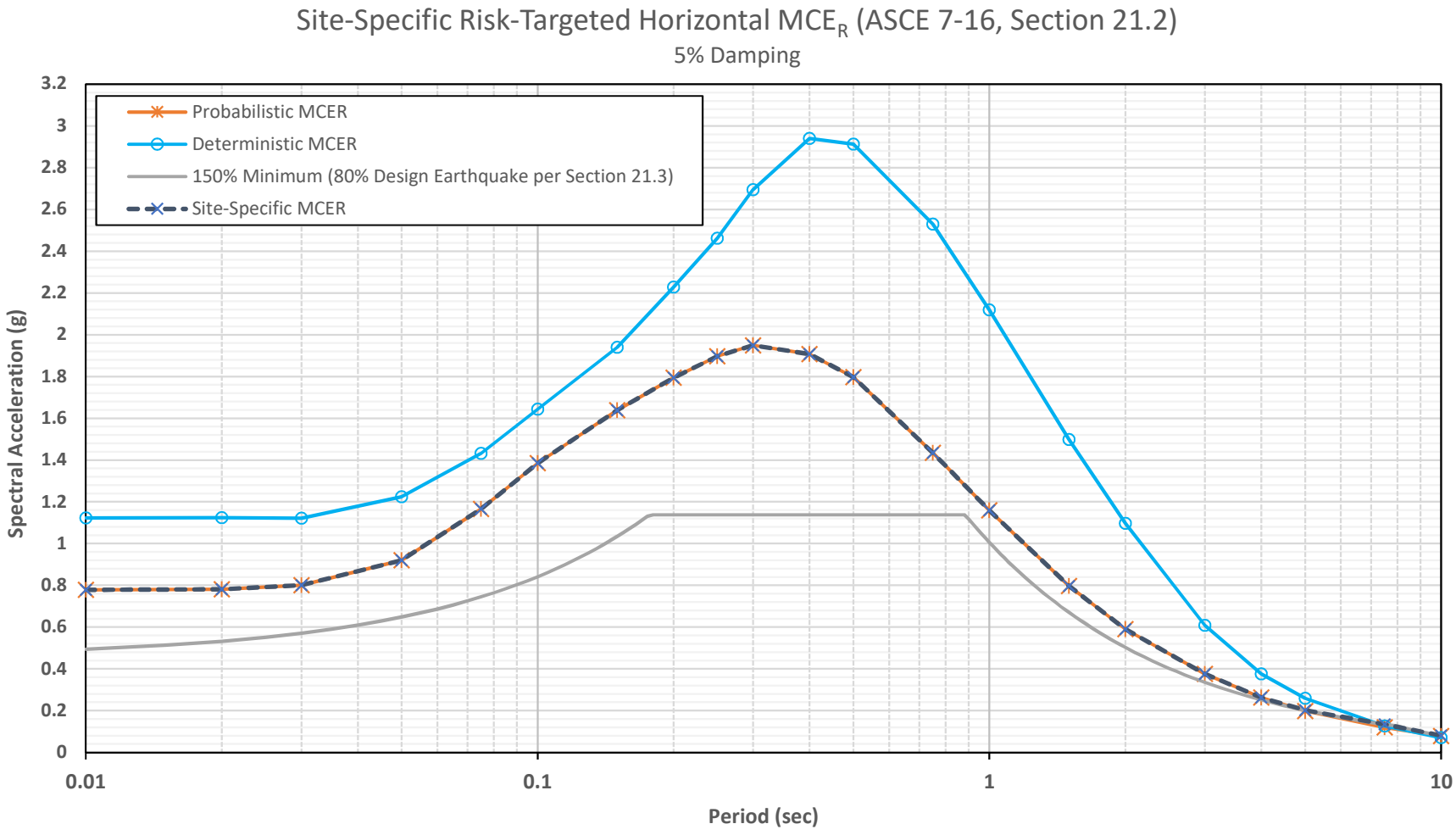
GROUP DELTA	Group Delta Consultants 32 Mauchly, Suite B Irvine, California 92618	Project No.: IR-735	FIGURE D-2
	PASCAL Project 1150 W Magic Way, Anaheim, CA	Probabilistic MCE$_R$	



GROUP DELTA	Group Delta Consultants 32 Mauchly, Suite B Irvine, California 92618	Project No.: IR-735	FIGURE D-3
	PASCAL Project 1150 W Magic Way, Anaheim, CA	Deterministic ARS	

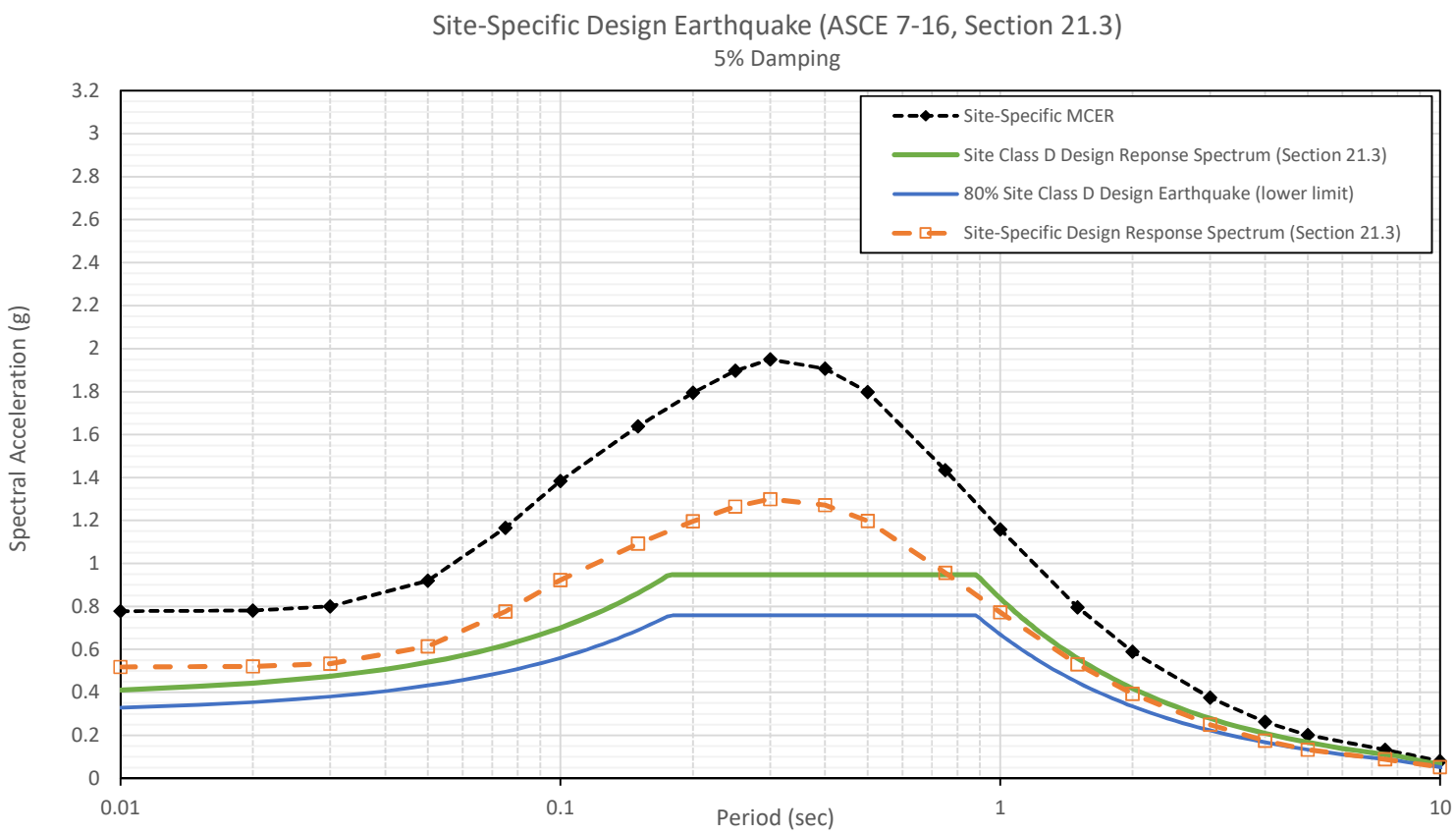


GROUP DELTA	Group Delta Consultants 32 Mauchly, Suite B Irvine, California 92618	Project No.: IR-735	FIGURE D-4
	PASCAL Project 1150 W Magic Way, Anaheim, CA	Deterministic MCE_R	



GROUP DELTA	Group Delta Consultants 32 Mauchly, Suite B Irvine, California 92618	Project No.: IR-735	FIGURE D-5
	PASCAL Project 1150 W Magic Way, Anaheim, CA	Site-Specific MCE$_R$	

ASCE 7-16 MCE_R and Design Earthquake		
Period	MCE_R	Design
(sec)	Sa (g)	Sa (g)
0.01	0.778	0.519
0.02	0.781	0.521
0.03	0.801	0.534
0.05	0.921	0.614
0.075	1.166	0.777
0.1	1.385	0.923
0.15	1.638	1.092
0.2	1.794	1.196
0.25	1.897	1.265
0.3	1.949	1.300
0.4	1.907	1.271
0.5	1.798	1.198
0.75	1.434	0.956
1	1.159	0.772
1.5	0.797	0.531
2	0.590	0.393
3	0.376	0.250
4	0.263	0.175
5	0.201	0.134
7.5	0.134	0.089
10	0.080	0.054



Site-Specific Design Acceleration Parameters (ASCE 7-16 Section 21.4)

S_{DS} = 90% of the peak S_a from T =0.2 to 5 s (not less than 80% of mapped S_{DS})

S_{D1} = Peak $T*S_a$ between periods of 1 second and 5 seconds (not less than 80% of mapped S_{D1})

S_{DS} = 1.170 **S_{D1} =** 0.797

GROUP DELTA	Group Delta Consultants 370 Amapola Avenue, Suite 212 Torrance, California 90501 **PASCAL Project** 1150 W Magic Way, Anaheim, CA	Project No.: IR-735 ASCE 7-16 Site-Specific Design Earthquake and Site-Specific Design Acceleration Parameters	FIGURE D-6

APPENDIX D

EDR REPORT

Time Share Project At Disneyland Hotel
1150 West Magic Way
Anaheim, CA 92802

Inquiry Number: 6010375.2s
March 16, 2020

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1150 WEST MAGIC WAY
ANAHEIM, CA 92802

COORDINATES

Latitude (North):	33.8076470 - 33° 48' 27.52''
Longitude (West):	117.9278280 - 117° 55' 40.18''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414121.1
UTM Y (Meters):	3741021.8
Elevation:	128 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5641294 ANAHEIM, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513, 20140514
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1150 WEST MAGIC WAY
ANAHEIM, CA 92802

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1		DISNEYLAND HOTEL 115	CHMIRS		TP
A2		1150 WEST MAGIC WAY	ERNS		TP
A3	DISNEYLAND HOTEL CEN	1150 W MAGIC WY	CIWQS		TP
A4		1150 WEST MAGIC WAY	ERNS		TP
A5	DISNEYLAND HOTEL	1150 W. MAGIC WAY	RCRA-LQG		TP
A6		1150 WEST MAGIC WAY	ERNS		TP
A7	DISNEYLAND HOTEL	1150 W MAGIC WAY	FINDS, ECHO		TP
A8	DISNEYLAND HOTEL	1150 W MAGIC WAY	CERS HAZ WASTE, HAZNET, CERS, HWTS		TP
A9	SHAW & SONS CORPORAT	1150 W MAGIC WAY	HWTS		TP
B10	DISNEYLAND CENTRAL P	1600 S WALNUT ST	RCRA-SQG	Higher	242, 0.046, NNW
B11	CENTRAL PLANTS, INC.	1600 WALNUT ST	LUST, HIST CORTESE	Higher	242, 0.046, NNW
B12	DISNEYLAND HOTEL PLA	1600 S WALNUT	HIST UST	Higher	242, 0.046, NNW
B13	SEMPRA ENERGY FAC MG	1600 S WALNUT ST	LUST, SWEEPS UST, CA FID UST, EMI, CERS	Higher	242, 0.046, NNW
C14	SEPHORA STORE 30 ANA	1570 S DISNEYLAND DR	CERS HAZ WASTE, HAZNET, HWTS	Higher	601, 0.114, ENE
C15	SEPHORA STORE 30 ANA	1570 SOUTH DISNEYLAN	RCRA-SQG	Higher	601, 0.114, ENE
C16	SEPHORA STORE 030	1570 S DISNEYLAND DR	RCRA NonGen / NLR	Higher	601, 0.114, ENE
D17	1717 S DISNEYLAND DR	1717 S DISNEYLAND DR	CERS TANKS, HAZNET, CERS, HWTS	Higher	621, 0.118, ESE
D18	PARADISE PIER HOTEL	1717 S DISNEYLAND DR	UST	Higher	621, 0.118, ESE
19	DISNEYLAND PACIFIC H	1717 SOUTHWEST ST	UST	Higher	641, 0.121, East
20	RAINFOREST CAFE ANAH	1515 S DISNEYLAND DR	RCRA NonGen / NLR	Higher	671, 0.127, NE
21	TRANSPORTATION REFUL	1415 S DISNEYLAND DR	AST	Higher	1072, 0.203, NE
22	NINTH STREET SWEEPER	1627 SOUTH NINTH STR	SWF/LF, CERS	Lower	1406, 0.266, West
E23	SHELL OIL CO	1101 W KATELLA	LUST, RCRA NonGen / NLR, FINDS, ECHO, HIST...	Lower	1464, 0.277, SE
E24	SHELL #1101	1101 W KATELLA AVE	LUST, CERS	Lower	1464, 0.277, SE
E25	SHELL #1101	1101 KATELLA AVE	LUST	Lower	1464, 0.277, SE
E26	CONVENTION SHELL	1101 W KATELLA AVE	LUST, SWEEPS UST, CA FID UST	Lower	1464, 0.277, SE
E27	PAN PACIFIC HOTEL	1717 S WEST ST	LUST, EMI, CERS	Lower	1709, 0.324, SSE
F28	VERIZON WIRELESS: AN	800 W. KATELLA AVENU	LUST, AST, CERS HAZ WASTE, SWEEPS UST, CA FID UST,...	Lower	2156, 0.408, SE
G29	DISNEYLAND RESORT	1313 S. HARBOR BLVD.	RCRA-LQG, LUST, CPS-SLIC, CERS HAZ WASTE, HIST...	Higher	2278, 0.431, ENE
G30	SPECTRUM PHOTOGRAPHI	1313 S. HARBOR BOULE	ENVIROSTOR	Higher	2278, 0.431, ENE
G31	DISNEYLAND, FUEL STA	1313 S HARBOR BLVD	LUST, Orange Co. Industrial Site, CERS	Higher	2278, 0.431, ENE
G32	DISNEYLAND RESORT	1313 S. HARBOR BLVD.	LUST, UST, SWEEPS UST, CHMIRS, EMI	Higher	2278, 0.431, ENE
G33	DISNEYLAND - ROUNDHO	1313 W HARBOR BLVD.	LUST, CERS	Higher	2278, 0.431, ENE
G34	SPECTRUM PHOTOGRAPHI	1313 S. HARBOR BOULE	ENVIROSTOR	Higher	2278, 0.431, ENE
F35	UNITED COURIER INC	818 W KATELLA AVE	LUST	Higher	2338, 0.443, SE
36	TEXACO SERVICE STATI	818 KATELLA AVE	LUST, HIST CORTESE	Higher	2483, 0.470, ESE
37	MOBIL OIL CORP. 18-1	1800 SOUTH HARBOR	CHMIRS, Notify 65	Higher	3531, 0.669, ESE
38	#72	1037 WEST BALL	Notify 65	Higher	3778, 0.716, NNE
39	LOARA HIGH SCHOOL	1765 WEST CERRITOS A	ENVIROSTOR, SCH, CERS	Lower	4991, 0.945, WNW

MAPPED SITES SUMMARY

Target Property Address:
1150 WEST MAGIC WAY
ANAHEIM, CA 92802

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
40	ANAWOOD CLEANERS	1223 S EUCLID	RCRA-SQG, ENVIROSTOR, Orange Co. Industrial Site,...	Lower	5207, 0.986, NW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
DISNEYLAND HOTEL 115 DISNEYLAND HOTEL 115 ANAHEIM, CA 92802	CHMIRS OES Incident Number: 08-9090	N/A
1150 WEST MAGIC WAY 1150 WEST MAGIC WAY ANAHEIM, CA	ERNS NRC Report #: 1187686 Incident Date Time: 2017-08-18 07:58:00	N/A
DISNEYLAND HOTEL CEN 1150 W MAGIC WY ANAHEIM, CA 92802	CIWQS	N/A
1150 WEST MAGIC WAY 1150 WEST MAGIC WAY ANAHEIM, CA	ERNS NRC Report #: 1265134 Incident Date Time: 11/29/2019 12:30	N/A
DISNEYLAND HOTEL 1150 W. MAGIC WAY ANAHEIM, CA 92802	RCRA-LQG EPA ID:: CAD115501777	CAD115501777
1150 WEST MAGIC WAY 1150 WEST MAGIC WAY ANAHEIM, CA	ERNS NRC Report #: 1265136 Incident Date Time: 11/29/2019 12:30	N/A
DISNEYLAND HOTEL 1150 W MAGIC WAY ANAHEIM, CA 92802	FINDS Registry ID:: 110018990270 ECHO Registry ID: 110018990270	N/A
DISNEYLAND HOTEL 1150 W MAGIC WAY ANAHEIM, CA 92802	CERS HAZ WASTE HAZNET GEPAID: CAD115501777 CERS HWTS	N/A
SHAW & SONS CORPORAT 1150 W MAGIC WAY ANAHEIM, CA 92802	HWTS	N/A

EXECUTIVE SUMMARY

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---- Underground Storage Tank Listing
INDIAN UST ---- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing
VCP ---- Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---- Historical Calsites Database
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register
PFAS ---- PFAS Contamination Site Location Listing

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
Orange Co. Industrial Site ---- List of Industrial Site Cleanups
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
DRYCLEANERS	Cleaner Facilities
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)

WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System
WIP Well Investigation Program Case List
MILITARY PRIV SITES MILITARY PRIV SITES (GEOTRACKER)
PROJECT PROJECT (GEOTRACKER)
WDR Waste Discharge Requirements Listing
NON-CASE INFO NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)
MINES MRDS Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants
EDR Hist Auto EDR Exclusive Historical Auto Stations
EDR Hist Cleaner EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List
RGA LUST Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/16/2019 has revealed that there are 2

RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DISNEYLAND CENTRAL P EPA ID:: CAT000623926	1600 S WALNUT ST	NNW 0 - 1/8 (0.046 mi.)	B10	141
SEPHORA STORE 30 ANA EPA ID:: CAR000147470	1570 SOUTH DISNEYLAN	ENE 0 - 1/8 (0.114 mi.)	C15	169

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/28/2019 has revealed that there are 4 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPECTRUM PHOTOGRAPHI Facility Id: 71003465 Status: Inactive - Needs Evaluation	1313 S. HARBOR BOULE	ENE 1/4 - 1/2 (0.431 mi.)	G30	293
SPECTRUM PHOTOGRAPHI Facility Id: 71003438 Status: Inactive - Needs Evaluation	1313 S. HARBOR BOULE	ENE 1/4 - 1/2 (0.431 mi.)	G34	318

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOARA HIGH SCHOOL Facility Id: 30820023 Status: No Further Action	***1765 WEST CERRITOS A***	***WNW 1/2 - 1 (0.945 mi.)***	***39***	***324***
ANAWOOD CLEANERS Facility Id: 30720011 Status: Refer: 1248 Local Agency	***1223 S EUCLID***	***NW 1/2 - 1 (0.986 mi.)***	***40***	***328***

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within

approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NINTH STREET SWEEPER	***1627 SOUTH NINTH STR***	***W 1/4 - 1/2 (0.266 mi.)***	***22***	***180***
Database: SWF/LF (SWIS), Date of Government Version: 11/11/2019 Facility ID: 30-AB-0438 Operational Status: Active Regulation Status: Notification				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 14 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL PLANTS, INC.	***1600 WALNUT ST***	***NNW 0 - 1/8 (0.046 mi.)***	***B11***	***143***
Database: LUST REG 8, Date of Government Version: 02/14/2005 Facility Status: Case Closed Global ID: T0605902089				
SEMPRA ENERGY FAC MG	***1600 S WALNUT ST***	***NNW 0 - 1/8 (0.046 mi.)***	***B13***	***146***
Database: LUST, Date of Government Version: 12/09/2019 Status: Completed - Case Closed Global Id: T0605902089				
DISNEYLAND RESORT	***1313 S. HARBOR BLVD.***	***ENE 1/4 - 1/2 (0.431 mi.)***	***G29***	***221***
Database: LUST REG 8, Date of Government Version: 02/14/2005 Database: LUST, Date of Government Version: 12/09/2019 Status: Completed - Case Closed Facility Status: Case Closed Global Id: T060597891 Global ID: T0605900717 Global ID: T0605901880				
DISNEYLAND, FUEL STA	***1313 S HARBOR BLVD***	***ENE 1/4 - 1/2 (0.431 mi.)***	***G31***	***294***
Database: LUST, Date of Government Version: 12/09/2019 Status: Completed - Case Closed Global Id: T0605902330 Global Id: T0605901936 Global Id: T0605900717 Global Id: T0605901880				
DISNEYLAND RESORT	***1313 S. HARBOR BLVD.***	***ENE 1/4 - 1/2 (0.431 mi.)***	***G32***	***303***
Database: LUST REG 8, Date of Government Version: 02/14/2005 Facility Status: Case Closed Global ID: T0605999311				
DISNEYLAND - ROUNDHO	***1313 W HARBOR BLVD.***	***ENE 1/4 - 1/2 (0.431 mi.)***	***G33***	***317***
Database: LUST, Date of Government Version: 12/09/2019 Status: Completed - Case Closed Global Id: T0605999311				
UNITED COURIER INC	818 W KATELLA AVE	SE 1/4 - 1/2 (0.443 mi.)	F35	319
Database: ORANGE CO. LUST, Date of Government Version: 10/04/2019				

Facility Id: 87UT195

TEXACO SERVICE STATI ***818 KATELLA AVE*** ***ESE 1/4 - 1/2 (0.470 mi.)*** ***36*** ***320***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Case Closed
Global ID: T0605900569

Lower Elevation	Address	Direction / Distance	Map ID	Page

SHELL OIL CO ***1101 W KATELLA*** ***SE 1/4 - 1/2 (0.277 mi.)*** ***E23*** ***181***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Database: LUST, Date of Government Version: 12/09/2019
Status: Completed - Case Closed
Facility Status: Case Closed
Global Id: T0605900279
Global ID: T0605900279

SHELL #1101 ***1101 W KATELLA AVE*** ***SE 1/4 - 1/2 (0.277 mi.)*** ***E24*** ***186***
Database: LUST, Date of Government Version: 12/09/2019
Status: Completed - Case Closed
Global Id: T0605902021

SHELL #1101 1101 KATELLA AVE SE 1/4 - 1/2 (0.277 mi.) E25 188
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Case Closed
Global ID: T0605902021

CONVENTION SHELL ***1101 W KATELLA AVE*** ***SE 1/4 - 1/2 (0.277 mi.)*** ***E26*** ***189***
Database: ORANGE CO. LUST, Date of Government Version: 10/04/2019
Facility Id: 86UT165

PAN PACIFIC HOTEL ***1717 S WEST ST*** ***SSE 1/4 - 1/2 (0.324 mi.)*** ***E27*** ***191***
Database: LUST, Date of Government Version: 12/09/2019
Status: Completed - Case Closed
Global Id: T0605901606

VERIZON WIRELESS: AN ***800 W. KATELLA AVENU*** ***SE 1/4 - 1/2 (0.408 mi.)*** ***F28*** ***194***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Database: LUST, Date of Government Version: 12/09/2019
Status: Completed - Case Closed
Facility Status: Case Closed
Global Id: T0605900945
Global ID: T0605900945

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page

DISNEYLAND RESORT ***1313 S. HARBOR BLVD.*** ***ENE 1/4 - 1/2 (0.431 mi.)*** ***G29*** ***221***
Database: CPS-SLIC, Date of Government Version: 12/09/2019
Database: SLIC REG 8, Date of Government Version: 04/03/2008
Facility Status: Completed - Case Closed

Facility Status: Closed
Global Id: SLT8R1284126

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PARADISE PIER HOTEL Database: UST, Date of Government Version: 12/09/2019 Facility Id: 30-011-001400	1717 S DISNEYLAND DR	ESE 0 - 1/8 (0.118 mi.)	D18	178
DISNEYLAND PACIFIC H Database: UST, Date of Government Version: 12/09/2019 Facility Id: 9571	1717 SOUTHWEST ST	E 0 - 1/8 (0.121 mi.)	19	178

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRANSPORTATION REFUL Database: AST, Date of Government Version: 07/06/2016	1415 S DISNEYLAND DR	NE 1/8 - 1/4 (0.203 mi.)	21	179

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 10/21/2019 has revealed that there is 1 CERS HAZ WASTE site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEPHORA STORE 30 ANA	***1570 S DISNEYLAND DR***	***ENE 0 - 1/8 (0.114 mi.)***	***C14***	***154***

EXECUTIVE SUMMARY

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEMPRA ENERGY FAC MG	***1600 S WALNUT ST***	***NNW 0 - 1/8 (0.046 mi.)***	***B13***	***146***
Status: A Tank Status: A Comp Number: 4490				

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DISNEYLAND HOTEL PLA Facility Id: 00000020371	1600 S WALNUT	NNW 0 - 1/8 (0.046 mi.)	B12	145

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEMPRA ENERGY FAC MG	***1600 S WALNUT ST***	***NNW 0 - 1/8 (0.046 mi.)***	***B13***	***146***
Facility Id: 30016292 Status: A				

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 10/21/2019 has revealed that there is 1 CERS TANKS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
1717 S DISNEYLAND DR	***1717 S DISNEYLAND DR***	***ESE 0 - 1/8 (0.118 mi.)***	***D17***	***171***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/16/2019 has revealed that there are 2 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEPHORA STORE 030 EPA ID:: CAL000272896	1570 S DISNEYLAND DR	ENE 0 - 1/8 (0.114 mi.)	C16	170
RAINFOREST CAFE ANAH EPA ID:: CAL000321669	1515 S DISNEYLAND DR	NE 1/8 - 1/4 (0.127 mi.)	20	178

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 5 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL PLANTS, INC. Reg Id: 083003148T Reg Id: 083003069T Reg Id: 083003248T Reg Id: 083000503T Reg Id: 083000594T	***1600 WALNUT ST***	***NNW 0 - 1/8 (0.046 mi.)***	***B11***	***143***
DISNEYLAND RESORT Reg Id: 083000903T	***1313 S. HARBOR BLVD.***	***ENE 1/4 - 1/2 (0.431 mi.)***	***G29***	***221***
TEXACO SERVICE STATI Reg Id: 083000719T Reg Id: 083001410T	***818 KATELLA AVE***	***ESE 1/4 - 1/2 (0.470 mi.)***	***36***	***320***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHELL OIL CO Reg Id: 083000353T	***1101 W KATELLA***	***SE 1/4 - 1/2 (0.277 mi.)***	***E23***	***181***
VERIZON WIRELESS: AN Reg Id: 083001209T	***800 W. KATELLA AVENU***	***SE 1/4 - 1/2 (0.408 mi.)***	***F28***	***194***

EXECUTIVE SUMMARY

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 12/11/2019 has revealed that there are 2 Notify 65 sites within approximately 1 mile of the target property.

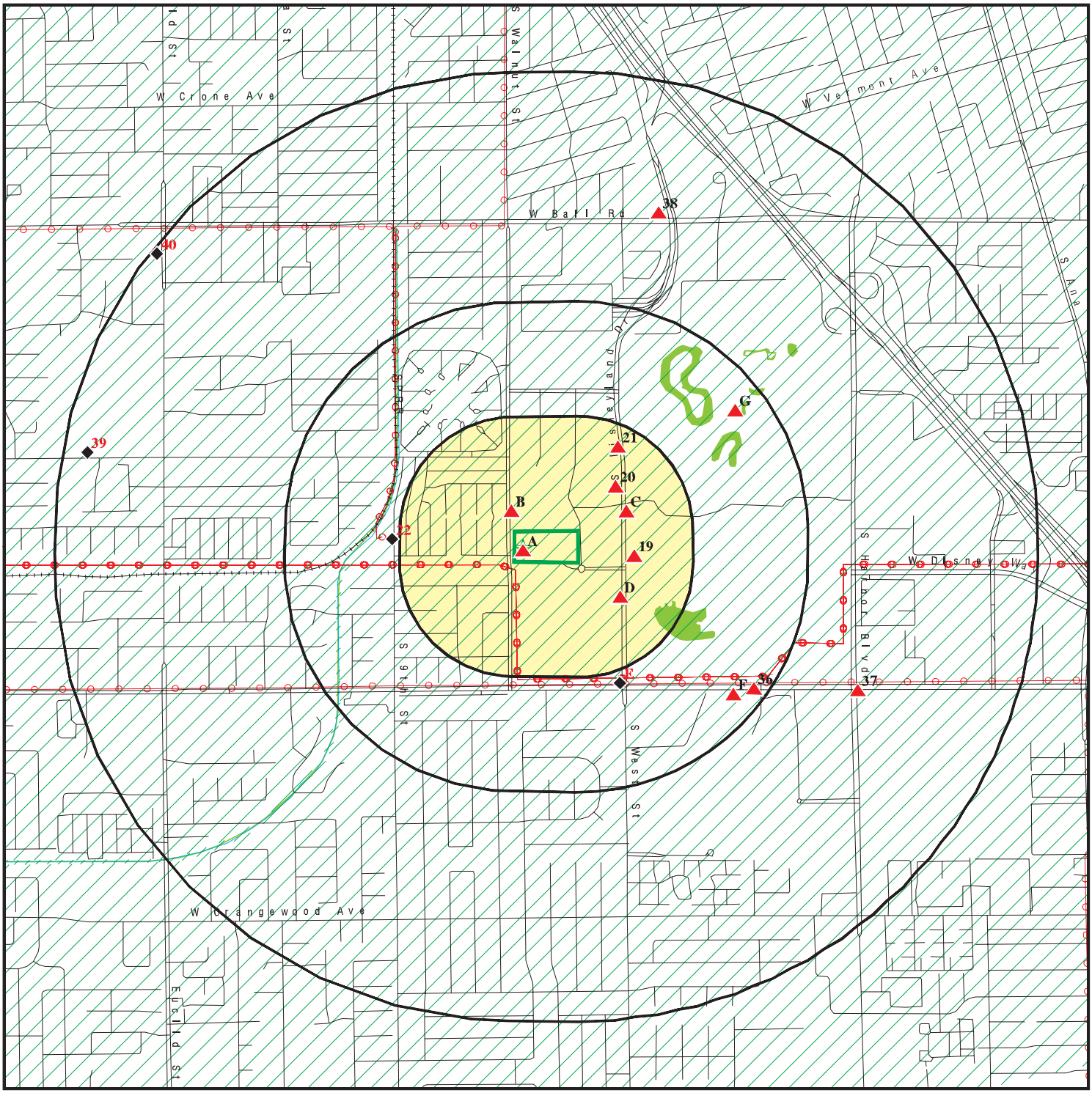
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MOBIL OIL CORP. 18-1	***1800 SOUTH HARBOR***	***ESE 1/2 - 1 (0.669 mi.)***	***37***	***321***
#72	1037 WEST BALL	NNE 1/2 - 1 (0.716 mi.)	38	324

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
ANAHEIM CONVENTION CENTER	LUST

OVERVIEW MAP - 6010375.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

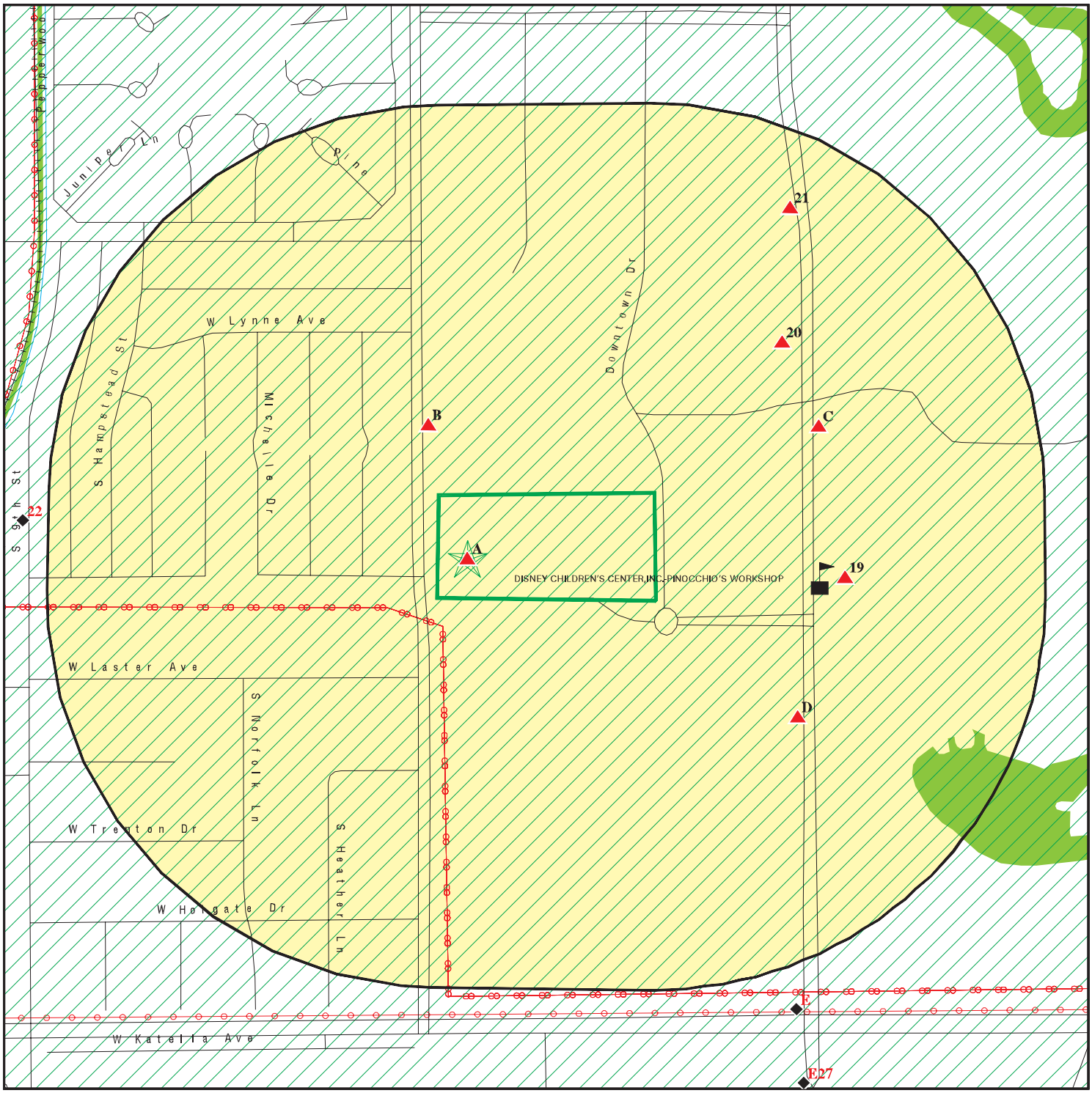
N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Time Share Project At Disneyland Hotel	CLIENT:	Psomas
ADDRESS:	1150 West Magic Way Anaheim CA 92802	CONTACT:	Sean Noonan
		INQUIRY #:	6010375.2s
LAT/LONG:	33.807647 / 117.927828	DATE:	March 16, 2020 2:44 pm

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DETAIL MAP - 6010375.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Time Share Project At Disneyland Hotel	CLIENT: Psomas
ADDRESS: 1150 West Magic Way Anaheim CA 92802	CONTACT: Sean Noonan
LAT/LONG: 33.807647 / 117.927828	INQUIRY #: 6010375.2s DATE: March 16, 2020 2:44 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250	1	0	0	NR	NR	NR	1
RCRA-SQG	0.250		2	0	NR	NR	NR	2
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001	3	0	NR	NR	NR	NR	3
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	2	2	NR	4
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	1	NR	NR	1
State and tribal leaking storage tank lists								
LUST	0.500		2	0	12	NR	NR	14

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	1	NR	NR	1
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		2	0	NR	NR	NR	2
AST	0.250		0	1	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250	1	1	0	NR	NR	NR	2
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		1	0	NR	NR	NR	1
CA FID UST	0.250		1	0	NR	NR	NR	1
CERS TANKS	0.250		1	0	NR	NR	NR	1
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001	1	0	NR	NR	NR	NR	1
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
Orange Co. Industrial Site	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	1	NR	NR	NR	2
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001	1	0	NR	NR	NR	NR	1
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001	1	0	NR	NR	NR	NR	1
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	4	NR	NR	5
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	2	NR	2
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001	1	0	NR	NR	NR	NR	1
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
HWTS	TP	2	NR	NR	NR	NR	NR	2
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		13	13	2	20	4	0	52

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
Target Property **DISNEYLAND HOTEL 1150 W MAGIC WAY**
ANAHEIM, CA 92802

CHMIRS **S110421772**
N/A

Site 1 of 9 in cluster A

Actual:
128 ft.

CHMIRS:

Name:	Not reported
Address:	DISNEYLAND HOTEL 1150 W MAGIC WAY
City,State,Zip:	ANAHEIM, CA 92802
OES Incident Number:	08-9090
OES notification:	12/22/2008
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Merchant/Business
Cleanup By:	Fire Dept.
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1545
Year:	2008
Agency:	Disneyland Resort
Incident Date:	12/22/2008
Admin Agency:	Anaheim Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Bleach
Quantity Released:	15

(Continued) **S110421772**

Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	10
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states that an employee had misused the product and combined them while doing laundry

---

A2 **ERNS** **2017187686**
Target Property **1150 WEST MAGIC WAY** **N/A**
ANAHEIM, CA

Site 2 of 9 in cluster A

Actual: 128 ft.

Incident Commons:

NRC Report #:	1187686
Description of Incident:	CALLER STATED THAT 500 GALLONS OF SODIUM HYPOCHLORITE AND 50 GALLONS OF MURIATIC ACID RELEASED INTO A SOILY AREA WITH A CONCRETE BASE WHEN TWO CUT FEED LINES WERE MISTAKENLY USED.
Type of Incident:	MOBILE
Incident Cause:	OPERATOR ERROR
Incident Date Time:	2017-08-18 07:58:00
Incident DTG:	OCCURRED
Incident Location:	Not reported
Loaction Address:	1150 WEST MAGIC WAY
Location Street 1:	Not reported
Location Street 2:	Not reported
Location Nearest City:	ANAHEIM
Location State:	CA
Location County:	ORANGE
Location Zip:	Not reported
Distance From City:	Not reported
Distance Units:	Not reported
Direction From City:	Not reported
Lat Deg:	Not reported
Lat Min:	Not reported
Lat Sec:	Not reported
Lat Quad:	Not reported
Long Deg:	Not reported
Long Min:	Not reported
Long Sec:	Not reported
Long Quad:	Not reported
Location Section:	Not reported
Location Township:	Not reported
Location range:	Not reported
Potential Range:	N

(Continued) **2017187686**

Incidents:

NRC Report #:	1187686
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	Not reported
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U

(Continued) **2017187686**

Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX

Incident Details:

NRC Report #:	1187686
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	U
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported

(Continued) **2017187686**

Media Interest:	UNKNOWN
Medium Desc:	LAND
Additional Medium Info:	/ SOIL AND CONCRETE
Body of Water:	Not reported
Tributary of:	Not reported
Release Secured:	Y
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	CLEAN UP UNDERWAY,CONTRACTOR HAS BEEN HIRED
State Agency on Scene:	FD
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	PARTLY CLOUDY
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	CA OES, ANAHEIM CUPA, CA EMS
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Mobile Detail:

NRC Report #:	1187686
Vehicle Number:	UNKNOWN
Trailer Number:	Not reported
Vehicle Own Fuel Capacity:	Not reported
Cargo Capacity:	Not reported

(Continued) **2017187686**

Amount of Cargo on Board:	Not reported
Hazmat Carrier:	U
Carrier Licensed:	U
Noncompliance With Hazmat:	U
Mobile Type:	COMMERCIAL TRUCK
Cargo Capacity Units:	Not reported
Amount of Cargo on Board Units:	Not reported
Vehicle Year:	Not reported
Vehicle Make:	Not reported
Vehicle Model:	Not reported

NRC Report #:	1187686
Vehicle Number:	UNKNOWN1
Trailer Number:	Not reported
Vehicle Own Fuel Capacity:	Not reported
Cargo Capacity:	Not reported
Amount of Cargo on Board:	Not reported
Hazmat Carrier:	U
Carrier Licensed:	U
Noncompliance With Hazmat:	U
Mobile Type:	COMMERCIAL TRUCK
Cargo Capacity Units:	Not reported
Amount of Cargo on Board Units:	Not reported
Vehicle Year:	Not reported
Vehicle Make:	Not reported
Vehicle Model:	Not reported

Calls:

NRC Report #:	1187686
Site ID:	20171187686
Date Time Received:	2017-08-18 13:27:27
Date Time Complete:	2017-08-18 13:40:48
Call Type:	INC
Responsible Company:	DISNEYLAND HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	ANAHEIM
Responsible State:	CA
Responsible Zip:	Not reported
On Behalf:	Not reported
Source:	TELEPHONE

Material Involved:

NRC Report #:	1187686
Chris Code:	HCS
Case Number:	007647-01-0
UN Number:	Not reported
Amount of Material:	50
Unit of Measure:	GALLON(S)
Name of Material:	HYDROCHLORIC ACID, SPENT (15% OR LESS)
If Reached Water:	NO
Amount in Water:	Not reported
Unit of Measure Reach Water:	Not reported

NRC Report #:	1187686
Chris Code:	SHP
Case Number:	000000-00-0

(Continued) **2017187686**

UN Number:	Not reported
Amount of Material:	500
Unit of Measure:	GALLON(S)
Name of Material:	SODIUM HYPOCHLORITE (15% OR LESS
If Reached Water:	NO
Amount in Water:	Not reported
Unit of Measure Reach Water:	Not reported

A3 **DISNEYLAND HOTEL CENTRAL AREA RENOVATION** **CIWQS** **S121634460**
Target **1150 W MAGIC WY** **N/A**
Property **ANAHEIM, CA 92802**

Site 3 of 9 in cluster A

Actual: **128 ft.**

CIWQS:

Name:	DISNEYLAND HOTEL CENTRAL AREA RENOVATION
Address:	1150 W MAGIC WY
City,State,Zip:	ANAHEIM, CA 92802
Agency:	Walt Disney Parks and Resorts US Inc
Agency Address:	1313 Harbor Blvd, Anaheim, CA 92803
Place/Project Type:	Construction - Commercial, Utility: Building and Grading, Reconstruction
SIC/NAICS:	Not reported
Region:	8
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	8 30C358416
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	06/08/2010
Termination Date:	03/22/2012
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.812623
Longitude:	-117.925833

A4 **ERNS** **2019265134**
Target **1150 WEST MAGIC WAY** **N/A**
Property **ANAHEIM, CA**

Site 4 of 9 in cluster A

Actual: **128 ft.**

Incident Commons:

NRC Report #:	1265134
Description of Incident:	CALLER REPORTS A RELEASE OF AN UNKNOWN AMOUNT OF HYDRONIC WATER CONTAINING SODIUM NITRITE (RUST INHIBITOR) INTO THE SOIL CAUSED BY A PIPE LEAK AT A FACILITY.
Type of Incident:	FIXED

(Continued) **2019265134**

Incident Cause:	EQUIPMENT FAILURE
Incident Date Time:	11/29/2019 12:30
Incident DTG:	DISCOVERED
Incident Location:	Not reported
Loaction Address:	1150 WEST MAGIC WAY
Location Street 1:	Not reported
Location Street 2:	Not reported
Location Nearest City:	ANAHEIM
Location State:	CA
Location County:	ORANGE
Location Zip:	Not reported
Distance From City:	Not reported
Distance Units:	Not reported
Direction From City:	Not reported
Lat Deg:	Not reported
Lat Min:	Not reported
Lat Sec:	Not reported
Lat Quad:	Not reported
Long Deg:	Not reported
Long Min:	Not reported
Long Sec:	Not reported
Long Quad:	Not reported
Location Section:	Not reported
Location Township:	Not reported
Location range:	Not reported
Potential Range:	N

Incidents:

NRC Report #:	1265134
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	N
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported
NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported

(Continued) **2019265134**

Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported
Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX

Incident Details:

NRC Report #:	1265134
Fire Involved:	N

(Continued) **2019265134**

Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	SOIL
Additional Medium Info:	Not reported
Body of Water:	Not reported
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	CALLER REPORTS A CONTRACTOR IS ATTEMPTING TO LOCATE THE SOURCE OF THE LEAK.
State Agency on Scene:	Not reported
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported
Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported

(Continued) **2019265134**

Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	FIRE DEPARTMENT
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Calls:

NRC Report #:	1265134
Site ID:	20191265134
Date Time Received:	2019-11-29 17:50:00
Date Time Complete:	2019-11-29 17:57:00
Call Type:	INC
Responsible Company:	DISNEYLAND HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	ANAHEIM
Responsible State:	CA
Responsible Zip:	Not reported
On Behalf:	Not reported
Source:	TELEPHONE

Material Involved:

NRC Report #:	1265134
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	0
Unit of Measure:	UNKNOWN AMOUNT
Name of Material:	HYDRONIC WATER CONTAINING SODIUM NITRITE (RUST INHIBITOR)
If Reached Water:	NO
Amount in Water:	Not reported
Unit of Measure Reach Water:	Not reported

A5 **DISNEYLAND HOTEL** **RCRA-LQG** **1000591358**
Target **1150 W. MAGIC WAY** **CAD115501777**
Property **ANAHEIM, CA 92802**

Site 5 of 9 in cluster A

Actual:
128 ft.

RCRA-LQG:

Date form received by agency:	2019-04-04 00:00:00.0
Facility name:	DISNEYLAND HOTEL
Facility address:	1150 W. MAGIC WAY ANAHEIM, CA 92802-0000
EPA ID:	CAD115501777
Mailing address:	3232 MC 224-C ANAHEIM, CA 92803
Contact:	DONNA A BAKER
Contact address:	3232 MC 224-C ANAHEIM, CA 92803
Contact country:	US
Contact telephone:	714-781-1756
Contact email:	DONNA.BAKER@DISNEY.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	WALT DISNEY PARKS AND RESORTS U.S., INC., A FLORIDA CORPORATION
Owner/operator address:	W. BALL RD. ANAHEIM, CA 92803
Owner/operator country:	US
Owner/operator telephone:	714-781-1756
Owner/operator email:	DONNA.BAKER@DISNEY.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	1993-04-30 00:00:00.
Owner/Op end date:	Not reported

Owner/operator name:	DISNEYLAND HOTEL
Owner/operator address:	W. MAGIC WAY ANAHEIM, CA 92802
Owner/operator country:	US
Owner/operator telephone:	714-781-1756
Owner/operator email:	DONNA.BAKER@DISNEY.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

DISNEYLAND HOTEL (Continued) **1000591358**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 1993-04-30 00:00:00.
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: WCO HOTELS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 2008-05-16 00:00:00.0
Site name: DISNEYLAND HOTEL
Classification: Small Quantity Generator

Date form received by agency: 2006-02-24 00:00:00.0
Site name: DISNEYLAND HOTEL
Classification: Small Quantity Generator

DISNEYLAND HOTEL (Continued) **1000591358**

Date form received by agency: 1996-09-01 00:00:00.0
Site name: DISNEYLAND HOTEL
Classification: Small Quantity Generator

Date form received by agency: 1992-02-28 00:00:00.0
Site name: WCO HOTELS, INC.
Classification: Large Quantity Generator

Date form received by agency: 1991-06-24 00:00:00.0
Site name: 1X DISNEYLAND HOTEL
Classification: Large Quantity Generator

Date form received by agency: 1991-03-15 00:00:00.0
Site name: DISNEYLAND HOTEL
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

DISNEYLAND HOTEL (Continued) **1000591358**

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

A6 **ERNS** **2019265136**
Target Property **1150 WEST MAGIC WAY** **N/A**
ANAHEIM, CA

Site 6 of 9 in cluster A

Actual: 128 ft.

Incident Commons:

NRC Report #:	1265136
Description of Incident:	/// UPDATE TO REPORT #1265134 /// UPDATE IS AS FOLLOWS: UPDATE TO AMOUNT OF MATERIALS RELEASED. ORIGINAL REPORT READS: CALLER REPORTS A RELEASE OF AN UNKNOWN AMOUNT OF HYDRONIC WATER CONTAINING SODIUM NITRITE (RUST INHIBITOR) INTO THE SOIL CAUSED BY A PIPE LEAK AT A FACILITY.
Type of Incident:	FIXED
Incident Cause:	EQUIPMENT FAILURE
Incident Date Time:	11/29/2019 12:30
Incident DTG:	DISCOVERED
Incident Location:	Not reported
Loaction Address:	1150 WEST MAGIC WAY
Location Street 1:	Not reported
Location Street 2:	Not reported
Location Nearest City:	ANAHEIM
Location State:	CA
Location County:	ORANGE
Location Zip:	Not reported
Distance From City:	Not reported
Distance Units:	Not reported
Direction From City:	Not reported
Lat Deg:	Not reported
Lat Min:	Not reported
Lat Sec:	Not reported
Lat Quad:	Not reported
Long Deg:	Not reported
Long Min:	Not reported
Long Sec:	Not reported
Long Quad:	Not reported
Location Section:	Not reported
Location Township:	Not reported
Location range:	Not reported
Potential Range:	N

Incidents:

NRC Report #:	1265136
Aircraft Type:	Not reported
Aircraft Model:	Not reported
Aircraft ID:	Not reported
Aircraft Fuel Capacity:	Not reported
Aircraft Fuel Capacity Units:	Not reported
Aircraft Fuel on Board:	Not reported
Aircraft Fuel on Board Units:	Not reported
Aircraft Spot Number:	Not reported
Aircraft Hanger:	Not reported
Aircraft Runway Number:	Not reported
Road Mile Marker:	Not reported
Building ID:	Not reported
Type of Fixed Object:	OTHER
Power Generating Facility:	U
Generating Capacity:	Not reported
Type of Fuel:	Not reported
NPDES:	Not reported

(Continued) **2019265136**

NPDES Compliance:	U
Pipeline Type:	Not reported
DOT Regulated:	U
Pipeline Above Ground:	ABOVE
Exposed Underwater:	N
Pipeline Covered:	U
Railroad Hotline:	Not reported
Grade Crossing:	U
Location Subdivision:	Not reported
Railroad Milepost:	Not reported
Type Vehicle Involved:	Not reported
Crossing Device Type:	Not reported
Device Operational:	U
DOT Crossing Number:	Not reported
Brake Failure:	U
Description of Tank:	Not reported
Tank Above Ground:	ABOVE
Transportable Container:	U
Tank Regulated:	U
Tank Regulated By:	Not reported
Tank ID:	Not reported
Capacity of Tank:	Not reported
Capacity of Tank Units:	Not reported
Actual Amount:	Not reported
Actual Amount Units:	Not reported
Platform Rig Name:	Not reported
Platform Letter:	Not reported
Location Area ID:	Not reported
Location Block ID:	Not reported
OCSG Number:	Not reported
OCSP Number:	Not reported
State Lease Number:	Not reported
Pier Dock Number:	Not reported
Berth Slip Number:	Not reported
Continuous Release Type:	Not reported
Initial Continuous Release No:	Not reported
Continuous Release Permit:	Not reported
Allision:	U
Type of Structure:	Not reported
Structure Name:	Not reported
Structure Operational:	U
Airbag Deployed:	U
Date Tiem Normal Service:	Not reported
Service Disruption Time:	Not reported
Service Disruption Units:	Not reported
Transit Bus Flag:	Not reported
CR Begin Date:	Not reported
CR End Date:	Not reported
CR Change Date:	Not reported
FBI Contact:	Not reported
FBI Contact Date Time:	Not reported
Sub Part C Testing Req:	XXX
Conductor Testing:	Not reported
Engineer Testing:	Not reported
Trainman Testing:	Not reported
Yard Foreman Testing:	Not reported
RCL Operator Testing:	Not reported

(Continued) **2019265136**

Brakeman Testing:	Not reported
Train Dispatcher Testing:	Not reported
Signalman Testing:	Not reported
Other Employee Testing:	Not reported
Unknown Testing:	Not reported
Passenger Handling:	Not reported
Passenger Route:	XXX
Passenger Delay:	XXX

Incident Details:

NRC Report #:	1265136
Fire Involved:	N
Fire Extinguished:	U
Any Evacuations:	N
Number Evacuated:	Not reported
Who Evacuated:	Not reported
Radius of Evacuation:	Not reported
Any Injuries:	N
Number Injured:	Not reported
Number Hospitalized:	Not reported
Any Fatalities:	N
Number Fatalities:	Not reported
Any Damages:	N
Damage Amount:	Not reported
Air Corridor Closed:	N
Air Corridor Desc:	Not reported
Air Closure Time:	Not reported
Waterway Closed:	N
Waterway Desc:	Not reported
Waterway Closure Time:	Not reported
Road Closed:	N
Road Desc:	Not reported
Road Closure Time:	Not reported
Closure Direction:	Not reported
Major Artery:	N
Track Closed:	N
Track Desc:	Not reported
Track Closure Time:	Not reported
Media Interest:	UNKNOWN
Medium Desc:	SOIL
Additional Medium Info:	Not reported
Body of Water:	Not reported
Tributary of:	Not reported
Release Secured:	U
Estimated Duration of Release:	Not reported
Release rate:	Not reported
Desc Remedial Action:	CALLER REPORTS A CONTRACTOR IS ATTEMPTING TO LOCATE THE SOURCE OF THE LEAK.
State Agency on Scene:	Not reported
State Agency Report Number:	Not reported
Other Agency Notified:	Not reported
Weather Conditions:	Not reported
Air Temperature:	Not reported
Wind Speed:	Not reported
Wind Direction:	Not reported
Water Supply Contaminated:	U
Sheen Size:	Not reported

(Continued) **2019265136**

Sheen Color:	Not reported
Direction of Sheen Travel:	Not reported
Sheen Odor Description:	Not reported
Wave Condition:	Not reported
Current Speed:	Not reported
Current Direction:	Not reported
Water Temperature:	Not reported
Track Close Dir:	Not reported
Empl Fatality:	Not reported
Pass Fatality:	Not reported
Community Impact:	Not reported
Wind Speed Unit:	Not reported
Employee Injuries:	Not reported
Passenger Injuries:	Not reported
Occupant Fatality:	Not reported
Current Speed Unit:	Not reported
Road Closure Units:	Not reported
Track CLosure Units:	Not reported
Sheen Size Units:	Not reported
Additional Info:	Not reported
State Agency Notified:	FIRE DEPARTMENT
Federal Agency Notified:	Not reported
nearest River Mile Marker:	Not reported
Sheen Size Length:	Not reported
Sheen Size Length Units:	Not reported
Sheen Size Width:	Not reported
Sheen Size Width Units:	Not reported
Offshore:	N
Duration Unit:	Not reported
Release Rate Unit:	Not reported
Release Rate Rate:	Not reported
Passengers Transferred:	NO

Calls:

NRC Report #:	1265136
Site ID:	20191265136
Date Time Received:	2019-11-29 18:07:00
Date Time Complete:	2019-11-29 18:22:00
Call Type:	INC
Responsible Company:	DISNEYLAND HOTEL
Responsible Org Type:	PRIVATE ENTERPRISE
Responsible City:	ANAHEIM
Responsible State:	CA
Responsible Zip:	Not reported
On Behalf:	Not reported
Source:	TELEPHONE

Material Involved:

NRC Report #:	1265136
Chris Code:	SNT
Case Number:	007632-00-0
UN Number:	Not reported
Amount of Material:	106
Unit of Measure:	POUND(S)
Name of Material:	SODIUM NITRITE
If Reached Water:	NO

(Continued) **2019265136**

Amount in Water:	Not reported
Unit of Measure Reach Water:	Not reported
NRC Report #:	1265136
Chris Code:	NCC
Case Number:	000000-00-0
UN Number:	Not reported
Amount of Material:	31960
Unit of Measure:	GALLON(S)
Name of Material:	HYDRONIC WATER
If Reached Water:	NO
Amount in Water:	Not reported
Unit of Measure Reach Water:	Not reported

A7 **DISNEYLAND HOTEL** **FINDS** **1008153093**
Target **1150 W MAGIC WAY** **ECHO** **N/A**
Property **ANAHEIM, CA 92802**

Site 7 of 9 in cluster A

Actual:
128 ft.

FINDS:
Registry ID: 110018990270
Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110018990270

Environmental Interest/Information System:
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.
HAZARDOUS AIR POLLUTANT MAJOR
STATE MASTER
HAZARDOUS WASTE BIENNIAL REPORTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1008153093
Registry ID:	110018990270
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110018990270
Name:	DISNEYLAND HOTEL
Address:	1150 W MAGIC WAY
City,State,Zip:	ANAHEIM, CA 92802

A8 Target Property **DISNEYLAND HOTEL**
1150 W MAGIC WAY
ANAHEIM, CA 92802

CERS HAZ WASTE
HAZNET
CERS
HWTS

S113002465
N/A

Site 8 of 9 in cluster A

Actual: 128 ft.

CERS HAZ WASTE:

Name:	DISNEYLAND HOTEL
Address:	1150 W MAGIC WAY
City,State,Zip:	ANAHEIM, CA 92803
Site ID:	391482
CERS ID:	10429624
CERS Description:	Hazardous Waste Generator

HAZNET:

Name:	DISNEYLAND HOTEL
Address:	1150 W MAGIC WAY
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928020000
Contact:	DONNA BAKER
Telephone:	7147811756
Mailing Name:	Not reported
Mailing Address:	PO BOX 3232
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	ARD069748192
CA Waste Code:	232 - Pesticides and other waste associated with pesticide production
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.07
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	NED981723513
CA Waste Code:	343 - Unspecified organic liquid mixture
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.225
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD044429835
CA Waste Code:	221 - Waste oil and mixed oil
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.465
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD044429835
CA Waste Code:	181 - Other inorganic solid waste
Disposal Method:	-
Tons:	0.625
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD044429835
CA Waste Code:	141 - Off-specification, aged or surplus inorganics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

DISNEYLAND HOTEL (Continued) **S113002465**

Tons:	0.195
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD044429835
CA Waste Code:	-
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0325
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	ARD069748192
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.333
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD059494310
CA Waste Code:	141 - Off-specification, aged or surplus inorganics
Disposal Method:	H070 -
Tons:	0.475
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD044429835
CA Waste Code:	352 - Other organic solids
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.4335
Year:	2017
Gepaid:	CAD115501777
TSD EPA ID:	CAD009007626
CA Waste Code:	151 - Asbestos containing waste
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.23

Click this hyperlink while viewing on your computer to access
297 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:

Year:	1994
Gen EPA ID:	CAD115501777
Shipment Date:	19941104
Creation Date:	10/19/1995 0:00:00
Receipt Date:	19941109
Manifest ID:	92257019
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	2.5284
Waste Quantity:	3
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941013
Creation Date:	10/18/1995 0:00:00
Receipt Date:	19941017
Manifest ID:	92257007
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	0.8428
Waste Quantity:	1
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941013
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941013
Manifest ID:	93788286
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941011
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19941019
Manifest ID:	92257012
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	0.8428
Waste Quantity:	1
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940908
Creation Date:	10/16/1995 0:00:00
Receipt Date:	19940912
Manifest ID:	92256987
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	0.8428
Waste Quantity:	1
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940623
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940623

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	93654963
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0135
Waste Quantity:	27
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940428
Creation Date:	3/25/1996 0:00:00
Receipt Date:	19940428
Manifest ID:	93508133
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0135
Waste Quantity:	27
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940420
Creation Date:	10/5/1995 0:00:00
Receipt Date:	19940425
Manifest ID:	92256958
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	1.6856
Waste Quantity:	2
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940309
Creation Date:	3/25/1996 0:00:00
Receipt Date:	19940315
Manifest ID:	93302869
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.4587
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940309
Creation Date:	3/25/1996 0:00:00
Receipt Date:	19940315
Manifest ID:	93302869
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.133
Waste Quantity:	35
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2000
Gen EPA ID:	CAD115501777
Shipment Date:	20001207
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001208
Manifest ID:	20291469
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001206
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20001206
Manifest ID:	20576522
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.495
Waste Quantity:	150
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001206
Creation Date:	3/22/2001 0:00:00

DISNEYLAND HOTEL (Continued) **S113002465**

Receipt Date:	20001206
Manifest ID:	20576522
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.417
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20001206
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20001206
Manifest ID:	20576522
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.04
Waste Quantity:	80
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20001206
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20001206
Manifest ID:	20576522
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.152
Waste Quantity:	40
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001010
Creation Date:	1/24/2001 0:00:00
Receipt Date:	20001010
Manifest ID:	99800474
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	1.0425
Waste Quantity:	250
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000926
Creation Date:	12/8/2000 0:00:00
Receipt Date:	20000927
Manifest ID:	20030495
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000712
Creation Date:	9/25/2000 0:00:00
Receipt Date:	20000721
Manifest ID:	20181970
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000508
Creation Date:	6/21/2000 0:00:00
Receipt Date:	20000509
Manifest ID:	20004075
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000317
Creation Date:	5/23/2000 0:00:00
Receipt Date:	20000320
Manifest ID:	99841342
Trans EPA ID:	ILD984908202

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2009
Gen EPA ID:	CAD115501777
Shipment Date:	20091229
Creation Date:	3/5/2010 18:30:31
Receipt Date:	20091229
Manifest ID:	003094342FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	8
Waste Quantity:	20
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091020
Creation Date:	1/11/2010 18:30:22
Receipt Date:	20091104
Manifest ID:	003011558FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	CAD980675276

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091012
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091012
Creation Date:	4/12/2010 18:31:10
Receipt Date:	20091023
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0425
Waste Quantity:	85

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091012
Creation Date:	4/12/2010 18:31:10
Receipt Date:	20091023
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.325
Waste Quantity:	650
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091012
Creation Date:	4/12/2010 18:31:10
Receipt Date:	20091023
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20091012
Creation Date:	4/12/2010 18:31:10

DISNEYLAND HOTEL (Continued) **S113002465**

Receipt Date:	20091023
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20091012
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20091012
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	003012296FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt Name: Not reported
CA Waste Code: 791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code: D002
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: 0.2
Waste Quantity: 400
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20091012
Creation Date: Not reported
Receipt Date: Not reported
Manifest ID: 003012296FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: NED986382133
Trans 2 Name: SMITH SYSTEMS INC
TSDF EPA ID: UTD981552177
Trans Name: CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code: D002
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: 0.055
Waste Quantity: 110
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 2015
Gen EPA ID: CAD115501777

Shipment Date: 20151114
Creation Date: 3/22/2016 22:15:44
Receipt Date: 20151110
Manifest ID: 008830594FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID: AZR000513770
Trans 2 Name: SLT EXPRESS WAY INC
TSDF EPA ID: UTD981552177
Trans Name: CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code: Not reported
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: 0.03306

DISNEYLAND HOTEL (Continued) **S113002465**

Waste Quantity:	30
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151114
Creation Date:	3/22/2016 22:15:44
Receipt Date:	20151110
Manifest ID:	008830594FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	123 - Unspecified alkaline solution
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.08
Waste Quantity:	160
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No

DISNEYLAND HOTEL (Continued) **S113002465**

	Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0075
Waste Quantity:	15
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01653
Waste Quantity:	15
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	10/12/2015 22:15:20
Receipt Date:	20150824
Manifest ID:	008819462FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.275
Waste Quantity:	550
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5:	Not reported
Additional Info:	
Year:	1996
Gen EPA ID:	CAD115501777
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961211
Manifest ID:	96068232
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961212
Manifest ID:	96068274
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	12.642
Waste Quantity:	15
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961211

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	96068233
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961212
Manifest ID:	96068234
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	10.9564
Waste Quantity:	13
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961212
Manifest ID:	96068273
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	11.7992
Waste Quantity:	14
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961211
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961212
Manifest ID:	96068269
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961210
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961210
Manifest ID:	96068272
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961210
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961210
Manifest ID:	96068271
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961108
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961108
Manifest ID:	96459578
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961004
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961021
Manifest ID:	96280966
Trans EPA ID:	CAD076548635
Trans Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD982465866
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	261 - Not reported
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	1.0006
Waste Quantity:	908
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2006
Gen EPA ID:	CAD115501777
Shipment Date:	20061117
Creation Date:	3/30/2007 13:33:18
Receipt Date:	20061122
Manifest ID:	000507499FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	1.5
Waste Quantity:	3000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20061117
Creation Date:	3/30/2007 13:33:18
Receipt Date:	20061122
Manifest ID:	000507499FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20061010
Creation Date:	4/19/2007 18:30:43
Receipt Date:	20061010
Manifest ID:	000392516FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	16
Waste Quantity:	40
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20061010
Creation Date:	4/19/2007 18:30:50
Receipt Date:	20061018
Manifest ID:	000609121FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.8

DISNEYLAND HOTEL (Continued) **S113002465**

Waste Quantity:	2
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20061010
Creation Date:	4/19/2007 18:30:50
Receipt Date:	20061018
Manifest ID:	000609121FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.475
Waste Quantity:	950
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20060922
Creation Date:	3/30/2007 13:31:29
Receipt Date:	20060922
Manifest ID:	000674548FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	16
Waste Quantity:	40
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	20060906
Creation Date:	3/30/2007 13:31:06
Receipt Date:	20060906
Manifest ID:	000457533FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	16
Waste Quantity:	40
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20060707
Creation Date:	9/13/2006 18:31:19
Receipt Date:	20060714
Manifest ID:	24908942
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20060707
Creation Date:	9/17/2006 18:33:10
Receipt Date:	20060707
Manifest ID:	24908930
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	CAD980675276
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	1.6856
Waste Quantity:	2
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20060707
Creation Date:	9/13/2006 18:31:19
Receipt Date:	20060714
Manifest ID:	24908942
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.9
Waste Quantity:	1800
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2013
Gen EPA ID:	CAD115501777

Shipment Date:	20131218
Creation Date:	2/25/2014 22:15:05
Receipt Date:	20131218
Manifest ID:	006105525FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080013352
Trans Name:	DEMENNO/KERDOON
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil

DISNEYLAND HOTEL (Continued) **S113002465**

RCRA Code:	Not reported
Disposal Method:	H039 - Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Quantity Tons:	5.7
Waste Quantity:	1500
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20131010
Creation Date:	11/29/2013 22:15:14
Receipt Date:	20131010
Manifest ID:	006967914FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20131010
Creation Date:	11/29/2013 22:15:14
Receipt Date:	20131010
Manifest ID:	006967914FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20131010
Creation Date:	11/29/2013 22:15:14
Receipt Date:	20131010
Manifest ID:	006967914FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20131010
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131014
Manifest ID:	006967913FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01322
Waste Quantity:	12
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20131010
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131014

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	006967913FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	U239
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1125
Waste Quantity:	225
Quantity Unit:	P
Additional Code 1:	U002
Additional Code 2:	D001
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20131010
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131014
Manifest ID:	006967913FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20131010
Creation Date:	2/24/2014 22:15:07
Receipt Date:	20131014
Manifest ID:	006967913FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20130814
Creation Date:	9/30/2013 22:15:16
Receipt Date:	20130814
Manifest ID:	004478322FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	13.344
Waste Quantity:	3200
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20130814
Creation Date:	10/30/2013 22:15:08
Receipt Date:	20130814
Manifest ID:	004478412FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	20.85
Waste Quantity:	5000
Quantity Unit:	G
Additional Code 1:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2007
Gen EPA ID:	CAD115501777
Shipment Date:	20071212
Creation Date:	3/8/2008 18:30:06
Receipt Date:	20071212
Manifest ID:	000943038FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRON SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	4
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070813
Creation Date:	12/28/2007 18:30:32
Receipt Date:	20070814
Manifest ID:	001079541FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5:	Not reported
Shipment Date:	20070813
Creation Date:	12/28/2007 18:30:32
Receipt Date:	20070814
Manifest ID:	001079541FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.65
Waste Quantity:	1300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070813
Creation Date:	12/28/2007 18:30:32
Receipt Date:	20070814
Manifest ID:	001079541FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070813
Creation Date:	12/28/2007 18:30:32
Receipt Date:	20070814
Manifest ID:	001079541FLE
Trans EPA ID:	MAD039322250

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.225
Waste Quantity:	450
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070727
Creation Date:	3/4/2008 18:30:55
Receipt Date:	20070803
Manifest ID:	001126914FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0551
Waste Quantity:	50
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070727
Creation Date:	3/4/2008 18:30:55
Receipt Date:	20070803
Manifest ID:	001126914FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics

DISNEYLAND HOTEL (Continued) **S113002465**

RCRA Code:	D008
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.5
Waste Quantity:	1000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070427
Creation Date:	10/10/2007 18:30:08
Receipt Date:	20070505
Manifest ID:	001127444FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	2
Waste Quantity:	4000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070321
Creation Date:	8/23/2007 18:30:40
Receipt Date:	20070321
Manifest ID:	000945293FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	21.07
Waste Quantity:	25
Quantity Unit:	Y

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070319
Creation Date:	8/19/2007 18:30:27
Receipt Date:	20070319
Manifest ID:	000674870FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2001
Gen EPA ID:	CAD115501777
Shipment Date:	20011130
Creation Date:	2/19/2002 0:00:00
Receipt Date:	20011203
Manifest ID:	21322741
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0175
Waste Quantity:	35
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5:	Not reported
Shipment Date:	20011009
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011010
Manifest ID:	21394004
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010814
Creation Date:	10/3/2001 0:00:00
Receipt Date:	20010815
Manifest ID:	21113376
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010725
Creation Date:	10/3/2001 0:00:00
Receipt Date:	20010725
Manifest ID:	20323964
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.5
Waste Quantity:	1000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010725
Creation Date:	10/3/2001 0:00:00
Receipt Date:	20010725
Manifest ID:	20323964
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	1.25
Waste Quantity:	2500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010725
Creation Date:	10/3/2001 0:00:00
Receipt Date:	20010725
Manifest ID:	20323964
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.209

DISNEYLAND HOTEL (Continued) **S113002465**

Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010319
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010320
Manifest ID:	20345213
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010319
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010320
Manifest ID:	20345213
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.6463
Waste Quantity:	155
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010319

DISNEYLAND HOTEL (Continued) **S113002465**

Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010320
Manifest ID:	20345213
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.5
Waste Quantity:	1000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010319
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010320
Manifest ID:	20345213
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.1749
Waste Quantity:	53
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2017
Gen EPA ID:	CAD115501777

Shipment Date:	20171101
Creation Date:	8/1/2018 18:30:18
Receipt Date:	20171106
Manifest ID:	011238718FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 EPA ID:	CAR000187922
Trans 2 Name:	RUST & SONS TRUCKING
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.02
Waste Quantity:	40
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20171101
Creation Date:	8/3/2018 18:30:33
Receipt Date:	20171108
Manifest ID:	011238716FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MOR000501981
Trans 2 Name:	AATCO
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01653
Waste Quantity:	15
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20171101
Creation Date:	6/20/2018 18:31:41
Receipt Date:	20171128
Manifest ID:	011238717FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As

DISNEYLAND HOTEL (Continued) **S113002465**

	Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20171101
Creation Date:	6/20/2018 18:31:41
Receipt Date:	20171128
Manifest ID:	011238717FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20171101
Creation Date:	8/1/2018 18:30:18
Receipt Date:	20171106
Manifest ID:	011238718FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	CAR000187922
Trans 2 Name:	RUST & SONS TRUCKING
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5:	Not reported
Shipment Date:	20171101
Creation Date:	8/1/2018 18:30:18
Receipt Date:	20171106
Manifest ID:	011238718FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	CAR000187922
Trans 2 Name:	RUST & SONS TRUCKING
TSDF EPA ID:	NED981723513
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170929
Creation Date:	6/26/2018 18:30:22
Receipt Date:	20171003
Manifest ID:	015222394JJK
Trans EPA ID:	CAR000181891
Trans Name:	BDC SPECIAL WASTE SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009007626
Trans Name:	AZUSA LAND RECLAMATION CO INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.23
Waste Quantity:	1
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170918
Creation Date:	6/13/2018 18:30:51
Receipt Date:	20171002
Manifest ID:	011082156FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170905
Creation Date:	6/20/2018 18:31:35
Receipt Date:	20170922
Manifest ID:	011080743FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170905
Creation Date:	6/20/2018 18:31:35
Receipt Date:	20170922
Manifest ID:	011080743FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste

DISNEYLAND HOTEL (Continued) **S113002465**

RCRA Code: Not reported
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.21
Waste Quantity: 420
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 2012
Gen EPA ID: CAD115501777

Shipment Date: 20121115
Creation Date: 4/9/2013 22:15:07
Receipt Date: 20121201
Manifest ID: 006113586FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS ENV SVCS
TSDF EPA ID: UTD981552177
Trans Name: CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: 0.0075
Waste Quantity: 15
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20121115
Creation Date: Not reported
Receipt Date: Not reported
Manifest ID: 006113586FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS ENV SVCS
TSDF EPA ID: UTD981552177
Trans Name: CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: - Not reported
RCRA Code: Not reported
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: Not reported
Waste Quantity: Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20121115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	006113586FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	F001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.075
Waste Quantity:	150
Quantity Unit:	P
Additional Code 1:	D040
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20121115
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	006113586FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.04
Waste Quantity:	80
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20121115
Creation Date:	4/9/2013 22:15:07

DISNEYLAND HOTEL (Continued) **S113002465**

Receipt Date:	20121201
Manifest ID:	006113586FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01322
Waste Quantity:	12
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20121115
Creation Date:	4/9/2013 22:15:07
Receipt Date:	20121201
Manifest ID:	006113586FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	D008
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20121115
Creation Date:	4/9/2013 22:15:07
Receipt Date:	20121201
Manifest ID:	006113586FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	F005
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
Additional Code 1:	F003
Additional Code 2:	F002
Additional Code 3:	D035
Additional Code 4:	D001
Additional Code 5:	Not reported
Shipment Date:	20121115
Creation Date:	2/15/2013 22:15:28
Receipt Date:	20121116
Manifest ID:	006113585FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	D009
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20121115
Creation Date:	2/15/2013 22:15:28
Receipt Date:	20121116
Manifest ID:	006113585FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	D008
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0225
Waste Quantity:	45
Quantity Unit:	P

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20120913
Creation Date:	12/28/2012 22:15:08
Receipt Date:	20120914
Manifest ID:	005336825FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2014
Gen EPA ID:	CAD115501777
Shipment Date:	20141229
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	2/26/2015 22:14:59
Receipt Date:	20141229
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	D008
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	8/6/2015 22:15:06
Receipt Date:	20150107
Manifest ID:	008039526FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01102
Waste Quantity:	10
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.04
Waste Quantity:	80
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	2/26/2015 22:14:59
Receipt Date:	20141229
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	F001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.13
Waste Quantity:	260
Quantity Unit:	P
Additional Code 1:	D040
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	2/26/2015 22:14:59
Receipt Date:	20141229
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0225
Waste Quantity:	45
Quantity Unit:	P

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141229
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	008039527FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0525
Waste Quantity:	105
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20141114
Creation Date:	1/15/2015 22:14:55
Receipt Date:	20141114
Manifest ID:	008065948FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Info:

Year:	1997
Gen EPA ID:	CAD115501777
Shipment Date:	19971121
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971201
Manifest ID:	96643092
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.225
Waste Quantity:	450
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971121
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971201
Manifest ID:	96643092
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971121
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971201
Manifest ID:	96643092
Trans EPA ID:	CAD000083121

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.2085
Waste Quantity:	50
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19971120
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971121
Manifest ID:	97344804
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19971113
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971126
Manifest ID:	96618104
Trans EPA ID:	CAD076548635
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD982465866
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	261 - Not reported
RCRA Code:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Disposal Method:	R01 - Recycler
Quantity Tons:	0.9918
Waste Quantity:	900
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971028
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971029
Manifest ID:	96642856
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.152
Waste Quantity:	40
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971028
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971029
Manifest ID:	96642856
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.36
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	19971028
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971029
Manifest ID:	96642856
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.04
Waste Quantity:	80
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19971028
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971029
Manifest ID:	96642856
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.417
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970924
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19970929
Manifest ID:	96854621
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2011
Gen EPA ID:	CAD115501777
Shipment Date:	20111222
Creation Date:	4/26/2012 20:30:19
Receipt Date:	20120106
Manifest ID:	004707015FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS TRANS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.025
Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	4/26/2012 20:30:19
Receipt Date:	20120106
Manifest ID:	004707015FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS TRANS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l

DISNEYLAND HOTEL (Continued) **S113002465**

RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01102
Waste Quantity:	10
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	4/26/2012 20:30:19
Receipt Date:	20120106
Manifest ID:	004707015FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS TRANS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0375
Waste Quantity:	75
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	3/16/2012 20:30:47
Receipt Date:	20111223
Manifest ID:	004707017FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	3/16/2012 20:30:47
Receipt Date:	20111223
Manifest ID:	004707017FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.6
Waste Quantity:	1200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	3/16/2012 20:30:47
Receipt Date:	20111223
Manifest ID:	004707017FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	D008
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	4/26/2012 20:30:19
Receipt Date:	20120106
Manifest ID:	004707015FLE

DISNEYLAND HOTEL (Continued) **S113002465**

Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS TRANS
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20111222
Creation Date:	3/16/2012 20:30:47
Receipt Date:	20111223
Manifest ID:	004707017FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.015
Waste Quantity:	30
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20110921
Creation Date:	3/20/2012 20:30:12
Receipt Date:	20110927
Manifest ID:	004785364FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT EXPRESSWAY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01653
Waste Quantity:	15
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20110804
Creation Date:	1/12/2012 18:30:25
Receipt Date:	20110811
Manifest ID:	004477266FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	AZR000508515
Trans 2 Name:	SLT EXPRESSWAY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2016
Gen EPA ID:	CAD115501777
Shipment Date:	20151114
Creation Date:	3/22/2016 22:15:44
Receipt Date:	20151110
Manifest ID:	008830594FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	123 - Unspecified alkaline solution
RCRA Code:	D002
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.0125
Waste Quantity:	25

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151114
Creation Date:	3/22/2016 22:15:44
Receipt Date:	20151110
Manifest ID:	008830594FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.03306
Waste Quantity:	30
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.08
Waste Quantity:	160
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151104

DISNEYLAND HOTEL (Continued) **S113002465**

Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151104
Creation Date:	1/11/2016 22:16:49
Receipt Date:	20151104
Manifest ID:	008830595FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	10/12/2015 22:15:20
Receipt Date:	20150824
Manifest ID:	008819462FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Tons:	0.275
Waste Quantity:	550
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0075
Waste Quantity:	15
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20150824
Creation Date:	1/21/2016 22:15:32
Receipt Date:	20150915
Manifest ID:	008819461FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICE INC
Trans 2 EPA ID:	AZR000513770
Trans 2 Name:	SLT EXPRESS WAY INC
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	731 - Liquids with polychlorinated biphenyls > 50 mg/l
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.01653
Waste Quantity:	15
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Info:

Year:	2004
Gen EPA ID:	CAD115501777
Shipment Date:	20041221
Creation Date:	3/13/2007 18:30:28
Receipt Date:	20041229
Manifest ID:	23633189
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.036
Waste Quantity:	72
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20041019
Creation Date:	1/11/2005 18:30:51
Receipt Date:	20041021
Manifest ID:	23783692
Trans EPA ID:	CAR000049064
Trans Name:	ECTI
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	CAD980675276
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	33.712
Waste Quantity:	40
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040804
Creation Date:	11/5/2004 18:30:59
Receipt Date:	20040811
Manifest ID:	23509299
Trans EPA ID:	TXR000050930

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.036
Waste Quantity:	72
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20040121
Creation Date:	8/19/2004 11:23:00
Receipt Date:	20040128
Manifest ID:	22589831
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2003
Gen EPA ID:	CAD115501777

Shipment Date:	20031126
Creation Date:	8/9/2004 8:48:13
Receipt Date:	20031205
Manifest ID:	22805306
Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.015
Waste Quantity:	30
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20031111
Creation Date:	8/9/2004 8:48:13
Receipt Date:	20031119
Manifest ID:	22798577
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	9490019999
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20031111
Creation Date:	8/9/2004 8:48:13
Receipt Date:	20031119
Manifest ID:	22798577
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	9490019999
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20031111
Creation Date:	8/9/2004 8:48:13
Receipt Date:	20031119
Manifest ID:	22798577
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	9490019999
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.075
Waste Quantity:	150
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20031111
Creation Date:	8/9/2004 8:48:13
Receipt Date:	20031119
Manifest ID:	22798577
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	9490019999
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	- Not reported
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20031001
Creation Date:	8/3/2004 7:33:04
Receipt Date:	20031007
Manifest ID:	22514982

DISNEYLAND HOTEL (Continued) **S113002465**

Trans EPA ID:	TXR000050930
Trans Name:	SAFETY-KLEEN SYSTEMS INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	SAFETY-KLEEN SYSTEMS INC
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20030903
Creation Date:	7/29/2004 7:45:24
Receipt Date:	20030908
Manifest ID:	22513402
Trans EPA ID:	TXR000050930
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.025
Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20030711
Creation Date:	7/28/2004 10:45:53
Receipt Date:	20030715
Manifest ID:	22739897
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD980675276
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste

DISNEYLAND HOTEL (Continued) **S113002465**

RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	1
Waste Quantity:	2000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20030606
Creation Date:	7/22/2004 8:36:14
Receipt Date:	20030612
Manifest ID:	22740793
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD980675276
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20030415
Creation Date:	7/12/2003 18:31:23
Receipt Date:	20030417
Manifest ID:	22446652
Trans EPA ID:	TXR000050930
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.033
Waste Quantity:	66
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5: Not reported

Additional Info:
Year: 2010
Gen EPA ID: CAD115501777

Shipment Date: 20101215
Creation Date: Not reported
Receipt Date: Not reported
Manifest ID: 003403456FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: OKD981588791
Trans 2 Name: TRIAD TRANSPORT INC
TSDF EPA ID: ARD069748192
Trans Name: CLEAN HARBORS EL DORADO LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: - Not reported
RCRA Code: Not reported
Disposal Method: - Not reported
Quantity Tons: 0.025
Waste Quantity: 50
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20101215
Creation Date: 2/23/2011 18:30:25
Receipt Date: 20101220
Manifest ID: 000943065FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: MAD039322250
Trans 2 Name: CLEAN HARBORS ENV
TSDF EPA ID: CAD980675276
Trans Name: CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 151 - Asbestos-containing waste
RCRA Code: Not reported
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.875
Waste Quantity: 1750
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20101215
Creation Date: Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Receipt Date:	Not reported
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.02
Waste Quantity:	40
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.475
Waste Quantity:	950
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	D002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	5/19/2011 18:30:18
Receipt Date:	20101215
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0175
Waste Quantity:	35
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	5/19/2011 18:30:18
Receipt Date:	20101215
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code:	D002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Tons:	0.155
Waste Quantity:	310
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	5/19/2011 18:30:18
Receipt Date:	20101215
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	281 - Adhesives
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20101215
Creation Date:	5/19/2011 18:30:18
Receipt Date:	20101215
Manifest ID:	003403457FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	281 - Adhesives
RCRA Code:	U002
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0875
Waste Quantity:	175
Quantity Unit:	P
Additional Code 1:	D001
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5: Not reported

Shipment Date: 20101215
Creation Date: 5/24/2011 18:30:28
Receipt Date: 20110105
Manifest ID: 003403456FLE
Trans EPA ID: MAD039322250
Trans Name: CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: OKD981588791
Trans 2 Name: TRIAD TRANSPORT INC
TSDF EPA ID: ARD069748192
Trans Name: CLEAN HARBORS EL DORADO LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 281 - Adhesives
RCRA Code: Not reported
Disposal Method: H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons: 0.0875
Waste Quantity: 175
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 1993
Gen EPA ID: CAD115501777

Shipment Date: 19931109
Creation Date: 9/14/1995 0:00:00
Receipt Date: 19931109
Manifest ID: 93124963
Trans EPA ID: ILD984908202
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAT000613976
Trans Name: Not reported
TSDF Alt EPA ID: CAT000613976
TSDF Alt Name: Not reported
CA Waste Code: 212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code: F005
Disposal Method: H01 - Transfer Station
Quantity Tons: 0.0135
Waste Quantity: 27
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19930913
Creation Date: 9/12/1995 0:00:00
Receipt Date: Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	93079151
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	- Not reported
Quantity Tons:	0.0135
Waste Quantity:	27
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930803
Creation Date:	9/11/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92566828
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613983
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	- Not reported
Quantity Tons:	0.0135
Waste Quantity:	27
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930615
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930615
Manifest ID:	93100307
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930615
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930615
Manifest ID:	93100307
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.6
Waste Quantity:	1200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930615
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930615
Manifest ID:	93100307
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	D001
Disposal Method:	R01 - Recycler
Quantity Tons:	0.4587
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930615
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930615
Manifest ID:	93100307
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.133
Waste Quantity:	35
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930526
Creation Date:	9/7/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92571910
Trans EPA ID:	ILD051060408
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	- Not reported
Quantity Tons:	0.0135
Waste Quantity:	27
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930326
Creation Date:	9/6/1995 0:00:00
Receipt Date:	19930330
Manifest ID:	92153889
Trans EPA ID:	ILD051060408
Trans Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0615
Waste Quantity:	123
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19930203
Creation Date:	9/6/1995 0:00:00
Receipt Date:	19930205
Manifest ID:	92388030
Trans EPA ID:	ILD051060408
Trans Name:	Not reported
Trans 2 EPA ID:	ILD051060408
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613893
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0615
Waste Quantity:	123
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2008
Gen EPA ID:	CAD115501777

Shipment Date:	20081021
Creation Date:	4/8/2009 18:30:30
Receipt Date:	20081123
Manifest ID:	001205874FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	TXD055141378
Trans Name:	CLEAN HARBORS DEER PARK LP
TSDF Alt EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	Not reported
Waste Quantity:	1400
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20081021
Creation Date:	4/8/2009 18:30:30
Receipt Date:	20081123
Manifest ID:	001205874FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	TXD055141378
Trans Name:	CLEAN HARBORS DEER PARK LP
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20081021
Creation Date:	4/8/2009 18:30:30
Receipt Date:	20081123
Manifest ID:	001205874FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	TXD055141378
Trans Name:	CLEAN HARBORS DEER PARK LP
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	D001
Disposal Method:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.2
Waste Quantity:	400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20081021
Creation Date:	1/15/2009 18:30:27
Receipt Date:	20081021
Manifest ID:	001205875FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	D008
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.375
Waste Quantity:	750
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20081021
Creation Date:	1/15/2009 18:30:27
Receipt Date:	20081021
Manifest ID:	001205875FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.225
Waste Quantity:	450
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080925
Creation Date:	11/18/2008 18:30:17
Receipt Date:	20080928

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	000943043FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	4
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080902
Creation Date:	10/21/2008 18:30:24
Receipt Date:	20080902
Manifest ID:	000943071FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	16
Waste Quantity:	40
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080724
Creation Date:	9/25/2008 18:30:09
Receipt Date:	20080725
Manifest ID:	002109829FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	- Not reported
Quantity Tons:	0.3875
Waste Quantity:	775
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080724
Creation Date:	10/10/2008 18:30:25
Receipt Date:	20080729
Manifest ID:	002108901FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	MAD039322250
Trans 2 Name:	CLEAN HARBORS ENV SVCS
TSDF EPA ID:	CAD980675276
Trans Name:	CLEAN HARBORS BUTTONWILLOW LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080724
Creation Date:	9/25/2008 18:30:09
Receipt Date:	20080725
Manifest ID:	002109829FLE
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD044429835
Trans Name:	CLEAN HARBORS WILMINGTON LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	Not reported
Waste Quantity:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1999
Gen EPA ID:	CAD115501777
Shipment Date:	19991110
Creation Date:	1/19/2000 0:00:00
Receipt Date:	19991111
Manifest ID:	99504988
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990804
Creation Date:	10/28/1999 0:00:00
Receipt Date:	19990806
Manifest ID:	99038154
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 5:	Not reported
Shipment Date:	19990602
Creation Date:	7/30/1999 0:00:00
Receipt Date:	19990603
Manifest ID:	99226387
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990413
Creation Date:	6/10/1999 0:00:00
Receipt Date:	19990414
Manifest ID:	98803180
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990216
Creation Date:	5/4/1999 0:00:00
Receipt Date:	19990217
Manifest ID:	98856051
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990210
Creation Date:	5/27/1999 0:00:00
Receipt Date:	19990218
Manifest ID:	98436502
Trans EPA ID:	SCD987574647
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.417
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990210
Creation Date:	5/27/1999 0:00:00
Receipt Date:	19990218
Manifest ID:	98436502
Trans EPA ID:	SCD987574647
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.3

DISNEYLAND HOTEL (Continued) **S113002465**

Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990210
Creation Date:	5/27/1999 0:00:00
Receipt Date:	19990218
Manifest ID:	98436502
Trans EPA ID:	SCD987574647
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.34
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990210
Creation Date:	5/27/1999 0:00:00
Receipt Date:	19990218
Manifest ID:	98436502
Trans EPA ID:	SCD987574647
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	512 - Other empty containers 30 gallons or more
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Info:

Year:	1998
Gen EPA ID:	CAD115501777
Shipment Date:	19981215
Creation Date:	2/26/1999 0:00:00
Receipt Date:	19981216
Manifest ID:	98452315
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981028
Creation Date:	1/13/1999 0:00:00
Receipt Date:	19981029
Manifest ID:	98562968
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980826
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980827
Manifest ID:	98279130
Trans EPA ID:	ILD984908202

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980730
Creation Date:	9/22/1998 0:00:00
Receipt Date:	19980804
Manifest ID:	98199732
Trans EPA ID:	CAR000017657
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009007626
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	2.107
Waste Quantity:	2.5
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980701
Creation Date:	9/3/1998 0:00:00
Receipt Date:	19980702
Manifest ID:	98187720
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005

DISNEYLAND HOTEL (Continued) **S113002465**

Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980520
Creation Date:	9/3/1998 0:00:00
Receipt Date:	19980526
Manifest ID:	96643591
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	223 - Unspecified oil-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	4.5
Waste Quantity:	9000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980506
Creation Date:	6/26/1998 0:00:00
Receipt Date:	19980507
Manifest ID:	97373240
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	19980311
Creation Date:	5/8/1998 0:00:00
Receipt Date:	19980312
Manifest ID:	97399312
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19980227
Creation Date:	4/16/1998 0:00:00
Receipt Date:	19980306
Manifest ID:	96618108
Trans EPA ID:	CAD076548635
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD982465866
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	261 - Not reported
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2755
Waste Quantity:	250
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19980224
Creation Date:	5/26/1998 0:00:00
Receipt Date:	19980227
Manifest ID:	96642549
Trans EPA ID:	CAD000083121
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
TSDF Alt EPA ID:	CAD050806850
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.1368
Waste Quantity:	36
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2005
Gen EPA ID:	CAD115501777
Shipment Date:	20051212
Creation Date:	1/4/2007 18:30:12
Receipt Date:	20051218
Manifest ID:	25149881
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.015
Waste Quantity:	30
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20051212
Creation Date:	1/4/2007 18:30:12
Receipt Date:	20051218
Manifest ID:	25149881
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001

DISNEYLAND HOTEL (Continued) **S113002465**

Disposal Method:	R01 - Recycler
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20051212
Creation Date:	1/4/2007 18:30:12
Receipt Date:	20051218
Manifest ID:	25149881
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20051212
Creation Date:	1/4/2007 18:30:12
Receipt Date:	20051218
Manifest ID:	25149881
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	20050426
Creation Date:	7/21/2005 18:32:26
Receipt Date:	20050429
Manifest ID:	24164076
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENVIRONMENTAL SVC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	1.6856
Waste Quantity:	2
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20050114
Creation Date:	4/20/2006 18:30:56
Receipt Date:	20050124
Manifest ID:	24165521
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	291 - Latex waste
RCRA Code:	NONE
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	1.05
Waste Quantity:	2100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20050114
Creation Date:	4/20/2006 18:30:56
Receipt Date:	20050124
Manifest ID:	24165521
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20050114
Creation Date:	4/20/2006 18:30:56
Receipt Date:	20050124
Manifest ID:	24165521
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20050114
Creation Date:	4/20/2006 18:30:56
Receipt Date:	20050124
Manifest ID:	24165521
Trans EPA ID:	MAD039322250
Trans Name:	CLEAN HARBORS ENV SERVICES INC
Trans 2 EPA ID:	UTD988074712
Trans 2 Name:	TW COMPANY
TSDF EPA ID:	UTD981552177
Trans Name:	CLEAN HARBORS ARAGONITE LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.0375
Waste Quantity:	75
Quantity Unit:	P

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD115501777
Shipment Date:	19951221
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951227
Manifest ID:	95589610
Trans EPA ID:	CAD072953771
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000633164
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	12.642
Waste Quantity:	15
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19951212
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951213
Manifest ID:	95821770
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

Shipment Date:	19951018
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951018
Manifest ID:	95755742
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950913
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950918
Manifest ID:	92257136
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	8.428
Waste Quantity:	10
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950822
Creation Date:	4/1/1996 0:00:00
Receipt Date:	19950822
Manifest ID:	95046130
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976

DISNEYLAND HOTEL (Continued) **S113002465**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950710
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950719
Manifest ID:	95181325
Trans EPA ID:	CAD076548635
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD982465866
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	261 - Not reported
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0495
Waste Quantity:	45
Quantity Unit:	K
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950628
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950629
Manifest ID:	95419351
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613976
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000613976
TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.018
Waste Quantity:	36
Quantity Unit:	P

DISNEYLAND HOTEL (Continued) **S113002465**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950619
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950622
Manifest ID:	92257097
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	0.1685
Waste Quantity:	0.2
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950412
Creation Date:	3/29/1996 0:00:00
Receipt Date:	19950417
Manifest ID:	92257064
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950314
Creation Date:	3/29/1996 0:00:00
Receipt Date:	19950316

DISNEYLAND HOTEL (Continued) **S113002465**

Manifest ID:	92257060
Trans EPA ID:	CAD981455520
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000027741
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000027741
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	3.3712
Waste Quantity:	4
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2002
Gen EPA ID:	CAD115501777
Shipment Date:	20021212
Creation Date:	3/27/2003 18:31:27
Receipt Date:	20021224
Manifest ID:	21769064
Trans EPA ID:	CAD073609893
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000017657
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009007626
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	D80 - Disposal, Land Fill
Quantity Tons:	3.3712
Waste Quantity:	4
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021206
Creation Date:	3/30/2003 18:31:13
Receipt Date:	20021209
Manifest ID:	22125249
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.19
Waste Quantity:	50
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20021206
Creation Date:	3/30/2003 18:31:13
Receipt Date:	20021209
Manifest ID:	22125249
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	151 - Asbestos-containing waste
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20021206
Creation Date:	3/30/2003 18:31:13
Receipt Date:	20021209
Manifest ID:	22125249
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.33
Waste Quantity:	100

DISNEYLAND HOTEL (Continued) **S113002465**

Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021206
Creation Date:	3/30/2003 18:31:13
Receipt Date:	20021209
Manifest ID:	22125249
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.2085
Waste Quantity:	50
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021206
Creation Date:	3/27/2003 18:31:27
Receipt Date:	20021212
Manifest ID:	22125248
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	CAT000624247
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD049318009
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	135 - Unspecified aqueous solution
RCRA Code:	D002
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021206
Creation Date:	3/27/2003 18:31:27

DISNEYLAND HOTEL (Continued) **S113002465**

Receipt Date:	20021212
Manifest ID:	22125248
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	CAT000624247
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD049318009
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.075
Waste Quantity:	150
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20021206
Creation Date:	3/27/2003 18:31:27
Receipt Date:	20021212
Manifest ID:	22125248
Trans EPA ID:	MAD039322250
Trans Name:	Not reported
Trans 2 EPA ID:	CAT000624247
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD049318009
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	T03 - Treatment, Incineration
Quantity Tons:	0.13
Waste Quantity:	260
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20021030
Creation Date:	2/21/2003 10:41:38
Receipt Date:	20021108
Manifest ID:	22144029
Trans EPA ID:	SCR000075150
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000613893
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported

DISNEYLAND HOTEL (Continued) **S113002465**

TSDF Alt Name:	Not reported
CA Waste Code:	212 - Oxygenated solvents (acetone, butanol, ethyl acetate, etc.
RCRA Code:	F005
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020819
Creation Date:	1/27/2003 18:31:12
Receipt Date:	20020820
Manifest ID:	21887506
Trans EPA ID:	SCR000074591
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD050806850
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	461 - Paint sludge
RCRA Code:	Not reported
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.6255
Waste Quantity:	150
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

CERS:

Name:	DISNEYLAND HOTEL
Address:	1150 W MAGIC WAY
City,State,Zip:	ANAHEIM, CA 92803
Site ID:	391482
CERS ID:	10429624
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	391482
Site Name:	DISNEYLAND HOTEL
Violation Date:	01-13-2014
Citation:	HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c)
Violation Description:	Failure to review, revise, and recertify the business plan at least once every three years.
Violation Notes:	Returned to compliance on 02/20/2014.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

DISNEYLAND HOTEL (Continued) **S113002465**

Site ID: 391482
Site Name: DISNEYLAND HOTEL
Violation Date: 01-13-2014
Citation: 19 CCR 4 2729.2(a)(1) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(1)
Violation Description: Owner/Operator failed to complete and/or submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes: Returned to compliance on 02/20/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 391482
Site Name: DISNEYLAND HOTEL
Violation Date: 02-17-2016
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.
Violation Notes: Returned to compliance on 07/08/2016. Inventory
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 391482
Site Name: DISNEYLAND HOTEL
Violation Date: 01-23-2018
Citation: 22 CCR 23 66273.34 - California Code of Regulations, Title 22, Chapter 23, Section(s) 66273.34
Violation Description: Failure to label or mark each individual or container or the designated area of universal waste as required. 1) Waste batteries shall be marked with "Universal Waste-Battery(ies)G . 2) Mercury containing equipment shall be marked with "Universal Waste -Mercury-Containing EquipmentG . 3) Lamps shall be marked with G Universal Waste-Lamp(s)G . 4)Each electronic devices or the container or the designated area shall be marked with G Universal Waste-Electronic Device(s)G . 5) Each CRTs or the container or the designated area shall be marked with "Universal Waste-CRT(s)G . 6) CRT glass or the designated area shall be marked with G Universal Waste-CRT glassG .
Violation Notes: Returned to compliance on 01/23/2018. Unlabeled container of e-waste in storage.
Violation Division: Anaheim City Fire Department
Violation Program: HW
Violation Source: CERS

Site ID: 391482
Site Name: DISNEYLAND HOTEL
Violation Date: 02-17-2016
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.
Violation Notes: Returned to compliance on 07/08/2016. Emergency Response Plan
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

DISNEYLAND HOTEL (Continued) **S113002465**

Site ID: 391482
Site Name: DISNEYLAND HOTEL
Violation Date: 01-13-2014
Citation: HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)
Violation Description: Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.
Violation Notes: Returned to compliance on 02/20/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-23-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-23-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-17-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-07-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-23-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HWLQG
Eval Source: CERS

DISNEYLAND HOTEL (Continued) **S113002465**

Eval General Type: Other/Unknown
Eval Date: 02-20-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HazMat Reinspection
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-15-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations observed during the inspection.
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-15-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: FEP-0000834
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Operator
Entity Name: William Wilson
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 493-7030

Affiliation Type Desc: Environmental Contact
Entity Name: William Wilson / DISNEYLAND
Entity Title: Not reported
Affiliation Address: P.O. BOX 3232
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92803
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Anaheim City Fire Department
Entity Title: Not reported
Affiliation Address: 201 South Anaheim Boulevard, Suite 300
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

DISNEYLAND HOTEL (Continued) **S113002465**

Affiliation Type Desc:	Document Preparer
Entity Name:	Bill Wilson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	William Wilson
Entity Title:	Asst. Chief.
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	The Walt Disney Company
Entity Title:	Not reported
Affiliation Address:	1313 S HARBOR BLVD
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92802
Affiliation Phone:	(714) 781-4000

Affiliation Type Desc:	Parent Corporation
Entity Name:	Disneyland Resort
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1313 S. Harbor Drive
Affiliation City:	Anahiem
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802
Affiliation Phone:	Not reported

Name:	WCO HOTELS INC
Address:	1150 W MAGIC WAY
City,State,Zip:	ANAHEIM, CA 928020000
Site ID:	464708
CERS ID:	110018990270
CERS Description:	US EPA Air Emission Inventory System (EIS)

DISNEYLAND HOTEL (Continued) **S113002465**

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	WILLIAM WILSON DISNEYLAND
Entity Title:	Not reported
Affiliation Address:	POBOX 3232
Affiliation City:	ANAHEIM
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	DONNA A BAKER
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

HWTS:

Name:	DISNEYLAND HOTEL
Address:	1150 W MAGIC WAY
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928020000
EPA ID:	CAD115501777
Inactive Date:	Not reported
Create Date:	04/07/1986
Last Act Date:	10/07/2019
Mailing Name:	Not reported
Mailing Address:	PO BOX 3232
Mailing Address 2:	MAIL CODE 224-C
Mailing City,State,Zip:	ANAHEIM, CA 928033232
Owner Name:	DISNEYLAND RESORT, A DIV OF WA
Owner Address:	PO BOX 3232
Owner Address 2:	Not reported
Owner City,State,Zip:	ANAHEIM, CA 928033232
Contact Name:	DONNA BAKER
Contact Address:	PO BOX 3232
Contact Address 2:	MAIL CODE 224-C
City,State,Zip:	ANAHEIM, CA 92803

NAICS:

EPA ID:	CAD115501777
Create Date:	2009-12-03 12:41:18
NAICS Code:	721199
NAICS Description:	All Other Traveler Accommodation
Issued EPA ID Date:	1986-04-07 00:00:00
Inactive Date:	Not reported
Facility Name:	DISNEYLAND HOTEL
Facility Address:	1150 W MAGIC WAY
Facility Address 2:	Not reported
Facility City:	ANAHEIM
Facility County:	30
Facility State:	CA

DISNEYLAND HOTEL (Continued) **S113002465**

Facility Zip: 928020000

A9 **SHAW & SONS CORPORATION** **HWTS** **S124569905**
Target **1150 W MAGIC WAY** **N/A**
Property **ANAHEIM, CA 92802**

Site 9 of 9 in cluster A

Actual: **128 ft.**

HWTS:

Name:	SHAW & SONS CORPORATION
Address:	1150 W MAGIC WAY
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928020000
EPA ID:	CAC002517119
Inactive Date:	09/10/2002
Create Date:	01/10/2002
Last Act Date:	01/10/2002
Mailing Name:	Not reported
Mailing Address:	829 W 17TH ST
Mailing Address 2:	Not reported
Mailing City,State,Zip:	COSTA MESA, CA 926270000
Owner Name:	SHAW & SONS CORPORATION
Owner Address:	829 W 17TH ST
Owner Address 2:	Not reported
Owner City,State,Zip:	COSTA MESA, CA 926270000
Contact Name:	CATHY MARTINEZ
Contact Address:	829 W 17TH ST
Contact Address 2:	Not reported
City,State,Zip:	COSTA MESA, CA 926270000

B10 **DISNEYLAND CENTRAL PLANT** **RCRA-SQG** **1000314741**
NNW **1600 S WALNUT ST** **CAT000623926**
< 1/8 **ANAHEIM, CA 92802**
0.046 mi.
242 ft. **Site 1 of 4 in cluster B**

Relative: **Higher**

Actual: **128 ft.**

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	DISNEYLAND CENTRAL PLANT
Facility address:	1600 S WALNUT ST ANAHEIM, CA 92802
EPA ID:	CAT000623926
Mailing address:	P.O. BOX THIRD THOUSAND SECOND CULVER CITY, CA 90230
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

DISNEYLAND CENTRAL PLANT (Continued) **1000314741**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DIHEPOC PARTNERS
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	1990-04-06 00:00:00.0
Site name:	PACIFIC ENERGY- DISNEY
Classification:	Large Quantity Generator

Date form received by agency:	1980-08-18 00:00:00.0
Site name:	DISNEYLAND CENTRAL PLANT
Classification:	Large Quantity Generator

DISNEYLAND CENTRAL PLANT (Continued) **1000314741**

Violation Status: No violations found

B11 **CENTRAL PLANTS, INC.** **LUST** **S103340503**
NNW **1600 WALNUT ST** **HIST CORTESE** **N/A**
< 1/8 **ANAHEIM, CA 92802**
0.046 mi.
242 ft. **Site 2 of 4 in cluster B**

Relative:
Higher

Actual:
128 ft.

LUST REG 8:

Name:	CENTRAL PLANTS, INC.
Address:	1600 WALNUT ST
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083003069T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Diesel
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	Not reported
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Not reported
How Stopped:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Global ID:	T0605902089
How Stopped Date:	Not reported
Enter Date:	10/24/1997
Date Confirmation of Leak Began:	7/10/1997
Date Preliminary Assessment Began:	Not reported
Discover Date:	7/10/1997
Enforcement Date:	Not reported
Close Date:	2/2/1998
Date Prelim Assessment Workplan Submitted:	10/1/1997
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	10/24/1997
GW Qualifies:	Not reported
Soil Qualifies:	<
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8082958
Longitude:	-117.9282974
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	1
Max MTBE Soil:	.1
MTBE Fuel:	0
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	*
Staff:	RS

CENTRAL PLANTS, INC. (Continued) **S103340503**

Staff Initials:	ROW
Lead Agency:	Local Agency
Local Agency:	30011
Hydr Basin #:	COASTAL PLAIN OF ORA
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: Not reported

HIST CORTESE:

edr_fname:	UNKNOWN
edr_fadd1:	1600
City,State,Zip:	ANAHEIM, CA 92802
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083003148T

edr_fname:	CENTRAL PLANTS, INC.
edr_fadd1:	1600
City,State,Zip:	ANAHEIM, CA 92802
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083003069T

edr_fname:	VOIT-KRAEMER PROPERTIES F
edr_fadd1:	1600
City,State,Zip:	ANAHEIM, CA 92802
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083003248T

edr_fname:	DOUBLE J. LUMBER COMPANY
edr_fadd1:	1600
City,State,Zip:	ANAHEIM, CA 92802
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083000503T

edr_fname:	CONTAINER CORP. OF AMERIC
edr_fadd1:	1600
City,State,Zip:	ANAHEIM, CA 92802
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083000594T

B12 **DISNEYLAND HOTEL PLANT** **HIST UST** **U001578600**
NNW **1600 S WALNUT** **N/A**
< 1/8 **ANAHEIM, CA 92802**
0.046 mi.
242 ft. **Site 3 of 4 in cluster B**

Relative:
Higher

Actual:
128 ft.

HIST UST:

Name:	DISNEYLAND HOTEL PLANT
Address:	1600 S WALNUT
City,State,Zip:	ANAHEIM, CA 92802
File Number:	0002E6B6
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002E6B6.pdf
Region:	STATE
Facility ID:	00000020371
Facility Type:	Other
Other Type:	DISTRICT HTG/COOLING
Contact Name:	DEAN DAY, PLANT SUPVR.
Telephone:	2137251139
Owner Name:	CENTRAL PLANTS, INC.
Owner Address:	6055 E. WASHINGTON BLVD.
Owner City,St,Zip:	COMMERCE, CA 90040
Total Tanks:	0003
Tank Num:	001
Container Num:	#1
Year Installed:	1969
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	1/4"
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2
Year Installed:	1978
Tank Capacity:	00020000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	380
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	#3
Year Installed:	1969
Tank Capacity:	00000750
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	10
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

B13 **SEMPRA ENERGY FAC MGMT/CENTRAL** **LUST** **S101589503**
NNW **1600 S WALNUT ST** **SWEEPS UST** **N/A**
< 1/8 **ANAHEIM, CA 92802** **CA FID UST**
0.046 mi. **EMI**
242 ft. **Site 4 of 4 in cluster B** **CERS**

Relative: Higher

Actual: 128 ft.

LUST:

Name:	CENTRAL PLANTS, INC.
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Lead Agency:	ANAHEIM CITY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605902089
Global Id:	T0605902089
Latitude:	33.8083088
Longitude:	-117.9283026
Status:	Completed - Case Closed
Status Date:	02/02/1998
Case Worker:	ROW
RB Case Number:	083003069T
Local Agency:	ANAHEIM CITY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0605902089
Contact Type:	Local Agency Caseworker
Contact Name:	RICHARD O. WILSON
Organization Name:	ANAHEIM CITY
Address:	201 S. ANAHEIM BLVD. #601
City:	ANAHEIM
Email:	dwilson@anaheim.net
Phone Number:	Not reported

Global Id:	T0605902089
Contact Type:	Regional Board Caseworker
Contact Name:	ROSE SCOTT
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	rose.scott@waterboards.ca.gov
Phone Number:	9513206375

LUST:

Global Id:	T0605902089
Action Type:	ENFORCEMENT
Date:	02/02/1998
Action:	Closure/No Further Action Letter

Global Id:	T0605902089
Action Type:	Other
Date:	09/16/1997
Action:	Leak Reported

Global Id:	T0605902089
Action Type:	ENFORCEMENT

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Date: 02/02/1998
Action: Closure/No Further Action Letter

Global Id: T0605902089
Action Type: Other
Date: 07/10/1997
Action: Leak Discovery

LUST:
Global Id: T0605902089
Status: Open - Case Begin Date
Status Date: 07/10/1997

Global Id: T0605902089
Status: Open - Site Assessment
Status Date: 07/10/1997

Global Id: T0605902089
Status: Open - Site Assessment
Status Date: 10/01/1997

Global Id: T0605902089
Status: Completed - Case Closed
Status Date: 02/02/1998

SWEEPS UST:
Name: CENTRAL PLANTS INC DISNEYLAND HOTEL
Address: 1600 S WALNUT ST
City: ANAHEIM
Status: Active
Comp Number: 4490
Number: 1
Board Of Equalization: Not reported
Referral Date: 12-09-93
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: FUEL-OIL-TANK1
SWRCB Tank Id: 30-011-004490-000001
Tank Status: A
Capacity: 20000
Active Date: 12-09-93
Tank Use: OIL
STG: P
Content: DIESEL FUEL
Number Of Tanks: 3

Name: CENTRAL PLANTS INC DISNEYLAND HOTEL
Address: 1600 S WALNUT ST
City: ANAHEIM
Status: Active
Comp Number: 4490
Number: 1
Board Of Equalization: Not reported
Referral Date: 12-09-93
Action Date: 05-24-94

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Created Date: 12-31-88
Owner Tank Id: 662
SWRCB Tank Id: 30-011-004490-000002
Tank Status: A
Capacity: 7500
Active Date: Not reported
Tank Use: M.V. FUEL
STG: W
Content: GASHOL
Number Of Tanks: Not reported

Name: CENTRAL PLANTS INC DISNEYLAND HOTEL
Address: 1600 S WALNUT ST
City: ANAHEIM
Status: Active
Comp Number: 4490
Number: 1
Board Of Equalization: Not reported
Referral Date: 12-09-93
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 662
SWRCB Tank Id: 30-011-004490-000003
Tank Status: A
Capacity: 750
Active Date: Not reported
Tank Use: M.V. FUEL
STG: W
Content: JET FUEL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 30016292
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7147741880
Mail To: Not reported
Mailing Address: 6055 E WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: ANAHEIM 92802
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:
Name: CENTRAL PLANTS INC
Address: 1600 S WALNUT ST
City,State,Zip: ANAHEIM, CA 92802
Year: 1987
County Code: 30

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	42
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	14
NOX - Oxides of Nitrogen Tons/Yr:	104
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	CENTRAL PLANTS INC
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1990
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	49
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	23
NOX - Oxides of Nitrogen Tons/Yr:	20
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	CENTRAL PLANTS INC
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1993
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	48
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	35
NOX - Oxides of Nitrogen Tons/Yr:	18
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	CENTRAL PLANTS INC
Address:	1600 S WALNUT ST

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

City,State,Zip:	ANAHEIM, CA 92802
Year:	1995
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	48
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	35
NOX - Oxides of Nitrogen Tons/Yr:	18
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	CENTRAL PLANTS INC
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1996
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	242
Reactive Organic Gases Tons/Yr:	22
Carbon Monoxide Emissions Tons/Yr:	58
NOX - Oxides of Nitrogen Tons/Yr:	19
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SEMPRA ENERGY FAC MGMT/CENTRAL
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1997
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	131
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	40
NOX - Oxides of Nitrogen Tons/Yr:	12
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Name:	SEMPRA ENERGY FAC MGMT/CENTRAL
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1998
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	162
Reactive Organic Gases Tons/Yr:	15
Carbon Monoxide Emissions Tons/Yr:	40
NOX - Oxides of Nitrogen Tons/Yr:	12
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SEMPRA ENERGY FAC MGMT/CENTRAL
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1999
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	131
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	40
NOX - Oxides of Nitrogen Tons/Yr:	12
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SEMPRA ENERGY FAC MGMT/CENTRAL
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	2000
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	131
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	40
NOX - Oxides of Nitrogen Tons/Yr:	12
SOX - Oxides of Sulphur Tons/Yr:	0

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: CENTRAL PLANTS, INC.
Address: 1600 S WALNUT ST
City,State,Zip: ANAHEIM, CA 92802
Year: 2001
County Code: 30
Air Basin: SC
Facility ID: 16575
Air District Name: SC
SIC Code: 4961
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Y
Consolidated Emission Reporting Rule: B
Total Organic Hydrocarbon Gases Tons/Yr: 127
Reactive Organic Gases Tons/Yr: 12
Carbon Monoxide Emissions Tons/Yr: 21
NOX - Oxides of Nitrogen Tons/Yr: 14
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: SEMPRA ENERGY SOLUTIONS/CENTRAL PLANTS
Address: 1600 S WALNUT ST
City,State,Zip: ANAHEIM, CA 92802
Year: 2002
County Code: 30
Air Basin: SC
Facility ID: 16575
Air District Name: SC
SIC Code: 4961
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 112
Reactive Organic Gases Tons/Yr: 11
Carbon Monoxide Emissions Tons/Yr: 18
NOX - Oxides of Nitrogen Tons/Yr: 12
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: SEMPRA ENERGY SOLUTIONS/CENTRAL PLANTS
Address: 1600 S WALNUT ST
City,State,Zip: ANAHEIM, CA 92802
Year: 2003
County Code: 30
Air Basin: SC
Facility ID: 16575
Air District Name: SC
SIC Code: 4961
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 112
Reactive Organic Gases Tons/Yr: 11

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Carbon Monoxide Emissions Tons/Yr:	18
NOX - Oxides of Nitrogen Tons/Yr:	12
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SEMPRA ENERGY SOLUTIONS/CENTRAL PLANTS
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	2004
County Code:	30
Air Basin:	SC
Facility ID:	16575
Air District Name:	SC
SIC Code:	4961
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	111.568686
Reactive Organic Gases Tons/Yr:	10.3
Carbon Monoxide Emissions Tons/Yr:	18.3071
NOX - Oxides of Nitrogen Tons/Yr:	11.5032
SOX - Oxides of Sulphur Tons/Yr:	0.0481538
Particulate Matter Tons/Yr:	0.3080325
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.3

CERS:

Name:	CENTRAL PLANTS, INC.
Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	259982
CERS ID:	T0605902089
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	RICHARD O. WILSON - ANAHEIM CITY
Entity Title:	Not reported
Affiliation Address:	201 S. ANAHEIM BLVD. #601
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	ROSE SCOTT - SANTA ANA RWQCB (REGION 8)
Entity Title:	Not reported
Affiliation Address:	3737 MAIN STREET, SUITE 500
Affiliation City:	RIVERSIDE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9513206375

Name:	SEMPRA ENERGY FAC MGMT/CENTRAL

SEMPRA ENERGY FAC MGMT/CENTRAL (Continued) **S101589503**

Address:	1600 S WALNUT ST
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	493357
CERS ID:	110040950753
CERS Description:	US EPA Air Emission Inventory System (EIS)

C14 **SEPHORA STORE 30 ANAHEIM DISNEYLAND** **CERS HAZ WASTE** **S113177422**
ENE **1570 S DISNEYLAND DR** **HAZNET** **N/A**
< 1/8 **ANAHEIM, CA 92802** **HWTS**
0.114 mi.
601 ft. **Site 1 of 3 in cluster C**

Relative:
Higher

Actual:
132 ft.

CERS HAZ WASTE:

Name:	SEPHORA #30
Address:	1570 S DISNEYLAND DR STE 101
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	369892
CERS ID:	10671073
CERS Description:	Hazardous Waste Generator

Violations:

Site ID:	369892
Site Name:	Sephora #30
Violation Date:	06-06-2018
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Hazardous Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 10/05/2018. No CUPA Permit
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-06-2018
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HW
Eval Source:	CERS

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Anaheim City Fire Department
Entity Title:	Not reported
Affiliation Address:	201 South Anaheim Boulevard, Suite 300
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-4047

Affiliation Type Desc:	Document Preparer
Entity Name:	Jessica Otto, g2 revolution
Entity Title:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	8585 Pyott Rd. Ste. 100
Affiliation City:	Lake in the Hills
Affiliation State:	IL
Affiliation Country:	Not reported
Affiliation Zip:	60156
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Sephora
Entity Title:	Not reported
Affiliation Address:	525 Market Street, 32nd Floor
Affiliation City:	San Francisco
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94105
Affiliation Phone:	(415) 284-3300
Affiliation Type Desc:	Environmental Contact
Entity Name:	g2 revolution
Entity Title:	Not reported
Affiliation Address:	8585 Pyott Rd. Suite 100
Affiliation City:	Lake in the Hills
Affiliation State:	IL
Affiliation Country:	Not reported
Affiliation Zip:	60156
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Jessica Otto
Entity Title:	Environmental Specialist, g2 revolution
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Sephora
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Affiliation Type Desc:	Operator
Entity Name:	Sephora #30
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 758-1700

HAZNET:

Name:	SEPHORA STORE 30 ANAHEIM DISNEYLAND
Address:	1570 S DISNEYLAND DR
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928022321
Contact:	SANDI BAKER FACILITIES MGR
Telephone:	4152843488
Mailing Name:	Not reported
Mailing Address:	425 MARKET ST
Year:	2008
Gepaid:	CAR000147470
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.5445
Year:	2007
Gepaid:	CAR000147470
TSD EPA ID:	CAD008364432
CA Waste Code:	214 - Unspecified solvent mixture
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1575
Year:	2007
Gepaid:	CAR000147470
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.396
Year:	2006
Gepaid:	CAR000147470
TSD EPA ID:	CAD008364432
CA Waste Code:	214 - Unspecified solvent mixture
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.045
Year:	2006
Gepaid:	CAR000147470
TSD EPA ID:	CAD008364432
CA Waste Code:	214 - Unspecified solvent mixture
Disposal Method:	T01 - Treatment, Tank
Tons:	0.3575
Year:	2005

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Gepaid: CAR000147470
TSD EPA ID: CAD008364432
CA Waste Code: 214 - Unspecified solvent mixture
Disposal Method: T01 - Treatment, Tank
Tons: 0.35

Year: 2005
Gepaid: CAR000147470
TSD EPA ID: CAD008252405
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: R01 - Recycler
Tons: 0.14

Year: 2004
Gepaid: CAR000147470
TSD EPA ID: AZD081705402
CA Waste Code: 214 - Unspecified solvent mixture
Disposal Method: R01 - Recycler
Tons: 0.425

Additional Info:
Year: 2006
Gen EPA ID: CAR000147470

Shipment Date: 20060914
Creation Date: 3/30/2007 13:31:40
Receipt Date: 20060914
Manifest ID: 000446387JJK
Trans EPA ID: CAD008364432
Trans Name: RHO-CHEM
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD008364432
Trans Name: RHO-CHEM CORPORATION
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 214 - Unspecified solvent mixture
RCRA Code: D001
Disposal Method: H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons: 0.045
Waste Quantity: 90
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20060818
Creation Date: 10/5/2006 18:32:01
Receipt Date: 20060822
Manifest ID: 24952527
Trans EPA ID: CAD008364432
Trans Name: RHO CHEM
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.105
Waste Quantity:	210
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20060718
Creation Date:	9/17/2006 18:31:02
Receipt Date:	20060719
Manifest ID:	24954026
Trans EPA ID:	CAD008364432
Trans Name:	RHO CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.105
Waste Quantity:	210
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20060508
Creation Date:	12/20/2006 18:30:52
Receipt Date:	20060508
Manifest ID:	24956770
Trans EPA ID:	CAD008364432
Trans Name:	RHO CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.0475
Waste Quantity:	95

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20060302
Creation Date:	7/5/2006 12:03:31
Receipt Date:	20060303
Manifest ID:	24579065
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2008
Gen EPA ID:	CAR000147470
Shipment Date:	20080925
Creation Date:	3/9/2009 18:30:21
Receipt Date:	20081001
Manifest ID:	004240675JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS - S
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Additional Code 5:	Not reported
Shipment Date:	20080807
Creation Date:	1/15/2009 18:30:42
Receipt Date:	20080813
Manifest ID:	004082974JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS - S
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080625
Creation Date:	11/17/2008 18:30:24
Receipt Date:	20080627
Manifest ID:	004082796JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS - S
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20080417
Creation Date:	9/25/2008 18:30:09
Receipt Date:	20080423
Manifest ID:	004082533JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS INC
Trans 2 EPA ID:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.0495
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20080306
Creation Date:	8/20/2008 18:30:32
Receipt Date:	20080307
Manifest ID:	003637890JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20080118
Creation Date:	7/22/2008 18:30:23
Receipt Date:	20080123
Manifest ID:	003637710JJK
Trans EPA ID:	CAR000172460
Trans Name:	ENVIRONMENTAL LOGISTICS
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2007
Gen EPA ID:	CAR000147470
Shipment Date:	20071206
Creation Date:	5/30/2008 18:30:22
Receipt Date:	20071212
Manifest ID:	003637567JJK
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.0495
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20071011
Creation Date:	6/4/2008 18:30:16
Receipt Date:	20071017
Manifest ID:	003139375JJK
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070822
Creation Date:	2/5/2008 18:30:19
Receipt Date:	20070824
Manifest ID:	003139202JJK
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.0495
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070705
Creation Date:	2/29/2008 18:30:06
Receipt Date:	20070711
Manifest ID:	002339984JJK
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.0495
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070508
Creation Date:	12/20/2007 18:30:21
Receipt Date:	20070511
Manifest ID:	002339700JJK
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.099
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070315
Creation Date:	12/10/2007 18:30:24
Receipt Date:	20070321
Manifest ID:	000113358GBF
Trans EPA ID:	CAD982444481
Trans Name:	FILTER RECYCLING SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.0495
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070116
Creation Date:	8/9/2007 18:30:19
Receipt Date:	20070118
Manifest ID:	000506147JJK
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Quantity Tons:	0.1575
Waste Quantity:	315
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2005
Gen EPA ID:	CAR000147470
Shipment Date:	20051222
Creation Date:	8/10/2006 18:34:27
Receipt Date:	20051222
Manifest ID:	24581025
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20051025
Creation Date:	5/24/2006 18:31:13
Receipt Date:	20051025
Manifest ID:	24585316
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20050718
Creation Date:	10/11/2005 18:32:36
Receipt Date:	20050718
Manifest ID:	23768036
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20050412
Creation Date:	6/9/2005 18:31:04
Receipt Date:	20050412
Manifest ID:	23769468
Trans EPA ID:	CAD008364432
Trans Name:	RHO-CHEM
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008364432
Trans Name:	RHO-CHEM CORPORATION
TSDF Alt EPA ID:	CAD008364432
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	T01 - Treatment, Tank
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20050126
Creation Date:	4/29/2005 8:38:49
Receipt Date:	20050204
Manifest ID:	24206167
Trans EPA ID:	CAD000603738

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

Trans Name:	NORTH STATE ENVIRONMENTAL
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY
TSDF Alt EPA ID:	CAD008252405
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Disposal Method:	R01 - Recycler
Quantity Tons:	0.14
Waste Quantity:	280
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2004
Gen EPA ID:	CAR000147470
Shipment Date:	20041025
Creation Date:	1/11/2005 18:30:51
Receipt Date:	20041101
Manifest ID:	24077181
Trans EPA ID:	IND058484114
Trans Name:	HERITAGE TRANSPORT LLC / SIGNAL HI
Trans 2 EPA ID:	AZD982403586
Trans 2 Name:	ENGLUND EQUIPMENT
TSDF EPA ID:	AZD081705402
Trans Name:	HERITAGE ENVIRONMENTAL SERVICES LL
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	R01 - Recycler
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040714
Creation Date:	11/1/2004 12:36:11
Receipt Date:	20040716
Manifest ID:	23542698
Trans EPA ID:	IND058484114
Trans Name:	HERITAGE TRANSPORT LLC / SIGNAL HI
Trans 2 EPA ID:	AZD982403586
Trans 2 Name:	ENGLUND EQUIPMENT
TSDF EPA ID:	AZD081705402
Trans Name:	HERITAGE ENVIRONMENTAL SERVICES LL

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **S113177422**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	214 - Unspecified solvent mixture
RCRA Code:	D001
Disposal Method:	R01 - Recycler
Quantity Tons:	0.125
Waste Quantity:	250
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

HWTS:

Name:	SEPHORA STORE 30 ANAHEIM DISNEYLAND
Address:	1570 S DISNEYLAND DR
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928022321
EPA ID:	CAR000147470
Inactive Date:	06/30/2008
Create Date:	06/21/2004
Last Act Date:	04/07/2010
Mailing Name:	Not reported
Mailing Address:	425 MARKET ST
Mailing Address 2:	2ND FL
Mailing City,State,Zip:	SAN FRANCISCO, CA 941050000
Owner Name:	SEPHORA USA
Owner Address:	425 MARKET ST
Owner Address 2:	2ND FL
Owner City,State,Zip:	SAN FRANCISCO, CA 941050000
Contact Name:	SANDI BAKER FACILITIES MGR
Contact Address:	425 MARKET ST
Contact Address 2:	2ND FL
City,State,Zip:	SAN FRANCISCO, CA 941050000

NAICS:

EPA ID:	CAR000147470
Create Date:	2004-10-20 10:23:57
NAICS Code:	453998
NAICS Description:	All Other Miscellaneous Store Retailers (except Tobacco Stores)
Issued EPA ID Date:	2004-06-21 15:39:42
Inactive Date:	2008-06-30 00:00:00
Facility Name:	SEPHORA STORE 30 ANAHEIM DISNEYLAND
Facility Address:	1570 S DISNEYLAND DR
Facility Address 2:	Not reported
Facility City:	ANAHEIM
Facility County:	30
Facility State:	CA
Facility Zip:	928022321

C15 **SEPHORA STORE 30 ANAHEIM DISNEYLAND** **RCRA-SQG** **1006930256**
ENE **1570 SOUTH DISNEYLAND DRIVE** **CAR000147470**
< 1/8 **ANAHEIM, CA 92802**
0.114 mi.
601 ft. **Site 2 of 3 in cluster C**

Relative:
Higher

Actual:
132 ft.

RCRA-SQG:

Date form received by agency:	2003-08-19 00:00:00.0
Facility name:	SEPHORA STORE 30 ANAHEIM DISNEYLAND
Facility address:	1570 SOUTH DISNEYLAND DRIVE ANAHEIM, CA 92802
EPA ID:	CAR000147470
Mailing address:	525 MARKET STREET SAN FRANCISCO, CA 94105
Contact:	SANDI BAKER
Contact address:	525 MARKET STREET SAN FRANCISCO, CA 94105
Contact country:	US
Contact telephone:	415-348-3488
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DFS
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	2001-01-12 00:00:00.
Owner/Op end date:	Not reported

Owner/operator name:	SEPHORA
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	2001-01-12 00:00:00.
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

SEPHORA STORE 30 ANAHEIM DISNEYLAND (Continued) **1006930256**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

C16 **SEPHORA STORE 030** **RCRA NonGen / NLR** **1024807113**
ENE **1570 S DISNEYLAND DR STE 101** **CAL000272896**
< 1/8 **ANAHEIM, CA 92802**
0.114 mi.
601 ft. **Site 3 of 3 in cluster C**

Relative:
Higher

Actual:
132 ft.

RCRA NonGen / NLR:

Date form received by agency:	2003-07-07 00:00:00.0
Facility name:	SEPHORA STORE 030
Facility address:	1570 S DISNEYLAND DR STE 101 ANAHEIM, CA 92802
EPA ID:	CAL000272896
Mailing address:	8585 PYOTT RD. STE. 100 LAKE IN THE HILLS, IL 60156-0000
Contact:	JESSICA OTTO
Contact address:	8585 PYOTT RD. STE. 100 LAKE IN THE HILLS, IL 60156
Contact country:	Not reported
Contact telephone:	224-858-4583
Contact email:	JESSICA.OTTO@G2REV.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SEPHORA USA LLC
Owner/operator address:	525 MARKET ST. 32ND FLOOR SAN FRANCISCO, CA 94105
Owner/operator country:	Not reported
Owner/operator telephone:	415-284-3300
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

SEPHORA STORE 030 (Continued) **1024807113**

Owner/operator name: JESSICA OTTO
Owner/operator address: 8585 PYOTT RD. STE. 100
LAKE IN THE HILLS, IL 60156
Owner/operator country: Not reported
Owner/operator telephone: 224-858-4583
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

D17 **1717 S DISNEYLAND DRIVE** **CERS TANKS** **S117297767**
ESE **1717 S DISNEYLAND DR** **HAZNET** **N/A**
< 1/8 **ANAHEIM, CA 92802** **CERS**
0.118 mi. **HWTS**
621 ft. **Site 1 of 2 in cluster D**

Relative: Higher
Actual: 129 ft.

CERS TANKS:
Name: PARADISE PIER HOTEL
Address: 1717 S DISNEYLAND DR
City,State,Zip: ANAHEIM, CA 92802
Site ID: 141575
CERS ID: 10427479
CERS Description: Underground Storage Tank

HAZNET:
Name: 1717 S DISNEYLAND DRIVE
Address: 1717 S DISNEYLAND DR
Address 2: Not reported
City,State,Zip: ANAHEIM, CA 928022308
Contact: CHRIS PURZYCHI
Telephone: 7143988322
Mailing Name: Not reported
Mailing Address: 2211 E WINSTON RD STE G

Year: 2013
Gepaid: CAC002739103

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

TSD EPA ID: NVT330010000
CA Waste Code: 181 - Other inorganic solid waste
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.025

Additional Info:
Year: 2013
Gen EPA ID: CAC002739103

Shipment Date: 20130812
Creation Date: 1/7/2014 22:15:06
Receipt Date: 20130822
Manifest ID: 011447935JJK
Trans EPA ID: CAR000172460
Trans Name: ENVIRONMENTAL LOGISTICS INC
Trans 2 EPA ID: CAD981412356
Trans 2 Name: PACIFIC TRANS ENVIRONMENTAL
TSDF EPA ID: NVT330010000
Trans Name: US ECOLOGY NEVADA
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 181 - Other inorganic solid waste Organics
RCRA Code: D008
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.025
Waste Quantity: 50
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

CERS:
Name: PARADISE PIER HOTEL
Address: 1717 S DISNEYLAND DR
City,State,Zip: ANAHEIM, CA 92802
Site ID: 141575
CERS ID: 10427479
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 141575
Site Name: PARADISE PIER HOTEL
Violation Date: 02-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 04/02/2019. Inventory revisions needed
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

Site ID:	141575
Site Name:	PARADISE PIER HOTEL
Violation Date:	01-23-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 02/23/2018.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	141575
Site Name:	PARADISE PIER HOTEL
Violation Date:	01-13-2017
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 02/01/2018.
Violation Division:	Anaheim City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	141575
Site Name:	PARADISE PIER HOTEL
Violation Date:	01-08-2016
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 01/11/2016.
Violation Division:	Anaheim City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	141575
Site Name:	PARADISE PIER HOTEL
Violation Date:	01-18-2019
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description:	Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

October 1,- 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October- 1,- 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Violation Notes: Returned to compliance on 01/18/2019.
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-15-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations observed during the inspection.
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-18-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-13-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-17-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-19-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-04-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Secondary Containment (989) Testing
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-08-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-23-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 141575
Facility Name: PARADISE PIER HOTEL
Env Int Type Code: HMBP
Program ID: 10427479
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.805540
Longitude: -117.924130

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Anaheim City Fire Department
Entity Title: Not reported
Affiliation Address: 201 South Anaheim Boulevard, Suite 300
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

Affiliation Type Desc: Document Preparer
Entity Name: Bill Wilson
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	THE WALT DISNEY COMPANY
Entity Title:	Not reported
Affiliation Address:	500 S. Buena Vista Street
Affiliation City:	Burbank
Affiliation State:	Ca
Affiliation Country:	United States
Affiliation Zip:	91521
Affiliation Phone:	(818) 560-1000
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1313 Harbor Blvd
Affiliation City:	Anahiem
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	The Walt Disney Company
Entity Title:	Not reported
Affiliation Address:	1313 S HARBOR BLVD
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92802
Affiliation Phone:	(714) 781-4000
Affiliation Type Desc:	Parent Corporation
Entity Name:	Disneyland Resort
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	Bill Wilson/ DISNEYLAND
Entity Title:	Not reported
Affiliation Address:	P.O. BOX 3232
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92803
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Bill Wilson

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

Entity Title: ASSISTANT CHIEF
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Disnyland Resort Paradise Pier Hotel
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 781-4666

Affiliation Type Desc: UST Tank Operator
Entity Name: Disneyland Resort
Entity Title: Not reported
Affiliation Address: 1313 S. Harbor Boulevard
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92803
Affiliation Phone: (714) 781-4000

Affiliation Type Desc: UST Tank Owner
Entity Name: Disneyland Resort
Entity Title: Not reported
Affiliation Address: 1313 S. Harbor Boulevard
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92803
Affiliation Phone: (714) 781-4000

HWTS:
Name: 1717 S DISNEYLAND DRIVE
Address: 1717 S DISNEYLAND DR
Address 2: Not reported
City,State,Zip: ANAHEIM, CA 928022308
EPA ID: CAC002739103
Inactive Date: 11/01/2013
Create Date: 08/02/2013
Last Act Date: 11/02/2013
Mailing Name: Not reported
Mailing Address: 2211 E WINSTON RD STE G
Mailing Address 2: Not reported
Mailing City,State,Zip: ANAHEIM, CA 928065539
Owner Name: CHRIS PURZYCKI
Owner Address: 2211 E WINSTON RD STE G
Owner Address 2: Not reported
Owner City,State,Zip: ANAHEIM, CA 928065539
Contact Name: CHRIS PURZYCHI

1717 S DISNEYLAND DRIVE (Continued) **S117297767**

Contact Address: 2211 E WINSTON RD STE G
Contact Address 2: Not reported
City,State,Zip: ANAHEIM, CA 928065539

D18
ESE
< 1/8
0.118 mi.
621 ft.

PARADISE PIER HOTEL **UST** **U004261842**
1717 S DISNEYLAND DR **N/A**
ANAHEIM, CA 92802

Site 2 of 2 in cluster D

Relative:
Higher

Actual:
129 ft.

UST:
Name: PARADISE PIER HOTEL
Address: 1717 S DISNEYLAND DR
City,State,Zip: ANAHEIM, CA 92802
Facility ID: 30-011-001400
Permitting Agency: Anaheim City Fire Department
Latitude: 33.80554
Longitude: -117.92413

19
East
< 1/8
0.121 mi.
641 ft.

DISNEYLAND PACIFIC HOTEL **UST** **U003939516**
1717 SOUTHWEST ST **N/A**
ANAHEIM, CA 92802

Relative:
Higher

Actual:
130 ft.

UST:
Name: DISNEYLAND PACIFIC HOTEL
Address: 1717 SOUTHWEST ST
City,State,Zip: ANAHEIM, CA 92802
Facility ID: 9571
Permitting Agency: Not reported
Latitude: 33.807471
Longitude: -117.923618

20
NE
1/8-1/4
0.127 mi.
671 ft.

RAINFOREST CAFE ANAHEIM **RCRA NonGen / NLR** **1024817449**
1515 S DISNEYLAND DR **CAL000321669**
ANAHEIM, CA 92802

Relative:
Higher

Actual:
132 ft.

RCRA NonGen / NLR:
Date form received by agency: 2007-07-02 00:00:00.0
Facility name: RAINFOREST CAFE ANAHEIM
Facility address: 1515 S DISNEYLAND DR
ANAHEIM, CA 92802-2320
EPA ID: CAL000321669
Contact: ERIKA SHEN - CURATOR
Contact address: 1515 S DISNEYLAND DR
ANAHEIM, CA 92802
Contact country: Not reported
Contact telephone: 714-772-0413
Contact email: DLDCUR@LDRY.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

RAINFOREST CAFE ANAHEIM (Continued) **1024817449**

Owner/Operator Summary:

Owner/operator name:	LANDRYS RESTAURANTS INC
Owner/operator address:	1510 WEST LOOP S HOUSTON, TX 77027
Owner/operator country:	Not reported
Owner/operator telephone:	713-850-1010
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	ERIKA SHEN - CURATOR
Owner/operator address:	1515 S DISNEYLAND DR ANAHEIM, CA 92802
Owner/operator country:	Not reported
Owner/operator telephone:	714-772-0413
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

21
NE
1/8-1/4
0.203 mi.
1072 ft.

TRANSPORTATION REFULING **AST** **A100425391**
1415 S DISNEYLAND DR **N/A**
ANAHEIM, CA 92803

Relative:
Higher

Actual:
135 ft.

AST:

Name:	TRANSPORTATION REFULING
Address:	1415 S DISNEYLAND DR
City/Zip:	ANAHEIM,92803
Certified Unified Program Agencies:	Not reported
Owner:	The Walt Disney Company

TRANSPORTATION REFULING (Continued) **A100425391**

Total Gallons:	Not reported
CERSID:	10660489
Facility ID:	Not reported
Business Name:	DISNEYLAND RESORT
Phone:	714 781 4000
Fax:	714 7813088
Mailing Address:	1313 S.Harbor Drive
Mailing Address City:	Anahiem
Mailing Address State:	CA
Mailing Address Zip Code:	92840
Operator Name:	Disneyland Resort
Operator Phone:	714 781 4666
Owner Phone:	714 781 4666
Owner Mail Address:	1313 S. Harbor Drive
Owner State:	CA
Owner Zip Code:	92840
Owner Country:	United States
Property Owner Name:	Walt Disney Company
Property Owner Phone:	714 781 4666
Property Owner Mailing Address:	1313 S. Harbor Blvd
Property Owner City:	Anahiem
Property Owner Stat :	CA
Property Owner Zip Code:	92803
Property Owner Country:	United States
EPAID:	Not reported

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22 **NINTH STREET SWEEPER TRANSFER STATION** **SWF/LF** **S109349399**
West **1627 SOUTH NINTH STREET** **CERS** **N/A**
1/4-1/2 **ANAHEIM, CA**
0.266 mi.
1406 ft.

Relative: **Lower**

Actual: **122 ft.**

SWF/LF (SWIS):

Name:	NINTH STREET SWEEPER TRANSFER STATION
Address:	1627 SOUTH NINTH STREET
City,State,Zip:	ANAHEIM, CA
Facility ID:	30-AB-0438
Lat/Long:	33.80814 / -117.9331
Owner Name:	City of Anaheim, Finance Department
Owner Telephone:	7147655119
Owner Address:	Not reported
Owner Address2:	200 South Anaheim Blvd.
Owner City,St,Zip:	Anaheim, CA 92805
Operational Status:	Active
Operator:	City of Anaheim, Public Works Operations
Operator Phone:	7147656860
Operator Address:	Not reported
Operator Address2:	400 East Vermont Avenue
Operator City,St,Zip:	Anaheim, CA 92805
Permit Date:	06/20/2008
Permit Status:	Notification
Permitted Acreage:	$0.20
Activity:	Limited Volume Transfer Operation
Regulation Status:	Notification
Landuse Name:	Residential
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01

NINTH STREET SWEEPER TRANSFER STATION (Continued) **S109349399**

Inspection Frequency: Annual
Accepted Waste: Inert,Mixed municipal
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: Not reported
SWIS Num: 30-AB-0438
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 3
Actual Throughput with Units: Tons/day
Permitted Capacity with Units: 690
Remaining Capacity: Not reported
Remaining Capacity with Units: Tons/year
Lat/Long: 33.80814 / -117.9331

CERS:
Name: NINTH STREET SWEEPER TRANSFER STATION
Address: 1627 SOUTH NINTH STREET
City,State,Zip: ANAHEIM, CA
Site ID: 510470
CERS ID: 30-AB-0438
CERS Description: Solid Waste and Recycle Sites

Affiliation:
Affiliation Type Desc: Legal Operator
Entity Name: City of Anaheim, Public Works Operations
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: 7147656860

Affiliation Type Desc: Legal Owner
Entity Name: City of Anaheim, Finance Department
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: 7147655119

E23 **SHELL OIL CO** **LUST** **1000288476**
SE **1101 W KATELLA** **RCRA NonGen / NLR** **CAD981447808**
1/4-1/2 **ANAHEIM, CA 92802** **FINDS**
0.277 mi. **ECHO**
1464 ft. **Site 1 of 5 in cluster E** **HIST CORTESE**
CERS

Relative:
Lower

Actual:
127 ft.

LUST:
Name: SHELL OIL
Address: 1101 KATELLA
City,State,Zip: ANAHEIM, CA 92802
Lead Agency: ORANGE COUNTY LOP
Case Type: LUST Cleanup Site

SHELL OIL CO (Continued) **1000288476**

Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605900279
Global Id:	T0605900279
Latitude:	33.8034286
Longitude:	-117.8964165
Status:	Completed - Case Closed
Status Date:	03/06/1987
Case Worker:	AM
RB Case Number:	083000353T
Local Agency:	ORANGE COUNTY LOP
File Location:	Local Agency
Local Case Number:	86UT165
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0605900279
Contact Type:	Local Agency Caseworker
Contact Name:	ANTHONY MARTINEZ
Organization Name:	ORANGE COUNTY LOP
Address:	1241 E. DYER ROAD SUITE 120
City:	SANTA ANA
Email:	amartinez@ochca.com
Phone Number:	7144336011

Global Id:	T0605900279
Contact Type:	Regional Board Caseworker
Contact Name:	CARL BERNHARDT
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	carl.bernhardt@waterboards.ca.gov
Phone Number:	9517824495

LUST:

Global Id:	T0605900279
Status:	Completed - Case Closed
Status Date:	03/06/1987

Global Id:	T0605900279
Status:	Open - Case Begin Date
Status Date:	03/06/1987

LUST REG 8:

Name:	SHELL OIL
Address:	1101 KATELLA
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083000353T
Local Case Num:	86UT165
Case Type:	Undefined
Substance:	Gasoline
Qty Leaked:	0

SHELL OIL CO (Continued) **1000288476**

Abate Method:	Not reported
Cross Street:	Not reported
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Close Tank
Leak Cause:	Unknown
Leak Source:	Unknown
Global ID:	T0605900279
How Stopped Date:	9/9/9999
Enter Date:	Not reported
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	Not reported
Discover Date:	1/1/1965
Enforcement Date:	Not reported
Close Date:	3/6/1987
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	Not reported
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8034659
Longitude:	-117.9241062
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	1
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
MTBE Class:	*
Staff:	CAB
Staff Initials:	WJ
Lead Agency:	Local Agency
Local Agency:	30000L
Hydr Basin #:	Not reported
Beneficial:	MUN
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: Not reported

RCRA NonGen / NLR:

Date form received by agency:	2000-10-12 00:00:00.0
Facility name:	SHELL OIL CO
Facility address:	1101 W KATELLA ANAHEIM, CA 92802
EPA ID:	CAD981447808
Mailing address:	PO BOX 4453 HOUSTON, TX 77210-4453
Contact:	SONDRA BIENVENU

SHELL OIL CO (Continued) **1000288476**

Contact address: 777 WALKER ST
HOUSTON, TX 77002
Contact country: US
Contact telephone: 713-241-5036
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: EQUILON ENTERPRISES L L C
Owner/operator address: PO BOX 4453
HOUSTON, TX 77210
Owner/operator country: Not reported
Owner/operator telephone: 713-241-2258
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 1996-09-01 00:00:00.0
Site name: SHELL OIL CO

SHELL OIL CO (Continued) **1000288476**

Classification: Small Quantity Generator

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:
Registry ID: 110002710399
Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002710399

Environmental Interest/Information System:
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000288476
Registry ID: 110002710399
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002710399
Name: SHELL OIL CO
Address: 1101 W KATELLA
City,State,Zip: ANAHEIM, CA 92802

HIST CORTESE:
edr_fname: SHELL SERVICE STATION
edr_fadd1: 1101 KATELLA
City,State,Zip: ANAHEIM, CA 92802
Region: CORTESE
Facility County Code: 30
Reg By: LTNKA
Reg Id: 083000353T

CERS:
Name: SHELL OIL
Address: 1101 KATELLA
City,State,Zip: ANAHEIM, CA 92802
Site ID: 216918
CERS ID: T0605900279
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: CARL BERNHARDT - SANTA ANA RWQCB (REGION 8)
Entity Title: Not reported

SHELL OIL CO (Continued) **1000288476**

Affiliation Address:	3737 MAIN STREET, SUITE 500
Affiliation City:	RIVERSIDE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9517824495
Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ANTHONY MARTINEZ - ORANGE COUNTY LOP
Entity Title:	Not reported
Affiliation Address:	1241 E. DYER ROAD SUITE 120
Affiliation City:	SANTA ANA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	7144336011

E24 **SHELL #1101** **LUST S103622761**
SE **1101 W KATELLA AVE** **CERS N/A**
1/4-1/2 **ANAHEIM, CA 92802**
0.277 mi.
1464 ft. **Site 2 of 5 in cluster E**

Relative: **Lower**

Actual: **127 ft.**

LUST:

Name:	SHELL #1101
Address:	1101 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Lead Agency:	ANAHEIM CITY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605902021
Global Id:	T0605902021
Latitude:	33.8033737
Longitude:	-117.9240984
Status:	Completed - Case Closed
Status Date:	08/01/1997
Case Worker:	ROW
RB Case Number:	083002951T
Local Agency:	ANAHEIM CITY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0605902021
Contact Type:	Regional Board Caseworker
Contact Name:	CARL BERNHARDT
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	carl.bernhardt@waterboards.ca.gov
Phone Number:	9517824495
Global Id:	T0605902021
Contact Type:	Local Agency Caseworker
Contact Name:	RICHARD O. WILSON

SHELL #1101 (Continued) **S103622761**

Organization Name: ANAHEIM CITY
Address: 201 S. ANAHEIM BLVD. #601
City: ANAHEIM
Email: dwilson@anaheim.net
Phone Number: Not reported

LUST:
Global Id: T0605902021
Action Type: Other
Date: 12/23/1996
Action: Leak Reported

Global Id: T0605902021
Action Type: ENFORCEMENT
Date: 08/01/1997
Action: Closure/No Further Action Letter

Global Id: T0605902021
Action Type: Other
Date: 12/18/1996
Action: Leak Discovery

LUST:
Global Id: T0605902021
Status: Open - Case Begin Date
Status Date: 12/18/1996

Global Id: T0605902021
Status: Open - Site Assessment
Status Date: 12/23/1996

Global Id: T0605902021
Status: Completed - Case Closed
Status Date: 08/01/1997

CERS:
Name: SHELL #1101
Address: 1101 W KATELLA AVE
City,State,Zip: ANAHEIM, CA 92802
Site ID: 193044
CERS ID: T0605902021
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: CARL BERNHARDT - SANTA ANA RWQCB (REGION 8)
Entity Title: Not reported
Affiliation Address: 3737 MAIN STREET, SUITE 500
Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9517824495

Affiliation Type Desc: Local Agency Caseworker

SHELL #1101 (Continued) **S103622761**

Entity Name:	RICHARD O. WILSON - ANAHEIM CITY
Entity Title:	Not reported
Affiliation Address:	201 S. ANAHEIM BLVD. #601
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

E25 **SHELL #1101** **LUST** **S104791737**
SE **1101 KATELLA AVE** **N/A**
1/4-1/2 **ANAHEIM, CA 92802**
0.277 mi.
1464 ft. **Site 3 of 5 in cluster E**

Relative: **Lower**

Actual: **127 ft.**

LUST REG 8:

Name:	SHELL #1101
Address:	1101 KATELLA AVE
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083002951T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	Not reported
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Not reported
How Stopped:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Global ID:	T0605902021
How Stopped Date:	Not reported
Enter Date:	3/13/1997
Date Confirmation of Leak Began:	12/23/1996
Date Preliminary Assessment Began:	Not reported
Discover Date:	12/18/1996
Enforcement Date:	Not reported
Close Date:	8/1/1997
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	3/13/1997
GW Qualifies:	Not reported
Soil Qualifies:	=
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.803263

SHELL #1101 (Continued) **S104791737**

Longitude:	-117.924264
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	1
Max MTBE Soil:	11.2
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	*
Staff:	CAB
Staff Initials:	ROW
Lead Agency:	Local Agency
Local Agency:	30011
Hydr Basin #:	COASTAL PLAIN OF ORA
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: Not reported

E26 **CONVENTION SHELL** **LUST** **S101589323**
SE **1101 W KATELLA AVE** **SWEEPS UST** **N/A**
1/4-1/2 **ANAHEIM, CA 92802** **CA FID UST**
0.277 mi.
1464 ft. **Site 4 of 5 in cluster E**

Relative:
Lower

Actual:
127 ft.

ORANGE CO. LUST:

Name:	SHELL OIL
Address:	1101 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Region:	ORANGE
Facility Id:	86UT165
Released Substance:	Gasoline-Automotive (motor gasoline and additives), leaded & unleaded
Date Closed:	03/06/1987
Record ID:	RO0002376

SWEEPS UST:

Name:	CONVENTION SHELL
Address:	1101 W KATELLA AVE
City:	ANAHEIM
Status:	Active
Comp Number:	4498
Number:	2
Board Of Equalization:	44-000074
Referral Date:	07-07-92
Action Date:	07-07-92
Created Date:	12-31-88
Owner Tank Id:	NONE
SWRCB Tank Id:	30-011-004498-000001
Tank Status:	A
Capacity:	10000
Active Date:	07-07-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Name: CONVENTION SHELL

CONVENTION SHELL (Continued) **S101589323**

Address:	1101 W KATELLA AVE
City:	ANAHEIM
Status:	Active
Comp Number:	4498
Number:	2
Board Of Equalization:	44-000074
Referral Date:	07-07-92
Action Date:	07-07-92
Created Date:	12-31-88
Owner Tank Id:	NONE
SWRCB Tank Id:	30-011-004498-000002
Tank Status:	A
Capacity:	10000
Active Date:	07-07-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	CONVENTION SHELL
Address:	1101 W KATELLA AVE
City:	ANAHEIM
Status:	Active
Comp Number:	4498
Number:	2
Board Of Equalization:	44-000074
Referral Date:	07-07-92
Action Date:	07-07-92
Created Date:	12-31-88
Owner Tank Id:	NONE
SWRCB Tank Id:	30-011-004498-000003
Tank Status:	A
Capacity:	550
Active Date:	07-07-92
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

Name:	CONVENTION SHELL
Address:	1101 W KATELLA AVE
City:	ANAHEIM
Status:	Active
Comp Number:	4498
Number:	2
Board Of Equalization:	44-000074
Referral Date:	07-07-92
Action Date:	07-07-92
Created Date:	12-31-88
Owner Tank Id:	NONE
SWRCB Tank Id:	30-011-004498-000004
Tank Status:	A
Capacity:	10000
Active Date:	07-07-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED

CONVENTION SHELL (Continued) **S101589323**

Number Of Tanks: Not reported

CA FID UST:
Facility ID: 30006363
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7147781044
Mail To: Not reported
Mailing Address: PO BOX 4848
Mailing Address 2: Not reported
Mailing City,St,Zip: ANAHEIM 92802
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

E27 **PAN PACIFIC HOTEL** **LUST** **S105940413**
SSE **1717 S WEST ST** **EMI** **N/A**
1/4-1/2 **ANAHEIM, CA 92802** **CERS**
0.324 mi.
1709 ft. **Site 5 of 5 in cluster E**

Relative:
Lower

Actual:
127 ft.

LUST:
Name: PAN PACIFIC HOTEL
Address: 1717 S WEST ST
City,State,Zip: ANAHEIM, CA 92802
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605901606
Global Id: T0605901606
Latitude: 33.806266
Longitude: -117.924119
Status: Completed - Case Closed
Status Date: 05/15/1995
Case Worker: ROW
RB Case Number: 083002178T
Local Agency: ANAHEIM CITY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0605901606
Contact Type: Local Agency Caseworker
Contact Name: RICHARD O. WILSON
Organization Name: ANAHEIM CITY
Address: 201 S. ANAHEIM BLVD. #601
City: ANAHEIM
Email: dwilson@anaheim.net
Phone Number: Not reported

PAN PACIFIC HOTEL (Continued) **S105940413**

Global Id: T0605901606
Contact Type: Regional Board Caseworker
Contact Name: VALERIE JAHN-BULL
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: valerie.jahn-bull@waterboards.ca.gov
Phone Number: 9517824903

LUST:
Global Id: T0605901606
Action Type: Other
Date: 10/01/1992
Action: Leak Reported

Global Id: T0605901606
Action Type: ENFORCEMENT
Date: 05/15/1995
Action: Closure/No Further Action Letter

Global Id: T0605901606
Action Type: ENFORCEMENT
Date: 05/15/1995
Action: Closure/No Further Action Letter

Global Id: T0605901606
Action Type: Other
Date: 09/02/1992
Action: Leak Discovery

Global Id: T0605901606
Action Type: REMEDIATION
Date: 03/02/1993
Action: Excavation

LUST:
Global Id: T0605901606
Status: Open - Case Begin Date
Status Date: 09/02/1992

Global Id: T0605901606
Status: Open - Site Assessment
Status Date: 10/01/1992

Global Id: T0605901606
Status: Open - Site Assessment
Status Date: 12/04/1992

Global Id: T0605901606
Status: Completed - Case Closed
Status Date: 05/15/1995

EMI:
Name: PAN PACIFIC HOTEL, PRIME PROP
Address: 1717 S WEST ST

PAN PACIFIC HOTEL (Continued) **S105940413**

City,State,Zip:	ANAHEIM, CA 92802
Year:	1990
County Code:	30
Air Basin:	SC
Facility ID:	64326
Air District Name:	SC
SIC Code:	7011
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	PAN PACIFIC HOTEL
Address:	1717 S WEST ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1995
County Code:	30
Air Basin:	SC
Facility ID:	64326
Air District Name:	SC
SIC Code:	7011
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	WCO PARENT CORP
Address:	1717 S WEST ST
City,State,Zip:	ANAHEIM, CA 92802
Year:	1996
County Code:	30
Air Basin:	SC
Facility ID:	107426
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

PAN PACIFIC HOTEL (Continued) **S105940413**

CERS:

Name:	PAN PACIFIC HOTEL
Address:	1717 S WEST ST
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	257196
CERS ID:	T0605901606
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	RICHARD O. WILSON - ANAHEIM CITY
Entity Title:	Not reported
Affiliation Address:	201 S. ANAHEIM BLVD. #601
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	VALERIE JAHN-BULL - SANTA ANA RWQCB (REGION 8)
Entity Title:	Not reported
Affiliation Address:	3737 MAIN STREET, SUITE 500
Affiliation City:	RIVERSIDE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9517824903

F28 **VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II** **LUST 1000240294**
SE **800 W. KATELLA AVENUE** **AST CAD982489627**
1/4-1/2 **ANAHEIM, CA 92802** **CERS HAZ WASTE**
0.408 mi. **SWEEPS UST**
2156 ft. **Site 1 of 2 in cluster F** **CA FID UST**
CERS TANKS
Relative: Lower **RCRA NonGen / NLR**
FINDS
Actual: 127 ft. **ECHO**
EMI
HIST CORTESE
CERS

LUST:

Name:	ANAHEIM CONVENTION CENTER
Address:	800 KATELLA
City,State,Zip:	ANAHEIM, CA 92804
Lead Agency:	ORANGE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605900945
Global Id:	T0605900945
Latitude:	33.8032546
Longitude:	-117.8982898
Status:	Completed - Case Closed
Status Date:	11/21/1989
Case Worker:	AM
RB Case Number:	083001209T
Local Agency:	ORANGE COUNTY LOP

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

File Location: Local Agency
Local Case Number: 89UT078
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0605900945
Contact Type: Local Agency Caseworker
Contact Name: ANTHONY MARTINEZ
Organization Name: ORANGE COUNTY LOP
Address: 1241 E. DYER ROAD SUITE 120
City: SANTA ANA
Email: amartinez@ochca.com
Phone Number: 7144336011

Global Id: T0605900945
Contact Type: Regional Board Caseworker
Contact Name: PATRICIA HANNON
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: patricia.hannon@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0605900945
Action Type: Other
Date: 10/20/1988
Action: Leak Discovery

Global Id: T0605900945
Action Type: Other
Date: 10/20/1988
Action: Leak Reported

LUST:
Global Id: T0605900945
Status: Open - Case Begin Date
Status Date: 10/20/1988

Global Id: T0605900945
Status: Completed - Case Closed
Status Date: 11/21/1989

LUST REG 8:
Name: ANAHEIM CONVENTION CENTER
Address: 800 KATELLA
City: ANAHEIM
Region: 8
County: Orange
Regional Board: Santa Ana Region
Facility Status: Case Closed
Case Number: 083001209T
Local Case Num: 89UT078

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Case Type:	Soil only
Substance:	Diesel
Qty Leaked:	0
Abate Method:	Not reported
Cross Street:	Not reported
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Close Tank
Leak Cause:	Unknown
Leak Source:	Unknown
Global ID:	T0605900945
How Stopped Date:	9/9/9999
Enter Date:	Not reported
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	Not reported
Discover Date:	10/20/1988
Enforcement Date:	Not reported
Close Date:	11/21/1989
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	Not reported
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.80227306
Longitude:	-117.918375
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	0
MTBE Tested:	Not Required to be Tested.
MTBE Class:	*
Staff:	PAH
Staff Initials:	WJ
Lead Agency:	Local Agency
Local Agency:	30000L
Hydr Basin #:	Not reported
Beneficial:	MUN
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: Not reported

AST:

Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City/Zip:	ANAHEIM,92802
Certified Unified Program Agencies:	Not reported
Owner:	CITY OF ANAHEIM

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Total Gallons:	Not reported
CERSID:	10429534
Facility ID:	30-011-000769
Business Name:	ANAHEIM CONVENTION CENTER
Phone:	7147658950
Fax:	7147658941
Mailing Address:	800 W Katella Ave
Mailing Address City:	Anaheim
Mailing Address State:	CA
Mailing Address Zip Code:	92802
Operator Name:	Anaheim Convention Center
Operator Phone:	7147658974
Owner Phone:	7147658974
Owner Mail Address:	200 S ANAHEIM BLVD
Owner State:	CA
Owner Zip Code:	92805
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	CAD982489627

CERS HAZ WASTE:

Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	385180
CERS ID:	10429534
CERS Description:	Hazardous Waste Generator

SWEEPS UST:

Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City:	ANAHEIM
Status:	Active
Comp Number:	6262
Number:	4
Board Of Equalization:	Not reported
Referral Date:	11-10-92
Action Date:	11-10-92
Created Date:	12-31-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	30-011-006262-000001
Tank Status:	A
Capacity:	1000
Active Date:	11-10-92
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	3

Name:	ANAHEIM CONVENTION CENTER

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Address: 800 W KATELLA AVE
City: ANAHEIM
Status: Active
Comp Number: 6262
Number: 4
Board Of Equalization: Not reported
Referral Date: 11-10-92
Action Date: 11-10-92
Created Date: 12-31-88
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-006262-000002
Tank Status: A
Capacity: 1000
Active Date: 11-10-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: ANAHEIM CONVENTION CENTER
Address: 800 W KATELLA AVE
City: ANAHEIM
Status: Active
Comp Number: 6262
Number: 4
Board Of Equalization: Not reported
Referral Date: 11-10-92
Action Date: 11-10-92
Created Date: 12-31-88
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-006262-000003
Tank Status: A
Capacity: 2500
Active Date: 11-10-92
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 30002075
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7149998950
Mail To: Not reported
Mailing Address: 200 S ANAHEIM BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: ANAHEIM 92802
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

CERS TANKS:

Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	385180
CERS ID:	10429534
CERS Description:	Underground Storage Tank

Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	385180
CERS ID:	10429534
CERS Description:	Aboveground Petroleum Storage

RCRA NonGen / NLR:

Date form received by agency:	1990-06-29 00:00:00.0
Facility name:	ANAHEIM CONVENTION CENTER
Facility address:	800 W KATELLA AVE ANAHEIM, CA 92802-3415
EPA ID:	CAD982489627
Mailing address:	955 S MELROSE ST MS #19 ANAHEIM, CA 92805
Contact:	MARCO LUCERO
Contact address:	955 S. MELROSE ST. MS #19 ANAHEIM, CA 92805
Contact country:	Not reported
Contact telephone:	714-765-6808
Contact email:	MLUCERO@ANAHEIM.NET
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MARCO LUCERO
Owner/operator address:	955 S. MELROSE ST. MS #19 ANAHEIM, CA 92805
Owner/operator country:	Not reported
Owner/operator telephone:	714-765-6808
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CITY OF ANAHEIM
Owner/operator address:	955 S MELROSE ST MS #19 ANAHEIM, CA 92805
Owner/operator country:	Not reported
Owner/operator telephone:	714-765-6890
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: ANAHEIM CITY OF
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: Yes
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: Yes
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 1990-05-19 00:00:00.0
Site name: ANAHEIM CONVENTION CENTER
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:
Registry ID: 110059738011

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110059738011

Environmental Interest/Information System:
STATE MASTER
Registry ID: 110058259682
Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110058259682

Environmental Interest/Information System:
STATE MASTER
Registry ID: 110002418330
Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002418330

Environmental Interest/Information System:
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.
ELECTRIC GENERATOR
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000240294
Registry ID:	110002418330
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002418330
Name:	ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802

EMI:

Name:	ANAHEIM CITY, CONVENTION CTR
Address:	800 W KATELLA AV
City,State,Zip:	ANAHEIM, CA 92804
Year:	1990
County Code:	30
Air Basin:	SC
Facility ID:	24711
Air District Name:	SC
SIC Code:	7389
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Part. Matter 10 Micrometers and Smllr Tons/Yr:0

Name:	ANAHEIM CITY, CONVENTION CTR
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92804
Year:	1996
County Code:	30
Air Basin:	SC
Facility ID:	24711
Air District Name:	SC
SIC Code:	7389
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HIST CORTESE:

edr_fname:	ANAHEIM CONVENTION CENTER
edr_fadd1:	800 KATELLA
City,State,Zip:	ANAHEIM, CA 92805
Region:	CORTESE
Facility County Code:	30
Reg By:	LTNKA
Reg Id:	083001209T

CERS:

Name:	AT&T MOBILITY - ANAHEIM CONVENTION CENTER (USID11708)
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	94569
CERS ID:	10417471
CERS Description:	Chemical Storage Facilities

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-23-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	No violations
Eval Division:	Anaheim City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-30-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Coordinates:

Site ID:	94569
Facility Name:	AT&T Mobility - ANAHEIM CONVENTION CENTER (USID11708)
Env Int Type Code:	HMBP
Program ID:	10417471
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	33.802330
Longitude:	-117.920710

Affiliation:

Affiliation Type Desc:	Document Preparer
Entity Name:	Peter Burnell, Sigma Consultants, Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	New Cingular Wireless PCS, LLC dba AT&T Mobility
Entity Title:	Not reported
Affiliation Address:	308 S. Akard St., Room 1708
Affiliation City:	Dallas
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75202
Affiliation Phone:	(214) 464-2626

Affiliation Type Desc:	Environmental Contact
Entity Name:	Rebecca Knoche
Entity Title:	Not reported
Affiliation Address:	3939 E. Coronado St.
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92807
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	Jeremy McGrue
Entity Title:	National EPCRA Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Anaheim City Fire Department
Entity Title:	Not reported
Affiliation Address:	201 South Anaheim Boulevard, Suite 300
Affiliation City:	Anaheim

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: New Cingular Wireless PCS, LLC dba AT&T Mobility
Entity Title: Not reported
Affiliation Address: 308 S. Akard St. 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75202
Affiliation Phone: (214) 464-1712

Affiliation Type Desc: Operator
Entity Name: AT&T Mobility
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (951) 237-9114

Affiliation Type Desc: Parent Corporation
Entity Name: AT&T Mobility
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: ANAHEIM CONVENTION CENTER
Address: 800 KATELLA
City,State,Zip: ANAHEIM, CA 92804
Site ID: 244586
CERS ID: T0605900945
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: PATRICIA HANNON - SANTA ANA RWQCB (REGION 8)
Entity Title: Not reported
Affiliation Address: 3737 MAIN STREET, SUITE 500

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ANTHONY MARTINEZ - ORANGE COUNTY LOP
Entity Title: Not reported
Affiliation Address: 1241 E. DYER ROAD SUITE 120
Affiliation City: SANTA ANA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 7144336011

Name: ANAHEIM CONVENTION CENTER
Address: 800 W KATELLA AVE
City,State,Zip: ANAHEIM, CA 92802
Site ID: 385180
CERS ID: 10429534
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-24-2013
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: Haz Waste Generator Program - Training - General
Violation Notes: Returned to compliance on 09/17/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HW
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-24-2013
Citation: 19 CCR 4 2729.2(a)(1) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(1)
Violation Description: Owner/Operator failed to complete and/or submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes: Returned to compliance on 10/17/2013.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-05-2017
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes: Returned to compliance on 09/05/2017. Revised FR needed
Violation Division: Anaheim City Fire Department
Violation Program: UST

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-24-2013
Citation: 40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
Violation Description: Failure to inspect hazardous waste storage areas at least weekly.
Violation Notes: Returned to compliance on 10/17/2013.
Violation Division: Anaheim City Fire Department
Violation Program: HW
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-17-2014
Citation: 23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)(2)
Violation Description: Failure to comply with one or more of the following: maintain the spill bucket in good condition, containment free of debris/liquid, and/or to remove the contents of the spill bucket when a release/leak/spill was observed.
Violation Notes: Returned to compliance on 10/06/2014. Diesel direct bury spill bucket failed hydrostatic testing
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-24-2014
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to prepare and implement a Spill Prevention Control and Countermeasure (SPCC) Plan .
Violation Notes: Returned to compliance on 10/29/2014. SPCC not available on site for review
Violation Division: Anaheim City Fire Department
Violation Program: APSA
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 12-07-2017
Citation: HSC 6.7 25290.1(c),25290.2(c),25291(a)(2),2529.1(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),25290.2(c),25291(a)(2),2529.1(e)
Violation Description: Failure to maintain secondary containment (e.g., failure of secondary containment testing).
Violation Notes: Returned to compliance on 12/26/2017. See issued correction notice for details
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Violation Date:	09-24-2013
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 10/14/2013.
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-24-2013
Citation:	HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c)
Violation Description:	Failure to review, revise, and recertify the business plan at least once every three years.
Violation Notes:	Returned to compliance on 10/01/2014.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-01-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 09/01/2016. Inventory needed revisions
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-24-2013
Citation:	40 CFR 1 265.35 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.35
Violation Description:	Failure to maintain aisle space to allow the unobstructed movement of personnel, fire protection, spill control equipment, and decontamination equipment to any area of facility operation in an emergency, unless it can be demonstrated to the Department that aisle space is not needed for any of these purposes.
Violation Notes:	Returned to compliance on 10/17/2013.
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-05-2017
Citation:	23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Violation Description:	Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.
Violation Notes:	Returned to compliance on 09/05/2017. Diesel annular sensor (409) was not operating regularly. A like for like replacement occurred during the inspection and was successfully tested
Violation Division:	Anaheim City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-24-2013
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 10/17/2013.
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-24-2013
Citation:	HSC 6.95 25504(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(c)
Violation Description:	Failure to include provisions in the business plan to ensure that appropriate personnel receive initial and annual training.
Violation Notes:	Returned to compliance on 09/17/2014.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-05-2017
Citation:	23 CCR 16 2665 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2665
Violation Description:	Failure to comply with one or more of the following: Failure to install or maintain a liquid-tight spill bucket. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill bucket/spill container. Be resistant to galvanic corrosion.
Violation Notes:	Returned to compliance on 09/05/2017. Spill bucket failed testing. Adjustments made to drain. Successfully retested
Violation Division:	Anaheim City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	385180
Site Name:	ANAHEIM CONVENTION CENTER
Violation Date:	09-24-2013
Citation:	40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Description:	Failure to properly close hazardous waste containers when not in

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

active use.
Violation Notes: Returned to compliance on 10/17/2013.
Violation Division: Anaheim City Fire Department
Violation Program: HW
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-24-2013
Citation: HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)
Violation Description: Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.
Violation Notes: Returned to compliance on 10/01/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-01-2016
Citation: 23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)
Violation Description: Failure to notify the CUPA of the designated operator (DO) identification and/or change of the DO within 30 days.
Violation Notes: Returned to compliance on 09/01/2016. DO Statement needed revising
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 385180
Site Name: ANAHEIM CONVENTION CENTER
Violation Date: 09-05-2017
Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: Returned to compliance on 09/05/2017. Annual Mon Cert was to have been completed on or before 9/1/2017
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-01-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-05-2017

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-24-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: FEP-0000769
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-17-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HW Reinspection
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 12-07-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Secondary Containment (989) Testing
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 12-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: 989 Secondary Containment Test
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-01-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-05-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HW Reinspection
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-17-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HazMat Reinspection
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-17-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations observed during the inspection.
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-24-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-06-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Plan Check Inspection - FEA2019-00016
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-17-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-24-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: FEP-0000769
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 01-03-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Plan Check Inspection for overfill annunciator installation
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-04-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Routine Annual Monitoring Cert
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 385180
Facility Name: ANAHEIM CONVENTION CENTER
Env Int Type Code: APSA
Program ID: 10429534
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.802330
Longitude: -117.920710

Affiliation:

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation Type Desc:	Environmental Contact
Entity Name:	Nicholas Macaulay
Entity Title:	Not reported
Affiliation Address:	800 W KATELLA AVE
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	City of Anaheim
Entity Title:	Not reported
Affiliation Address:	200 S ANAHEIM BLVD
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-8974

Affiliation Type Desc:	UST Permit Applicant
Entity Name:	Nicholas Macaulay
Entity Title:	Store and Wardrobe Supervisor
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 765-8974

Affiliation Type Desc:	UST Tank Owner
Entity Name:	City of Anaheim
Entity Title:	Not reported
Affiliation Address:	200 S ANAHEIM BLVD
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-6840

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	800 W Katella Ave
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	Nicholas Macaulay
Entity Title:	Store and Wardrobe Supervisor
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Anaheim Convention Center
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 765-8974

Affiliation Type Desc: UST Property Owner Name
Entity Name: CITY OF ANAHEIM
Entity Title: Not reported
Affiliation Address: 200 S ANAHEIM BLVD
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92805
Affiliation Phone: (714) 765-6840

Affiliation Type Desc: UST Tank Operator
Entity Name: Anaheim Convention Center
Entity Title: Not reported
Affiliation Address: 800 W KATELLA AVE
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92802
Affiliation Phone: (714) 765-8974

Affiliation Type Desc: Parent Corporation
Entity Name: Anaheim Convention Center
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Anaheim City Fire Department
Entity Title: Not reported
Affiliation Address: 201 South Anaheim Boulevard, Suite 300
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

Name: ANAHEIM PUBLIC UTILITIES PM-34
Address: 800 W KATELLA AVE
City,State,Zip: ANAHEIM, CA 92802

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Site ID: 5725
CERS ID: 10427845
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-19-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-23-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 5725
Facility Name: ANAHEIM PUBLIC UTILITIES PM-34
Env Int Type Code: HMBP
Program ID: 10427845
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.802330
Longitude: -117.920710

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: RALPH MCCAFFREY
Entity Title: Not reported
Affiliation Address: 201 S ANAHEIM BLVD., #1101
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Anaheim City Fire Department
Entity Title: Not reported
Affiliation Address: 201 South Anaheim Boulevard, Suite 300
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

Affiliation Type Desc: Document Preparer
Entity Name: RALPH MCCAFFREY
Entity Title: Not reported

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	RALPH MCCAFFREY
Entity Title:	ENVIRONMENTAL SERVICES SPECIALIST
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	ANAHEIM PUBLIC UTILITIES
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 765-5300
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	201 S. ANAHEIM BLVD. SUITE 1101
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92805
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	CITY OF ANAHEIM PUBLIC UTILITIES DEPARTMENT
Entity Title:	Not reported
Affiliation Address:	201 S ANAHEIM BLVD., SUITE 1101
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-5137
Affiliation Type Desc:	Parent Corporation
Entity Name:	CITY OF ANAHEIM - PUBLIC UTILITIES
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation Type Desc:	Property Owner
Entity Name:	CITY OF ANAHEIM PUBLIC UTILITIES DEPARTMENT
Entity Title:	Not reported
Affiliation Address:	P.O. BOX 3222
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92803-3222
Affiliation Phone:	(714) 765-5137

Name:	ARAMARK @ ANAHEIM CONVENTION CENTER
Address:	800 W KATELLA AVE
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	92842
CERS ID:	10485517
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	92842
Site Name:	Aramark @ Anaheim Convention Center
Violation Date:	03-06-2014
Citation:	HSC 6.95 25503.5(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25503.5(a)
Violation Description:	Owner/Operator failed to establish and implement a Hazardous Materials Business Plan when storing hazardous materials at or above the thresholds quantities of 55 gallons/500 lbs/200 cubic feet.
Violation Notes:	Returned to compliance on 03/06/2014.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	92842
Site Name:	Aramark @ Anaheim Convention Center
Violation Date:	11-01-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	Returned to compliance on 11/09/2018. NTC LETTER 2018
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	92842
Site Name:	Aramark @ Anaheim Convention Center
Violation Date:	07-18-2017
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 07/18/2017.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Site ID: 92842
Site Name: Aramark @ Anaheim Convention Center
Violation Date: 07-18-2017
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 07/18/2017. Remove CO2 from inventory
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 92842
Site Name: Aramark @ Anaheim Convention Center
Violation Date: 03-06-2014
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 05/14/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 92842
Site Name: Aramark @ Anaheim Convention Center
Violation Date: 03-06-2014
Citation: HSC 6.95 25505(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)
Violation Description: Owner/Operator failed to complete and/or submit a Hazardous Materials Business Plan when storing hazardous materials at or above the thresholds quantities of 55 gallons/500 lbs/200 cubic feet.
Violation Notes: Returned to compliance on 03/06/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-06-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: FEP-0002715
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-14-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HazMat Reinspection
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Eval Date:	11-01-2018
Violations Found:	Yes
Eval Type:	Other, not routine, done by local agency
Eval Notes:	NTC LETTER 2018
Eval Division:	Anaheim City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-18-2017
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

Coordinates:

Site ID:	92842
Facility Name:	Aramark @ Anaheim Convention Center
Env Int Type Code:	HMBP
Program ID:	10485517
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	33.802340
Longitude:	-117.920720

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Anaheim City Fire Department
Entity Title:	Not reported
Affiliation Address:	201 South Anaheim Boulevard, Suite 300
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-4047
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	800 W Katella Ave
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	Klariss Karas
Entity Title:	Not reported
Affiliation Address:	800 W Katella Ave
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92802

VERIZON WIRELESS: ANAHEIM CONVENTION CENTER II (Continued) **1000240294**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Klarissa Karas
Entity Title:	Asst General Manager - Aramark @ ACC
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Aramark
Entity Title:	Not reported
Affiliation Address:	1101 Market St
Affiliation City:	Philadelphia
Affiliation State:	PA
Affiliation Country:	United States
Affiliation Zip:	19107
Affiliation Phone:	(714) 765-8800
Affiliation Type Desc:	Parent Corporation
Entity Name:	Aramark @ Anaheim Convention Center
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Aramark @ Anaheim Convention Center
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 765-8800

G29
ENE
1/4-1/2
0.431 mi.
2278 ft.

Relative:
Higher

Actual:
141 ft.

DISNEYLAND RESORT
1313 S. HARBOR BLVD.
ANAHEIM, CA 92802

Site 1 of 6 in cluster G

Database(s):
RCRA-LQG
LUST
CPS-SLIC
CERS HAZ WASTE
HIST UST
CA FID UST
CERS TANKS
CHMIRS
EMI
HAZNET
HIST CORTESE
NPDES
WDS
CIWQS
CERS
HWTS

EDR ID Number: **1000314740**
EPA ID Number: **CAD027828250**

RCRA-LQG:

Date form received by agency:	2019-04-04 00:00:00.0
Facility name:	DISNEYLAND RESORT
Facility address:	1313 S. HARBOR BLVD. ANAHEIM, CA 92802-2309
EPA ID:	CAD027828250
Mailing address:	MC 224-C ANAHEIM, CA 92833
Contact:	DONNA A BAKER
Contact address:	S. HARBOR BLVD. ANAHEIM, CA 92802-2309
Contact country:	US
Contact telephone:	714-781-1756
Contact email:	DONNA.BAKER@DISNEY.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	DISNEYLAND RESORT
Owner/operator address:	MC 224-C ANAHEIM, CA 92803
Owner/operator country:	US
Owner/operator telephone:	714-781-1756
Owner/operator email:	DONNA.BAKER@DISNEY.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	1993-04-30 00:00:00.

DISNEYLAND RESORT (Continued) **1000314740**

Owner/Op end date: Not reported

Owner/operator name: WALT DISNEY PARKS AND RESORTS, U.S., INC., A FLORIDA CORP.
Owner/operator address: W. BALL RD.
ANAHEIM, CA 92803
Owner/operator country: US
Owner/operator telephone: 714-781-1756
Owner/operator email: DONNA.BAKER@DISNEY.COM
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 1993-04-30 00:00:00.
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Universal Waste Summary:
Waste type: E
Accumulated waste on-site: No
Generated waste on-site: Yes

Waste type: Batteries
Accumulated waste on-site: Yes
Generated waste on-site: Not reported

Waste type: Thermostats
Accumulated waste on-site: Yes
Generated waste on-site: Not reported

Waste type: Lamps
Accumulated waste on-site: Yes
Generated waste on-site: Not reported

Historical Generators:
Date form received by agency: 2016-05-20 00:00:00.0
Site name: DISNEYLAND RESORT
Classification: Large Quantity Generator

Date form received by agency: 2014-03-01 00:00:00.0
Site name: DISNEYLAND RESORT

DISNEYLAND RESORT (Continued) **1000314740**

Classification: Large Quantity Generator

Date form received by agency: 2012-03-14 00:00:00.0
Site name: DISNEYLAND RESORT
Classification: Large Quantity Generator

Date form received by agency: 2010-06-03 00:00:00.0
Site name: DISNEYLAND RESORT
Classification: Large Quantity Generator

Date form received by agency: 2008-02-27 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 2006-02-22 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 2004-03-01 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 2002-02-16 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 2000-10-12 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1999-03-04 00:00:00.0
Site name: DISNEYLAND ATT. LARRY VICK
Classification: Large Quantity Generator

Date form received by agency: 1997-04-28 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1996-09-01 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1996-02-20 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1994-04-25 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1992-02-20 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

Date form received by agency: 1990-08-01 00:00:00.0
Site name: DISNEYLAND
Classification: Large Quantity Generator

DISNEYLAND RESORT (Continued) **1000314740**

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 123
. Waste name: Unspecified alkaline solution

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 135
. Waste name: Unspecified aqueous solution

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 151
. Waste name: Asbestos-containing waste

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 212
. Waste name: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 252
. Waste name: Other still bottom waste

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 461
. Waste name: Degreasing sludge

. Waste code: 551
. Waste name: Laboratory waste chemicals

. Waste code: 725

DISNEYLAND RESORT (Continued) **1000314740**

. Waste name: Liquids with mercury > 20 mg/l

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D011
. Waste name: SILVER

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D038
. Waste name: PYRIDINE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED

DISNEYLAND RESORT (Continued) **1000314740**

IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U080
. Waste name: METHANE, DICHLORO- (OR) METHYLENE CHLORIDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

DISNEYLAND RESORT (Continued) **1000314740**

. Waste code: U160
. Waste name: 2-BUTANONE, PEROXIDE (R,T) (OR) METHYL ETHYL KETONE PEROXIDE (R,T)

. Waste code: U164
. Waste name: 4(1H)-PYRIMIDINONE, 2,3-DIHYDRO-6-METHYL-2-THIOXO- (OR) METHYLTHIOURACIL

. Waste code: U188
. Waste name: PHENOL

. Waste code: U213
. Waste name: FURAN, TETRAHYDRO-(I) (OR) TETRAHYDROFURAN (I)

. Waste code: U239
. Waste name: BENZENE, DIMETHYL- (I,T) (OR) XYLENE (I)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 27596

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 5177

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.
Amount (Lbs): 1574

Waste code: D005
Waste name: BARIUM
Amount (Lbs): 25836

Waste code: D006
Waste name: CADMIUM
Amount (Lbs): 24270

Waste code: D007

DISNEYLAND RESORT (Continued) **1000314740**

Waste name: CHROMIUM
Amount (Lbs): 26422

Waste code: D008
Waste name: LEAD
Amount (Lbs): 26856

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 127

Waste code: D011
Waste name: SILVER
Amount (Lbs): 4

Waste code: D018
Waste name: BENZENE
Amount (Lbs): 14857

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 7649

Waste code: D039
Waste name: TETRACHLOROETHYLENE
Amount (Lbs): 5132

Waste code: D040
Waste name: TRICHLOROETHYLENE
Amount (Lbs): 4267

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 13499

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 7649

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL

DISNEYLAND RESORT (Continued) **1000314740**

ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 19442

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 63481

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 4

Waste code: P042
Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-
Amount (Lbs): 16

Waste code: U002
Waste name: ACETONE (I)
Amount (Lbs): 354

Waste code: U164
Waste name: METHYLTHIOURACIL
Amount (Lbs): 350

Waste code: U239
Waste name: BENZENE, DIMETHYL- (I,T)
Amount (Lbs): 350

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 2016-02-10 00:00:00.0
Date achieved compliance: 2016-02-10 00:00:00.0
Violation lead agency: State
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 2016-02-10 00:00:00.0
Date achieved compliance: 2016-02-11 00:00:00.0
Violation lead agency: State
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 2010-02-04 00:00:00.0
Date achieved compliance: 2010-03-02 00:00:00.0
Violation lead agency: State
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Container Use and Management
Date violation determined: 2005-10-19 00:00:00.0
Date achieved compliance: 2005-11-16 00:00:00.0
Violation lead agency: EPA
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: 2006-03-20 00:00:00.0
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 2006-03-20 00:00:00.0
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 2004-02-17 00:00:00.0
Date achieved compliance: 2004-02-17 00:00:00.0
Violation lead agency: State
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: 2004-02-17 00:00:00.0
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 268.7

DISNEYLAND RESORT (Continued) **1000314740**

Area of violation: LDR - General
Date violation determined: 1990-02-26 00:00:00.0
Date achieved compliance: 1994-09-29 00:00:00.0
Violation lead agency: EPA
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: 1990-06-21 00:00:00.0
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.50-60
Area of violation: Generators - General
Date violation determined: 1990-02-26 00:00:00.0
Date achieved compliance: 1994-09-29 00:00:00.0
Violation lead agency: EPA
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: 1990-06-21 00:00:00.0
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.20-23.B
Area of violation: Generators - General
Date violation determined: 1990-02-26 00:00:00.0
Date achieved compliance: 1994-09-29 00:00:00.0
Violation lead agency: EPA
Enforcement action: COMPLIANCE EVALUATION INSPECTION ON-SITE
Enforcement action date: 1990-06-21 00:00:00.0
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 2005-10-19 00:00:00.0
Evaluation: WRITTEN INFORMAL
Area of violation: TSD IS-Container Use and Management
Date achieved compliance: 2005-11-16 00:00:00.0
Evaluation lead agency: EPA

Evaluation date: 2004-02-17 00:00:00.0
Evaluation: WRITTEN INFORMAL
Area of violation: Generators - General
Date achieved compliance: 2004-02-17 00:00:00.0
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 1990-02-26 00:00:00.0
Evaluation: INITIAL 3008(A) COMPLIANCE
Area of violation: Generators - General

DISNEYLAND RESORT (Continued) **1000314740**

Date achieved compliance: 1994-09-29 00:00:00.0
Evaluation lead agency: EPA

Evaluation date: 1990-02-26 00:00:00.0
Evaluation: INITIAL 3008(A) COMPLIANCE
Area of violation: LDR - General
Date achieved compliance: 1994-09-29 00:00:00.0
Evaluation lead agency: EPA

LUST:
Name: DISNEYLAND ROUNDHOUSE FACILITY
Address: 1313 SOUTH HARBOR
City,State,Zip: ANAHEIM, CA
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T060597891
Global Id: T060597891
Latitude: 33.80907
Longitude: -117.918985
Status: Completed - Case Closed
Status Date: 03/05/2002
Case Worker: Not reported
RB Case Number: 083003829T
Local Agency: Not reported
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Not reported
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T060597891
Action Type: Other
Date: 10/10/2001
Action: Leak Reported

Global Id: T060597891
Action Type: ENFORCEMENT
Date: 10/10/2001
Action: Notice of Responsibility

LUST:
Global Id: T060597891
Status: Open - Case Begin Date
Status Date: 10/10/2001

Global Id: T060597891
Status: Open - Site Assessment
Status Date: 10/10/2001

Global Id: T060597891
Status: Completed - Case Closed
Status Date: 03/05/2002

LUST REG 8:
Name: DISNEYLAND - MATERHORN

DISNEYLAND RESORT (Continued) **1000314740**

Address:	1313 HARBOR BLVD
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083000903T
Local Case Num:	083000903T
Case Type:	Soil only
Substance:	Hydraulic Oil
Qty Leaked:	Not reported
Abate Method:	Excavate and Dispose - remove contaminated soil and dispose in approved site
Cross Street:	KATELLA
Enf Type:	Not reported
Funding:	State Funds
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	Spill
Leak Source:	Other Source
Global ID:	T0605900717
How Stopped Date:	7/7/1988
Enter Date:	6/15/1988
Date Confirmation of Leak Began:	6/1/1988
Date Preliminary Assessment Began:	Not reported
Discover Date:	7/7/1988
Enforcement Date:	Not reported
Close Date:	11/10/1994
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	6/15/1988
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8149817
Longitude:	-117.9155792
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	0
MTBE Tested:	Not Required to be Tested.
MTBE Class:	*
Staff:	NOM
Staff Initials:	ROW
Lead Agency:	Local Agency
Local Agency:	30011
Hydr Basin #:	COASTAL PLAIN OF ORA
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Work Suspended: Not reported
Summary: 550 HYDRAULIC OIL TANK @ DUMBO WAS REMOVED 10/19/90 FOUR 250 GALLON TURBINE OIL TANKS @ MATTERHORN ABANDONED INSITU 7/19/92; SITE CAPPED

Name:	DISNEYLAND, FUEL STATION
Address:	1313 HARBOR BLVD
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083002708T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Diesel
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	Not reported
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Not reported
How Stopped:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Global ID:	T0605901880
How Stopped Date:	Not reported
Enter Date:	9/20/1995
Date Confirmation of Leak Began:	8/9/1995
Date Preliminary Assessment Began:	Not reported
Discover Date:	8/3/1995
Enforcement Date:	Not reported
Close Date:	10/24/1996
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	9/20/1995
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8149817
Longitude:	-117.9155792
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	0
MTBE Tested:	Not Required to be Tested.
MTBE Class:	*
Staff:	NOM
Staff Initials:	ROW
Lead Agency:	Local Agency
Local Agency:	30011

DISNEYLAND RESORT (Continued) **1000314740**

Hydr Basin #: COASTAL PLAIN OF ORA
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Summary: Not reported

CPS-SLIC:
Name: DISNEYLAND, EVAPORATION POND #1
Address: 1313 HARBOR
City,State,Zip: ANAHEIM, CA
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 08/28/1991
Global Id: SLT8R1284126
Lead Agency: SANTA ANA RWQCB (REGION 8)
Lead Agency Case Number: Not reported
Latitude: 33.815025
Longitude: -117.914541
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: SLT8R128
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 8:
Name: DISNEYLAND
Address: 1313 HARBOR
City: ANAHEIM
Type: Soil and Groundwater
Facility Status: Closed
Staff: XXX
Substance: SOLVENTS
Lead Agency: Regional Board
Location Code: A-13
Thomas Bros Code: 798-J1

CERS HAZ WASTE:
Name: DISNEYLAND RESORT
Address: 1313 S. HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92803
Site ID: 111705
CERS ID: 10124551
CERS Description: RCRA LQ HW Generator

Name: DISNEYLAND RESORT
Address: 1313 S. HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92803
Site ID: 111705
CERS ID: 10124551
CERS Description: Hazardous Waste Generator

DISNEYLAND RESORT (Continued) **1000314740**

HIST UST:

Name:	SERVICE STATION DISNEYLAND
Address:	1313 HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
File Number:	0002E85F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002E85F.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	30000064
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	7149994344
Mail To:	Not reported
Mailing Address:	500 S BUENA VISTA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	ANAHEIM 92803
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CERS TANKS:

Name:	DISNEYLAND RESORT
Address:	1313 S. HARBOR BLVD.
City,State,Zip:	ANAHEIM, CA 92803
Site ID:	111705
CERS ID:	10124551
CERS Description:	Aboveground Petroleum Storage
Name:	DISNEYLAND RESORT

DISNEYLAND RESORT (Continued) **1000314740**

Address: 1313 S. HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92803
Site ID: 111705
CERS ID: 10124551
CERS Description: Underground Storage Tank

CHMIRS:
Name: Not reported
Address: 1313 SOUTH HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92833
OES Incident Number: 17-3168
OES notification: 05/02/2017
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA DOT PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Facility Telephone: Not reported
Waterway Involved: No
Waterway: Not reported
Spill Site: Other
Cleanup By: Unrecoverable
Containment: Not reported
What Happened: Not reported
Type: Not reported
Measure: Not reported
Other: Not reported
Type: VAPOR
Measure: Unknown
Other: Not reported
Date/Time: 400
Year: 2017
Agency: Disneyland Resort
Incident Date: 05/02/2017
Admin Agency: Anaheim Fire Department
Amount: Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Liquid Nitrogen, LN2 Tank
Quantity Released:	unk
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No
#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No
Evacs:	No
Injuries:	No
Fatals:	No
Comments:	Not reported
Description:	Caller stated they have an unknown release of Liquid Nitrogen due to possible mechanical issues on a valve causing release to vent into the atmosphere and unrecoverable, no waterways impacted, RP still investigating cause. Area has been cordoned off.
Name:	Not reported
Address:	1313 HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
OES Incident Number:	5-7240
OES notification:	12/16/2005
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Fire Dept.
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	Disneyland Resort Anaheim
Incident Date:	12/16/200512:00:00 AM
Admin Agency:	Anaheim Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	chlorine gas
Gallons:	0.000000
Pounds:	1
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	3
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Released when a water treatment plumber mixed two chemicals inadvertently. Three employees were transported to be checked, unknown status. Local area was evacuated, unknown number of people (less than 100-yards). The park was closed at the time.

Name:	Not reported
Address:	1313 HARBOR BLVD
City,State,Zip:	ANAHEIM, CA
OES Incident Number:	16-0116
OES notification:	01/06/2016
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Merchant/Business
Cleanup By:	AFD and Internal Hazmat team
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Type:	CHEMICAL
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1440
Year:	2016
Agency:	Disneyland
Incident Date:	01/06/2016
Admin Agency:	Anaheim Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Hydrochloric Acid
Quantity Released:	5
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	2
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No
#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No

DISNEYLAND RESORT (Continued) **1000314740**

Evacs:	No
Injuries:	Unknown
Fatals:	No
Comments:	Not reported
Description:	Caller States that a release of approx 5 gallons of hydrochloric acid was found on the ground at the Nemo water treatment facility. After investigation done by Anaheim Fire department, release occurred due to equipment failure. There are No impacts to an

EMI:

Name:	DISNEYLAND INC (NSR USE ONLY)
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1987
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	64
Reactive Organic Gases Tons/Yr:	34
Carbon Monoxide Emissions Tons/Yr:	201
NOX - Oxides of Nitrogen Tons/Yr:	55
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	3
Part. Matter 10 Micrometers and Smllr Tons/Yr:	3

Name:	DISNEYLAND INC (NSR USE ONLY)
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1990
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	81
Reactive Organic Gases Tons/Yr:	38
Carbon Monoxide Emissions Tons/Yr:	221
NOX - Oxides of Nitrogen Tons/Yr:	81
SOX - Oxides of Sulphur Tons/Yr:	4
Particulate Matter Tons/Yr:	5
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1993
County Code:	30

DISNEYLAND RESORT (Continued) **1000314740**

Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	63
Reactive Organic Gases Tons/Yr:	36
Carbon Monoxide Emissions Tons/Yr:	191
NOX - Oxides of Nitrogen Tons/Yr:	31
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1995
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	63
Reactive Organic Gases Tons/Yr:	36
Carbon Monoxide Emissions Tons/Yr:	191
NOX - Oxides of Nitrogen Tons/Yr:	31
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1997
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	196
NOX - Oxides of Nitrogen Tons/Yr:	37
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL

DISNEYLAND RESORT (Continued) **1000314740**

City,State,Zip:	ANAHEIM, CA 92803
Year:	1998
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	22
Carbon Monoxide Emissions Tons/Yr:	196
NOX - Oxides of Nitrogen Tons/Yr:	37
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	1999
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	196
NOX - Oxides of Nitrogen Tons/Yr:	37
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	2000
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	196
NOX - Oxides of Nitrogen Tons/Yr:	37
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

DISNEYLAND RESORT (Continued) **1000314740**

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	2009
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.8410758142844603
Reactive Organic Gases Tons/Yr:	5.1178679999999996
Carbon Monoxide Emissions Tons/Yr:	32.724609999999998
NOX - Oxides of Nitrogen Tons/Yr:	20.342808000000002
SOX - Oxides of Sulphur Tons/Yr:	0.21267
Particulate Matter Tons/Yr:	27.926625300000001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	19.669770305989999

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	2010
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9.5327808284585895
Reactive Organic Gases Tons/Yr:	5.9052100000000003
Carbon Monoxide Emissions Tons/Yr:	38.014620000000001
NOX - Oxides of Nitrogen Tons/Yr:	24.49896
SOX - Oxides of Sulphur Tons/Yr:	0.33173000000000002
Particulate Matter Tons/Yr:	27.652010000000001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	19.368615091999999

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BL
City,State,Zip:	ANAHEIM, CA 92803
Year:	2011
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.3470253537
Reactive Organic Gases Tons/Yr:	4.37238
Carbon Monoxide Emissions Tons/Yr:	34.3244
NOX - Oxides of Nitrogen Tons/Yr:	23.51931
SOX - Oxides of Sulphur Tons/Yr:	0.27636

DISNEYLAND RESORT (Continued) **1000314740**

Particulate Matter Tons/Yr: 27.69342
Part. Matter 10 Micrometers and Smllr Tons/Yr: 19.313029572

Name: DISNEYLAND RESORT
Address: 1313 S HARBOR BL
City,State,Zip: ANAHEIM, CA 92803
Year: 2015
County Code: 30
Air Basin: SC
Facility ID: 800189
Air District Name: SC
SIC Code: 7996
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 28.190604194
Reactive Organic Gases Tons/Yr: 26.437331857
Carbon Monoxide Emissions Tons/Yr: 19.76270143
NOX - Oxides of Nitrogen Tons/Yr: 17.64203752
SOX - Oxides of Sulphur Tons/Yr: 0.19221064
Particulate Matter Tons/Yr: 24.052728175
Part. Matter 10 Micrometers and Smllr Tons/Yr: 19.6976254

HAZNET:
Name: WALGREEN CO #15920
Address: 1313 S HARBOR BLVD
Address 2: Not reported
City,State,Zip: ANAHEIM, CA 928022309
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200

Year: 2017
Gepaid: CAL000410749
TSD EPA ID: CAD008364432
CA Waste Code: 311 - Pharmaceutical waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.004

Year: 2017
Gepaid: CAL000410749
TSD EPA ID: CAD008364432
CA Waste Code: 352 - Other organic solids
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.001

Year: 2016
Gepaid: CAL000410749
TSD EPA ID: CAD008364432
CA Waste Code: -
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0005

DISNEYLAND RESORT (Continued) **1000314740**

Year:	2016
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	311 - Pharmaceutical waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.003

Year:	2016
Gepaid:	CAL000410749
TSD EPA ID:	INR000110197
CA Waste Code:	311 - Pharmaceutical waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005

Year:	2016
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	352 - Other organic solids
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0035

Year:	2016
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005

Year:	2015
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	311 - Pharmaceutical waste
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0015

Year:	2015
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	352 - Other organic solids
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0105

Year:	2015
Gepaid:	CAL000410749
TSD EPA ID:	CAD008364432
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.001

DISNEYLAND RESORT (Continued) **1000314740**

Click this hyperlink while viewing on your computer to access additional CA HAZNET: detail in the EDR Site Report.

Additional Info:

Year:	2017
Gen EPA ID:	CAL000410749
Shipment Date:	20170906
Creation Date:	7/19/2018 18:30:21
Receipt Date:	20170919
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	P001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170906
Creation Date:	7/19/2018 18:30:21
Receipt Date:	20170919
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	D010
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	D007
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Shipment Date:	20170906
Creation Date:	7/19/2018 18:30:21
Receipt Date:	20170919
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	D024
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20170906
Creation Date:	10/10/2018 18:30:37
Receipt Date:	20170927
Manifest ID:	009362603FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133
Trans 2 Name:	SMITH SYSTEMS TRANSPORTATION
TSDF EPA ID:	INR000110197
Trans Name:	STERICYCLE INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	D001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20170906
Creation Date:	10/10/2018 18:30:37
Receipt Date:	20170927
Manifest ID:	009362603FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	NED986382133

DISNEYLAND RESORT (Continued) **1000314740**

Trans 2 Name:	SMITH SYSTEMS TRANSPORTATION
TSDF EPA ID:	INR000110197
Trans Name:	STERICYCLE INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	U034
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170906
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170906
Creation Date:	7/19/2018 18:30:21
Receipt Date:	20170919
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	P001

DISNEYLAND RESORT (Continued) **1000314740**

Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170906
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	009362604FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAR000217554
Trans 2 Name:	CRUZ CONTAINERS LOGISTICS INC
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.002
Waste Quantity:	4
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170301
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	009390413FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20170301
Creation Date:	4/24/2017 18:30:15
Receipt Date:	20170307
Manifest ID:	009390413FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2016
Gen EPA ID:	CAL000410749
Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	D010
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	D007
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0105
Waste Quantity:	21
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880

DISNEYLAND RESORT (Continued) **1000314740**

Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID: CAD008364432
Trans Name: RHO CHEM LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 311 - Pharmaceutical waste
RCRA Code: P001
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.0005
Waste Quantity: 1
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 2015
Gen EPA ID: CAL000410749

Shipment Date: 20151112
Creation Date: 1/19/2016 22:15:12
Receipt Date: 20151119
Manifest ID: 008507301FLE
Trans EPA ID: MNS000110924
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID: CAD983649880
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID: CAD008364432
Trans Name: RHO CHEM LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 311 - Pharmaceutical waste
RCRA Code: D010
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.001
Waste Quantity: 2
Quantity Unit: P
Additional Code 1: D007
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20151112
Creation Date: 1/19/2016 22:15:12
Receipt Date: 20151119
Manifest ID: 008507301FLE
Trans EPA ID: MNS000110924
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID: CAD983649880
Trans 2 Name: PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID: CAD008364432
Trans Name: RHO CHEM LLC

DISNEYLAND RESORT (Continued) **1000314740**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	352 - Other organic solids
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0105
Waste Quantity:	21
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20151112
Creation Date:	1/19/2016 22:15:12
Receipt Date:	20151119
Manifest ID:	008507301FLE
Trans EPA ID:	MNS000110924
Trans Name:	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID:	CAD983649880
Trans 2 Name:	PSC ENVIRONMENTAL SERVICES LP
TSDF EPA ID:	CAD008364432
Trans Name:	RHO CHEM LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	311 - Pharmaceutical waste
RCRA Code:	P001
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0005

DISNEYLAND RESORT (Continued) **1000314740**

Waste Quantity: 1
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

HIST CORTESE:
edr_fname: DISNEYLAND - MATERHORN
edr_fadd1: 1313 HARBOR
City,State,Zip: ANAHEIM, CA 92803
Region: CORTESE
Facility County Code: 30
Reg By: LINKA
Reg Id: 083000903T

NPDES:
Name: PROJECT 28
Address: 1313 SOUTH HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Facility Status: Not reported
NPDES Number: Not reported
Region: Not reported
Agency Number: Not reported
Regulatory Measure ID: Not reported
Place ID: Not reported
Order Number: Not reported
WDID: 8 30C388341
Regulatory Measure Type: Construction
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: Not reported
Discharge Name: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Status: Active
Status Date: 10/09/2019
Operator Name: Walt Disney Parks and Resorts US Inc
Operator Address: 1313 Harbor Blvd
Operator City: Anaheim
Operator State: California
Operator Zip: 92803

Name: FRONTIERLAND EXPANSION
Address: 1313 SOUTH HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Facility Status: Terminated
NPDES Number: CAS000002
Region: 8
Agency Number: 0
Regulatory Measure ID: 467656

DISNEYLAND RESORT (Continued) **1000314740**

Place ID:	Not reported
Order Number:	2009-0009-DWQ
WDID:	8 30C375208
Regulatory Measure Type:	Enrollee
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/29/2016
Termination Date Of Regulatory Measure:	05/31/2019
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	1313 Harbor Blvd
Discharge Name:	Walt Disney Parks and Resorts US Inc
Discharge City:	Anaheim
Discharge State:	California
Discharge Zip:	92803
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	8
Regulatory Measure ID:	467656
Order Number:	Not reported
Regulatory Measure Type:	Construction
Place ID:	Not reported
WDID:	8 30C375208
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	01/15/2016
Processed Date:	01/29/2016
Status:	Active
Status Date:	01/29/2016
Place Size:	23.87
Place Size Unit:	Acres
Contact:	Ken Duval
Contact Title:	Site Superintendent
Contact Phone:	949-863-0800
Contact Phone Ext:	Not reported
Contact Email:	Ken.Duval@Whiting-Turner.com
Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd
Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803

DISNEYLAND RESORT (Continued) **1000314740**

Operator Contact:	Walter Smith
Operator Contact Title:	Executive Construction Managment
Operator Contact Phone:	818-930-6900
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	walter.g.smith@disney.com
Operator Type:	Private Business
Developer:	The Whiting Turner Contracting Company
Developer Address:	250 South Commerce Street
Developer City:	Irvine
Developer State:	California
Developer Zip:	92602
Developer Contact:	Joe Gutierrez
Developer Contact Title:	Site Superintendent
Constype Linear Utility Ind:	N
Emergency Phone:	949-337-2071
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	N
Constype Below Ground Ind:	N
Constype Cable Line Ind:	N
Constype Comm Line Ind:	N
Constype Commertial Ind:	N
Constype Electrical Line Ind:	N
Constype Gas Line Ind:	N
Constype Industrial Ind:	N
Constype Other Description:	Amusement Park
Constype Other Ind:	Y
Constype Recons Ind:	N
Constype Residential Ind:	N
Constype Transport Ind:	N
Constype Utility Description:	Not reported
Constype Utility Ind:	N
Constype Water Sewer Ind:	N
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Not reported
Certifier:	Janina Jarvis
Certifier Title:	Manager, Environmental Compliance
Certification Date:	15-JAN-16
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000002
Status:	Active
Agency Number:	0
Region:	8
Regulatory Measure ID:	467656
Order Number:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	8 30C375208
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/29/2016
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Walt Disney Parks and Resorts US Inc
Discharge Address:	1313 Harbor Blvd

DISNEYLAND RESORT (Continued) **1000314740**

Discharge City:	Anaheim
Discharge State:	California
Discharge Zip:	92803
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Secondary Sic: Not reported
Tertiary Sic: Not reported

Name: WALT DISNEY MAIN STREET BYPASS PROJECT
Address: 1313 SOUTH HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92803
Facility Status: Not reported
NPDES Number: Not reported
Region: Not reported
Agency Number: Not reported
Regulatory Measure ID: Not reported
Place ID: Not reported
Order Number: Not reported
WDID: 8 30C370418
Regulatory Measure Type: Construction
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: Not reported
Discharge Name: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Status: Terminated
Status Date: 04/08/2015
Operator Name: Walt Disney Parks and Resorts US Inc
Operator Address: 1313 Harbor Blvd
Operator City: Anaheim
Operator State: California
Operator Zip: 92803

NPDES as of 03/2018:
NPDES Number: Not reported
Status: Not reported
Agency Number: Not reported
Region: 8
Regulatory Measure ID: 447885
Order Number: Not reported
Regulatory Measure Type: Construction
Place ID: Not reported
WDID: 8 30C370418
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: 01/28/2015
Discharge Name: Not reported
Discharge Address: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Received Date: 07/28/2014
Processed Date: 07/30/2014
Status: Terminated
Status Date: 04/08/2015

DISNEYLAND RESORT (Continued) **1000314740**

Place Size:	160
Place Size Unit:	Acres
Contact:	David Van Wyk
Contact Title:	VP-Project Management
Contact Phone:	818-544-7233
Contact Phone Ext:	Not reported
Contact Email:	David.R.Van.Wyk@disney.com
Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd
Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803
Operator Contact:	Janina Jarvis
Operator Contact Title:	Manager, Environmental Process
Operator Contact Phone:	714-781-3563
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	janina.jarvis@disney.com
Operator Type:	Private Business
Developer:	Walt Disney Imagineering
Developer Address:	PO Box 25020
Developer City:	Glendale
Developer State:	California
Developer Zip:	91221
Developer Contact:	David Van Wyk
Developer Contact Title:	VP-Project Management
Constype Linear Utility Ind:	N
Emergency Phone:	714-412-4554
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	N
Constype Below Ground Ind:	N
Constype Cable Line Ind:	N
Constype Comm Line Ind:	N
Constype Commertial Ind:	Y
Constype Electrical Line Ind:	N
Constype Gas Line Ind:	N
Constype Industrial Ind:	N
Constype Other Description:	Not reported
Constype Other Ind:	N
Constype Recons Ind:	N
Constype Residential Ind:	N
Constype Transport Ind:	N
Constype Utility Description:	Not reported
Constype Utility Ind:	N
Constype Water Sewer Ind:	N
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Anaheim Barber Channel
Certifier:	Janina Jarvis
Certifier Title:	Manager, Environmental Compliance
Certification Date:	28-JUL-14
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	PROJECT 28
Address:	1313 SOUTH HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802

DISNEYLAND RESORT (Continued) **1000314740**

Facility Status:	Active
NPDES Number:	CAS000002
Region:	8
Agency Number:	0
Regulatory Measure ID:	513400
Place ID:	Not reported
Order Number:	2009-0009-DWQ
WDID:	8 30C388341
Regulatory Measure Type:	Enrollee
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/09/2019
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	1313 Harbor Blvd
Discharge Name:	Walt Disney Parks and Resorts US Inc
Discharge City:	Anaheim
Discharge State:	California
Discharge Zip:	92803
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

Name:	FRONTIERLAND EXPANSION
Address:	1313 SOUTH HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	8 30C375208
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Terminated
Status Date:	07/08/2019
Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd
Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803

DISNEYLAND RESORT (Continued) **1000314740**

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	8
Regulatory Measure ID:	467656
Order Number:	Not reported
Regulatory Measure Type:	Construction
Place ID:	Not reported
WDID:	8 30C375208
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	01/15/2016
Processed Date:	01/29/2016
Status:	Active
Status Date:	01/29/2016
Place Size:	23.87
Place Size Unit:	Acres
Contact:	Ken Duval
Contact Title:	Site Superintendent
Contact Phone:	949-863-0800
Contact Phone Ext:	Not reported
Contact Email:	Ken.Duval@Whiting-Turner.com
Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd
Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803
Operator Contact:	Walter Smith
Operator Contact Title:	Executive Construction Managment
Operator Contact Phone:	818-930-6900
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	walter.g.smith@disney.com
Operator Type:	Private Business
Developer:	The Whiting Turner Contracting Company
Developer Address:	250 South Commerce Street
Developer City:	Irvine
Developer State:	California
Developer Zip:	92602
Developer Contact:	Joe Gutierrez
Developer Contact Title:	Site Superintendent
Constype Linear Utility Ind:	N
Emergency Phone:	949-337-2071
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	N
Constype Below Ground Ind:	N
Constype Cable Line Ind:	N
Constype Comm Line Ind:	N
Constype Commertial Ind:	N

DISNEYLAND RESORT (Continued) **1000314740**

Constype Electrical Line Ind:	N
Constype Gas Line Ind:	N
Constype Industrial Ind:	N
Constype Other Description:	Amusement Park
Constype Other Ind:	Y
Constype Recons Ind:	N
Constype Residential Ind:	N
Constype Transport Ind:	N
Constype Utility Description:	Not reported
Constype Utility Ind:	N
Constype Water Sewer Ind:	N
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Not reported
Certifier:	Janina Jarvis
Certifier Title:	Manager, Environmental Compliance
Certification Date:	15-JAN-16
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000002
Status:	Active
Agency Number:	0
Region:	8
Regulatory Measure ID:	467656
Order Number:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	8 30C375208
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/29/2016
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Walt Disney Parks and Resorts US Inc
Discharge Address:	1313 Harbor Blvd
Discharge City:	Anaheim
Discharge State:	California
Discharge Zip:	92803
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	DISNEYLAND RESORT
Address:	1313 HARBOR BOULEVARD
City,State,Zip:	ANAHEIM, CA 92802
Facility Status:	Active
NPDES Number:	CA0106283
Region:	8
Agency Number:	12932
Regulatory Measure ID:	345363
Place ID:	220328
Order Number:	R8-2008-0001
WDID:	8 301000001
Regulatory Measure Type:	NPDES Permits
Program Type:	NPDNONMUNIPRCS
Adoption Date Of Regulatory Measure:	01/18/2008
Effective Date Of Regulatory Measure:	01/18/2008
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	01/01/2013

DISNEYLAND RESORT (Continued) **1000314740**

Discharge Address:	Po Box 3232 Tda 219n
Discharge Name:	Disneyland Resort
Discharge City:	Anaheim
Discharge State:	CA
Discharge Zip:	92803
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

NPDES as of 03/2018:

NPDES Number:	CA0106283
Status:	Active
Agency Number:	12932
Region:	8
Regulatory Measure ID:	345363
Order Number:	R8-2008-0001
Regulatory Measure Type:	NPDES Permits
Place ID:	220328
WDID:	8 301000001
Program Type:	NPDNONMUNIPRCS
Adoption Date Of Regulatory Measure:	01/18/2008
Effective Date Of Regulatory Measure:	01/18/2008
Expiration Date Of Regulatory Measure:	01/01/2013
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Disneyland Resort
Discharge Address:	Po Box 3232 Tda 219n
Discharge City:	Anaheim
Discharge State:	CA
Discharge Zip:	92803
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	DISNEY BACK OF HOUSE
Address:	1313 HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	8 30C374109
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Terminated
Status Date:	10/18/2016

DISNEYLAND RESORT (Continued) **1000314740**

Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd
Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803

NPDES as of 03/2018:

NPDES Number:	CAS000002
Status:	Terminated
Agency Number:	0
Region:	8
Regulatory Measure ID:	462052
Order Number:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	8 30C374109
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	09/24/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/28/2016
Discharge Name:	Walt Disney Parks and Resorts US Inc
Discharge Address:	1313 Harbor Blvd
Discharge City:	Anaheim
Discharge State:	California
Discharge Zip:	92803
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	8
Regulatory Measure ID:	462052
Order Number:	Not reported
Regulatory Measure Type:	Construction
Place ID:	Not reported
WDID:	8 30C374109
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/28/2016
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	09/23/2015
Processed Date:	09/24/2015
Status:	Terminated
Status Date:	10/18/2016
Place Size:	3.7
Place Size Unit:	Acres
Contact:	Janina Galicinao
Contact Title:	Not reported
Contact Phone:	714-781-3563
Contact Phone Ext:	Not reported
Contact Email:	janina.galicinao@disney.com
Operator Name:	Walt Disney Parks and Resorts US Inc
Operator Address:	1313 Harbor Blvd

DISNEYLAND RESORT (Continued) **1000314740**

Operator City:	Anaheim
Operator State:	California
Operator Zip:	92803
Operator Contact:	Janina Galicinao
Operator Contact Title:	Not reported
Operator Contact Phone:	714-781-3563
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	janina.galicinao@disney.com
Operator Type:	Private Business
Developer:	Walt Disney Parks and Resorts US Inc
Developer Address:	1313 Harbor Blvd
Developer City:	Anaheim
Developer State:	California
Developer Zip:	92803
Developer Contact:	Janina Jarvis
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	N
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	N
Constype Below Ground Ind:	N
Constype Cable Line Ind:	N
Constype Comm Line Ind:	N
Constype Commertial Ind:	N
Constype Electrical Line Ind:	N
Constype Gas Line Ind:	N
Constype Industrial Ind:	N
Constype Other Description:	Not reported
Constype Other Ind:	N
Constype Recons Ind:	N
Constype Residential Ind:	N
Constype Transport Ind:	N
Constype Utility Description:	Not reported
Constype Utility Ind:	N
Constype Water Sewer Ind:	N
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Anaheim Bay
Certifier:	Janina Jarvis
Certifier Title:	Manager, Environmental Compliance
Certification Date:	23-SEP-15
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

WDS:

Name:	DISNEYLAND
Address:	1313 HARBOR BLVD
City:	ANAHEIM
Facility ID:	Santa Ana River 301000001
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is

DISNEYLAND RESORT (Continued) **1000314740**

	under Waste Discharge Requirements.
NPDES Number:	CA0106283 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	8
Facility Telephone:	Not reported
Facility Contact:	ACCOUNTS PAYABLE TDA-229W
Agency Name:	DISNEYLAND
Agency Address:	PO BOX 3232 - TDA219N
Agency City,St,Zip:	ANAHEIM 92803
Agency Contact:	FRANK DELA VARA
Agency Telephone:	7147814344
Agency Type:	Private
SIC Code:	7996
SIC Code 2:	Not reported
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Primary Waste:	MISCEL
Waste Type2:	Not reported
Waste2:	Miscellaneous (Includes wastes from dewatering, recreational lake overflow, swimming pool wastes, water ride wastewater, ground water seepage and other wastes of this type)
Primary Waste Type:	Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:

Name:	DISNEYLAND RESORT
Address:	1313 HARBOR BOULEVARD
City,State,Zip:	ANAHEIM, CA 92802
Agency:	Disneyland Resort
Agency Address:	Po Box 3232 Tda 219n, Anaheim, CA 92803
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	7996
Region:	8
Program:	NPDESWW, NPDNONMUNIPRCS

DISNEYLAND RESORT (Continued) **1000314740**

Regulatory Measure Status:	Active
Regulatory Measure Type:	NPDES Permit
Order Number:	R8-2008-0001
WDID:	8 301000001
NPDES Number:	CA0106283
Adoption Date:	01/18/2008
Effective Date:	01/18/2008
Termination Date:	Not reported
Expiration/Review Date:	01/01/2013
Design Flow:	0.0001
Major/Minor:	Minor
Complexity:	B
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.81159
Longitude:	-117.91674

Name:	PROJECT 28
Address:	1313 SOUTH HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Agency:	Walt Disney Parks and Resorts US Inc
Agency Address:	1313 Harbor Blvd, Anaheim, CA 92803
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	8
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	8 30C388341
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	10/09/2019
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.808067
Longitude:	-117.919228

Name:	FRONTIERLAND EXPANSION
Address:	1313 SOUTH HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Agency:	Walt Disney Parks and Resorts US Inc
Agency Address:	1313 Harbor Blvd, Anaheim, CA 92803
Place/Project Type:	Construction - Other: Amusement Park
SIC/NAICS:	Not reported
Region:	8
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ

DISNEYLAND RESORT (Continued) **1000314740**

WDID:	8 30C375208
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	01/29/2016
Termination Date:	05/31/2019
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.808067
Longitude:	-117.919228

Name:	DISNEY BACK OF HOUSE
Address:	1313 HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Agency:	Walt Disney Parks and Resorts US Inc
Agency Address:	1313 Harbor Blvd, Anaheim, CA 92803
Place/Project Type:	Construction
SIC/NAICS:	Not reported
Region:	8
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	8 30C374109
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	09/24/2015
Termination Date:	07/28/2016
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.81133
Longitude:	-117.9236

Name:	WALT DISNEY MAIN STREET BYPASS PROJECT
Address:	1313 SOUTH HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Agency:	Walt Disney Parks and Resorts US Inc
Agency Address:	1313 Harbor Blvd, Anaheim, CA 92803
Place/Project Type:	Construction - Commercial
SIC/NAICS:	Not reported
Region:	8
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	8 30C370418
NPDES Number:	CAS000002
Adoption Date:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Effective Date:	07/30/2014
Termination Date:	01/28/2015
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.81108
Longitude:	-117.91865

CERS:

Name:	DISNEYLAND RESORT
Address:	1313 HARBOR BOULEVARD
City,State,Zip:	ANAHEIM, CA 92802-2309
Site ID:	464709
CERS ID:	110017405887
CERS Description:	US EPA Air Emission Inventory System (EIS)

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	BOB HILL
Entity Title:	Not reported
Affiliation Address:	POBOX 3232
Affiliation City:	ANAHIEM
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	DONNA A BKR
Entity Title:	MGR REG WASTE & FIELD SVS
Affiliation Address:	POBOX 3232 MC-291N
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	DONNA A BAKER
Entity Title:	MGR REG WASTE & FIELD SVS
Affiliation Address:	POBOX 3232 MC-291N
Affiliation City:	ANAHEIM
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	RICHARD O WILSON ANAHEIM CITY
Entity Title:	Not reported
Affiliation Address:	201 S ANAHEIM BLVD 601
Affiliation City:	ANAHEIM
Affiliation State:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: William Wilson
Entity Title: Not reported
Affiliation Address: POBOX 3232
Affiliation City: ANAHEIM
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: NANCY OLSON MARTIN SANTA ANA RWQCB REGN 8
Entity Title: Not reported
Affiliation Address: 3737 MAIN STREETNA SUITE 500
Affiliation City: RIVERSIDE
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: UST PO Name
Entity Name: WALT DISNEY
Entity Title: Not reported
Affiliation Address: 500 S BUENA VISTA STREET
Affiliation City: BURBANK
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: DISNEYLAND, EVAPORATION POND #1
Address: 1313 HARBOR
City,State,Zip: ANAHEIM, CA
Site ID: 193138
CERS ID: SLT8R1284126
CERS Description: Cleanup Program Site

Name: DISNEYLAND ROUNDHOUSE FACILITY
Address: 1313 SOUTH HARBOR
City,State,Zip: ANAHEIM, CA
Site ID: 242367
CERS ID: T060597891
CERS Description: Leaking Underground Storage Tank Cleanup Site

Name: PROJECT 28
Address: 1313 SOUTH HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Site ID: 558367
CERS ID: 876198
CERS Description: Construction Storm Water

Affiliation:
Affiliation Type Desc: Owner/Operator

DISNEYLAND RESORT (Continued) **1000314740**

Entity Name: Walt Disney Parks and Resorts US Inc
Entity Title: Operator
Affiliation Address: 1313 Harbor Blvd
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92803
Affiliation Phone: Not reported

Name: DISNEYLAND RESORT
Address: 1313 S. HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92803
Site ID: 111705
CERS ID: 10124551
CERS Description: Chemical Storage Facilities

Violations:

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 02-04-2010
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: RCRA Large Quantity Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 03/02/2010.
Violation Division: Anaheim City Fire Department
Violation Program: HWLQG
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-12-2018
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes: Returned to compliance on 02/01/2018.
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-12-2018
Citation: 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)
Violation Description: Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.
Violation Notes: Returned to compliance on 02/02/2018. Diesel (Transportation) mlld failed when tested
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 02-10-2016

DISNEYLAND RESORT (Continued) **1000314740**

Citation:	22 CCR 16 66266.130 - California Code of Regulations, Title 22, Chapter 16, Section(s) 66266.130
Violation Description:	Failure to properly handle, manage, label, and recycle used oil and fuel filters.
Violation Notes:	Returned to compliance on 02/10/2016. Refer to the HMBP Inspection Report for details
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	02-10-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 07/08/2016. Refer to the HMBP Inspection Report for details
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	01-12-2018
Citation:	23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)
Violation Description:	Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.
Violation Notes:	Returned to compliance on 01/12/2018. 208 failure in diesel (Transportation) fill sump. Replaced like for like during inspection.
Violation Division:	Anaheim City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	02-10-2016
Citation:	22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Description:	Failure to determine if the waste generated is a hazardous waste.
Violation Notes:	Returned to compliance on 02/10/2016. Refer to the HMBP Inspection Report for details
Violation Division:	Anaheim City Fire Department
Violation Program:	HWLQG
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	01-18-2019
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description:	Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow

DISNEYLAND RESORT (Continued) **1000314740**

to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,- 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October- 1,- 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Violation Notes: Returned to compliance on 03/19/2019. See Inspection Report for details
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 02-10-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 07/08/2016. Refer to the HMBP Inspection Report for details
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 10-15-2019
Citation: HSC 6.95 25510(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25510(a)
Violation Description: Failure to report a release or threatened release of a hazardous material to the unified program agency and to OES.
Violation Notes: Returned to compliance on 10/15/2019. SEE ERCI for Details
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-18-2018
Citation: 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173

DISNEYLAND RESORT (Continued) **1000314740**

Violation Description:	Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.
Violation Notes:	Returned to compliance on 01/18/2018.
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	02-10-2016
Citation:	22 CCR 23 66273.35 - California Code of Regulations, Title 22, Chapter 23, Section(s) 66273.35
Violation Description:	Failure of the universal waste handler to properly process accumulated universal waste within a maximum accumulation time of one year and /or demonstrate the length of time that the universal waste has been accumulated from the date it became a waste or was received. The universal waste handler may make this demonstration by: 1) Placing the universal waste in a container and marking or labeling the container with the earliest date that any universal waste in the container became a waste or was received; 2) Marking or labeling the individual item of universal waste (e.g., each battery or thermostat) with the date it became a waste or was received; 3) Maintaining an inventory system onsite that identifies the date the universal waste being accumulated became a waste or was received; 4) Maintaining an inventory system onsite that identifies the earliest date that any universal waste in a group of items of universal waste or a group of containers of universal waste became a waste or was received; 5) Placing the universal waste in a specific accumulation area and marking or labeling the area to identify the earliest date that any universal waste in the area became a waste or was received; or 6) Any other method which clearly demonstrates the length of time that the universal waste has been accumulated from the date it became a waste or was received.
Violation Notes:	Returned to compliance on 02/10/2016. Refer to the HMBP Inspection Report for details
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort
Violation Date:	01-18-2018
Citation:	HSC 6.5 25250.22 - California Health and Safety Code, Chapter 6.5, Section(s) 25250.22
Violation Description:	Failure to properly manage used oil and/or fuel filters in accordance with the requirements.
Violation Notes:	Returned to compliance on 01/18/2018.
Violation Division:	Anaheim City Fire Department
Violation Program:	HW
Violation Source:	CERS
Site ID:	111705
Site Name:	Disneyland Resort

DISNEYLAND RESORT (Continued) **1000314740**

Violation Date: 01-08-2016
Citation: 23 CCR 16 2638 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638
Violation Description: Failure to test leak detection equipment as required every 12 months (VPH, sensor, LLD, ATG, etc.) and/or submit monitoring system certification to the CUPA within 30 days of completion of the test
Violation Notes: Returned to compliance on 01/11/2016. 208 near Small World dispenser was not tested due to time constraints and an active rail line.
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 02-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 04/02/2019. See Inspection Report for details
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-18-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 02/23/2018. Revisions needed
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 04-25-2018
Citation: HSC 6.7 25290.1(c),25290.2(c),25291(a)(2),2529.1(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),25290.2(c),25291(a)(2),2529.1(e)
Violation Description: Failure to maintain secondary containment (e.g., failure of secondary containment testing).
Violation Notes: Returned to compliance on 07/19/2018. Round House Diesel Annular not tested Round House Diesel Piping Sump Failed
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-08-2016
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code,

DISNEYLAND RESORT (Continued) **1000314740**

Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes: Returned to compliance on 01/11/2016.
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 01-12-2018
Citation: 23 CCR 16 2665 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2665
Violation Description: Failure of the overfill prevention system to meet one of the following requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.
Violation Notes: Returned to compliance on 01/12/2018. Visual cue failure when tested
Violation Division: Anaheim City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 111705
Site Name: Disneyland Resort
Violation Date: 02-10-2016
Citation: 22 CCR 12 66262.34(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(a)
Violation Description: Failure to obtain a permit or grant of interim status to accumulate hazardous waste longer than 90 days.
Violation Notes: Returned to compliance on 02/11/2016. Refer to the HMBP Inspection Report for details
Violation Division: Anaheim City Fire Department
Violation Program: HWLQG
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-18-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Ann Mon Cert
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-04-2010
Violations Found: No
Eval Type: Routine done by local agency

DISNEYLAND RESORT (Continued) **1000314740**

Eval Notes:	Inspector Name: Fred Chun
Eval Division:	Anaheim City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-04-2010
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Name: Fred Chun
Eval Division:	Anaheim City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-19-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HWLQG
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	06-14-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	989 testing from repair to Roundhouse diesel tank piping
Eval Division:	Anaheim City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	07-19-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Plan Check / 989 retest
Eval Division:	Anaheim City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	10-15-2019
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HWLQG
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-08-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	UST

DISNEYLAND RESORT (Continued) **1000314740**

Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-10-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTION COMPLETED BY RUSS SIEMS (STARTED 1/15/13; COMPLETED 1/16/13)
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-10-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTION COMPLETED BY RUSS SIEMS ON 1/16/13 NO VIOLATIONS OBSERVED
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-18-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-18-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-04-2010
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Fred Chun
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-10-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

DISNEYLAND RESORT (Continued) **1000314740**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-10-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HWLQG
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-19-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-19-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HWRecycler
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-19-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-15-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-10-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTION COMPLETED BY RUSS SIEMS (STARTED 1/10/13; COMPLETED 1/16/13)
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-13-2017

DISNEYLAND RESORT (Continued) **1000314740**

Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-10-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTION COMPLETED BY RUSS SIEMS (STARTED 1/10/13; COMPLETED 1/16/13)
Eval Division: Anaheim City Fire Department
Eval Program: HWLQG
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-12-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Annual Monitoring Certification
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-15-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations observed during the inspection.
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-18-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-10-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2008
Violations Found: No
Eval Type: Routine done by local agency

DISNEYLAND RESORT (Continued) **1000314740**

Eval Notes:	Inspector Name: Fred Chun
Eval Division:	Anaheim City Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-13-2008
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Name: Fred Chun
Eval Division:	Anaheim City Fire Department
Eval Program:	HWLQG
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	04-25-2018
Violations Found:	Yes
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Secondary Containment (989) Testing
Eval Division:	Anaheim City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-13-2014
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	No violations observed during the inspection.
Eval Division:	Anaheim City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-18-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HWLQG
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-18-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Anaheim City Fire Department
Eval Program:	HWRecycler
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-04-2010
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Name: Fred Chun
Eval Division:	Anaheim City Fire Department
Eval Program:	APSA

DISNEYLAND RESORT (Continued) **1000314740**

Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-04-2010
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Fred Chun
Eval Division: Anaheim City Fire Department
Eval Program: HWLQG
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-10-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-19-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 12-20-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Plan Check inspection (FEA2018-00032). Installation of new B100 compatible dispenser along with 3 x VR321 sensors into Transportation Diesel Tank
Eval Division: Anaheim City Fire Department
Eval Program: UST
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Legal Owner
Entity Name: The Walt Disney Company
Entity Title: Not reported
Affiliation Address: P O Box 3232
Affiliation City: Anahiem
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92803
Affiliation Phone: (714) 781-4666

Affiliation Type Desc: Operator
Entity Name: Disneyland Resort
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 781-4666
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	THE WALT DISNEY COMPANY
Entity Title:	Not reported
Affiliation Address:	500 S. Buena Vista Street
Affiliation City:	Burbank
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	91521
Affiliation Phone:	(818) 560-1000
Affiliation Type Desc:	UST Tank Operator
Entity Name:	Disneyland Resort
Entity Title:	Not reported
Affiliation Address:	1313 S. Harbor Boulevard
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92803
Affiliation Phone:	(714) 781-4000
Affiliation Type Desc:	Environmental Contact
Entity Name:	Bill Wilson
Entity Title:	Not reported
Affiliation Address:	P O Box 3232
Affiliation City:	Anahiem
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92803
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	P.O. Box 3232 Attn Bob Hill
Affiliation City:	Anahiem
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92803
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Bill Wilson
Entity Title:	ASSISTANT CHIEF
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Tank Owner
Entity Name:	Disneyland Resort
Entity Title:	Not reported

DISNEYLAND RESORT (Continued) **1000314740**

Affiliation Address:	1313 S. Harbor Blvd.
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92803
Affiliation Phone:	(714) 781-4000
Affiliation Type Desc:	CUPA District
Entity Name:	Anaheim City Fire Department
Entity Title:	Not reported
Affiliation Address:	201 South Anaheim Boulevard, Suite 300
Affiliation City:	Anaheim
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92805
Affiliation Phone:	(714) 765-4047
Affiliation Type Desc:	Document Preparer
Entity Name:	Bill Wilson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Disneyland Resort
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Permit Applicant
Entity Name:	Carlos Campos
Entity Title:	Environmental Engineer
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 781-1758
Name:	DISNEYLAND RESORT DCA
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Site ID:	111706
CERS ID:	10428268
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	111706
Site Name:	DISNEYLAND RESORT DCA

DISNEYLAND RESORT (Continued) **1000314740**

Violation Date:	02-17-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 03/03/2017.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	111706
Site Name:	DISNEYLAND RESORT DCA
Violation Date:	02-17-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 03/03/2017.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	111706
Site Name:	DISNEYLAND RESORT DCA
Violation Date:	01-15-2014
Citation:	19 CCR 4 2729.2(a)(1) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(1)
Violation Description:	Owner/Operator failed to complete and/or submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 02/20/2014.
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	111706
Site Name:	DISNEYLAND RESORT DCA
Violation Date:	02-17-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 07/08/2016. Refer to the HMBP Inspection Report for details
Violation Division:	Anaheim City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	111706
Site Name:	DISNEYLAND RESORT DCA
Violation Date:	01-15-2014
Citation:	HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c)
Violation Description:	Failure to review, revise, and recertify the business plan at least once every three years.
Violation Notes:	Returned to compliance on 02/20/2014.
Violation Division:	Anaheim City Fire Department

DISNEYLAND RESORT (Continued) **1000314740**

Violation Program: HMRRP
Violation Source: CERS

Site ID: 111706
Site Name: DISNEYLAND RESORT DCA
Violation Date: 02-17-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 07/08/2016. Refer to the HMBP Inspection Report for details
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111706
Site Name: DISNEYLAND RESORT DCA
Violation Date: 01-15-2014
Citation: 19 CCR 4 2729.2(a)(3) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(3)
Violation Description: Failure to complete and/or submit an annotated site map if required by CUPA.
Violation Notes: Returned to compliance on 02/20/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 111706
Site Name: DISNEYLAND RESORT DCA
Violation Date: 01-15-2014
Citation: HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)
Violation Description: Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.
Violation Notes: Returned to compliance on 02/20/2014.
Violation Division: Anaheim City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-17-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 02-20-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: HazMat Reinspection
Eval Division: Anaheim City Fire Department

DISNEYLAND RESORT (Continued) **1000314740**

Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-17-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-15-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: FEP-0000474
Eval Division: Anaheim City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: William Wilson
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: William Wilson
Entity Title: Not reported
Affiliation Address: P.O. BOX 3232
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92803
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: The Walt Disney Company
Entity Title: Not reported
Affiliation Address: P O BOX 3232
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92803-3232
Affiliation Phone: (714) 781-4000

Affiliation Type Desc: CUPA District
Entity Name: Anaheim City Fire Department
Entity Title: Not reported
Affiliation Address: 201 South Anaheim Boulevard, Suite 300
Affiliation City: Anaheim

DISNEYLAND RESORT (Continued) **1000314740**

Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92805
Affiliation Phone: (714) 765-4047

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P.O. Box 3232 Attn. William Wilson
Affiliation City: Anaheim
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: William Wilson
Entity Title: Assistan Cheif
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: William Wilson
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 730-7030

Affiliation Type Desc: Parent Corporation
Entity Name: Disneyland Resort
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

HWTS:
Name: WALGREEN CO #15920
Address: 1313 S HARBOR BLVD
Address 2: BLDG H-8 2ND FLOOR
City,State,Zip: ANAHEIM, CA 928022309
EPA ID: CAL000410749
Inactive Date: Not reported
Create Date: 09/29/2015
Last Act Date: 08/16/2019
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200

DISNEYLAND RESORT (Continued) **1000314740**

Mailing Address 2:	Not reported
Mailing City,State,Zip:	CARLSBAD, CA 920100000
Owner Name:	WALGREEN CO.
Owner Address:	200 WILMOT RD.
Owner Address 2:	Not reported
Owner City,State,Zip:	DEERFIELD, IL 600150000
Contact Name:	KARINA ROMERO
Contact Address:	3207 GREY HAWK CT., SUITE 200
Contact Address 2:	Not reported
City,State,Zip:	CARLSBAD, CA 92010

NAICS:

EPA ID:	CAL000410749
Create Date:	2015-09-29 12:03:50
NAICS Code:	44611
NAICS Description:	Pharmacies and Drug Stores
Issued EPA ID Date:	2015-09-29 12:03:50
Inactive Date:	Not reported
Facility Name:	WALGREEN CO #15920
Facility Address:	1313 S HARBOR BLVD
Facility Address 2:	BLDG H-8 2ND FLOOR
Facility City:	ANAHEIM
Facility County:	30
Facility State:	CA
Facility Zip:	928022309

G30 **SPECTRUM PHOTOGRAPHIC & IMAGING** **ENVIROSTOR** **S110494322**
ENE **1313 S. HARBOR BOULEVARD, #1481 E-SERVICE AREA** **N/A**
1/4-1/2 **ANAHEIM, CA 92803**
0.431 mi.
2278 ft. **Site 2 of 6 in cluster G**

Relative:
Higher

Actual:
141 ft.

ENVIROSTOR:

Name:	SPECTRUM PHOTOGRAPHIC & IMAGING
Address:	1313 S. HARBOR BOULEVARD, #1481 E-SERVICE AREA
City,State,Zip:	ANAHEIM, CA 92803
Facility ID:	71003465
Status:	Inactive - Needs Evaluation
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Cypress
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0

SPECTRUM PHOTOGRAPHIC & IMAGING (Continued) **S110494322**

APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000018770
Alias Type: EPA Identification Number
Alias Name: 71003465
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

G31 **DISNEYLAND, FUEL STATION** **LUST** **S103950105**
ENE **1313 S HARBOR BLVD** **Orange Co. Industrial Site** **N/A**
1/4-1/2 **ANAHEIM, CA 92802** **CERS**
0.431 mi.
2278 ft. **Site 3 of 6 in cluster G**

Relative: Higher
Actual: 141 ft.

LUST:
Name: DISNEYLAND-AUTOPIA
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605902330
Global Id: T0605902330
Latitude: 33.8033549
Longitude: -117.9299974
Status: Completed - Case Closed
Status Date: 10/21/2010
Case Worker: RM
RB Case Number: 083003568T
Local Agency: ANAHEIM CITY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0605902330
Contact Type: Local Agency Caseworker
Contact Name: RALPH MCCAFFREY
Organization Name: ANAHEIM CITY

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Address: 201 S. ANAHEIM BLVD. MS 601
City: ANAHEIM
Email: rmccaffrey@anaheim.net
Phone Number: Not reported

LUST:
Global Id: T0605902330
Action Type: Other
Date: 10/21/1999
Action: Leak Reported

Global Id: T0605902330
Action Type: ENFORCEMENT
Date: 03/27/2009
Action: Letter - Notice

Global Id: T0605902330
Action Type: ENFORCEMENT
Date: 10/13/2009
Action: Staff Letter

Global Id: T0605902330
Action Type: ENFORCEMENT
Date: 04/14/2010
Action: Staff Letter

Global Id: T0605902330
Action Type: RESPONSE
Date: 07/16/2010
Action: Well Destruction Report

Global Id: T0605902330
Action Type: ENFORCEMENT
Date: 10/21/2010
Action: Closure/No Further Action Letter

Global Id: T0605902330
Action Type: ENFORCEMENT
Date: 10/21/2010
Action: File Review - Closure

Global Id: T0605902330
Action Type: Other
Date: 10/21/1999
Action: Leak Discovery

Global Id: T0605902330
Action Type: REMEDIATION
Date: 05/04/2005
Action: In Situ Physical/Chemical Treatment (other than SVE)

LUST:
Global Id: T0605902330
Status: Open - Case Begin Date
Status Date: 10/21/1999

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Global Id: T0605902330
Status: Open - Site Assessment
Status Date: 10/21/1999

Global Id: T0605902330
Status: Open - Remediation
Status Date: 03/03/2000

Global Id: T0605902330
Status: Open - Site Assessment
Status Date: 06/13/2000

Global Id: T0605902330
Status: Open - Remediation
Status Date: 07/03/2001

Global Id: T0605902330
Status: Open - Remediation
Status Date: 05/16/2002

Global Id: T0605902330
Status: Open - Remediation
Status Date: 11/06/2002

Global Id: T0605902330
Status: Open - Remediation
Status Date: 02/05/2003

Global Id: T0605902330
Status: Open - Remediation
Status Date: 04/08/2003

Global Id: T0605902330
Status: Open - Remediation
Status Date: 09/03/2003

Global Id: T0605902330
Status: Open - Remediation
Status Date: 09/24/2003

Global Id: T0605902330
Status: Open - Remediation
Status Date: 12/04/2003

Global Id: T0605902330
Status: Open - Remediation
Status Date: 01/15/2004

Global Id: T0605902330
Status: Open - Remediation
Status Date: 08/23/2004

Global Id: T0605902330
Status: Open - Remediation
Status Date: 09/21/2004

Global Id: T0605902330

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Status: Open - Remediation
Status Date: 10/18/2004

Global Id: T0605902330
Status: Open - Remediation
Status Date: 11/29/2004

Global Id: T0605902330
Status: Open - Remediation
Status Date: 03/10/2005

Global Id: T0605902330
Status: Open - Remediation
Status Date: 06/28/2005

Global Id: T0605902330
Status: Open - Remediation
Status Date: 07/01/2005

Global Id: T0605902330
Status: Open - Remediation
Status Date: 08/29/2005

Global Id: T0605902330
Status: Open - Remediation
Status Date: 11/02/2005

Global Id: T0605902330
Status: Open - Remediation
Status Date: 02/01/2006

Global Id: T0605902330
Status: Open - Remediation
Status Date: 05/17/2006

Global Id: T0605902330
Status: Open - Remediation
Status Date: 11/01/2006

Global Id: T0605902330
Status: Open - Remediation
Status Date: 02/02/2007

Global Id: T0605902330
Status: Open - Remediation
Status Date: 05/07/2007

Global Id: T0605902330
Status: Open - Remediation
Status Date: 11/09/2007

Global Id: T0605902330
Status: Open - Remediation
Status Date: 06/03/2008

Global Id: T0605902330
Status: Open - Assessment & Interim Remedial Action

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Status Date: 03/27/2009

Global Id: T0605902330
Status: Completed - Case Closed
Status Date: 10/21/2010

Name: DISNEYLAND TOMORROWLAND RR ST.
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605901936
Global Id: T0605901936
Latitude: 33.80907
Longitude: -117.918985
Status: Completed - Case Closed
Status Date: 02/23/2000
Case Worker: ROW
RB Case Number: 083002812T
Local Agency: ANAHEIM CITY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0605901936
Contact Type: Local Agency Caseworker
Contact Name: RICHARD O. WILSON
Organization Name: ANAHEIM CITY
Address: 201 S. ANAHEIM BLVD. #601
City: ANAHEIM
Email: dwilson@anaheim.net
Phone Number: Not reported

LUST:
Global Id: T0605901936
Action Type: Other
Date: 03/21/1996
Action: Leak Reported

Global Id: T0605901936
Action Type: ENFORCEMENT
Date: 02/23/2000
Action: Closure/No Further Action Letter

Global Id: T0605901936
Action Type: Other
Date: 03/04/1996
Action: Leak Discovery

LUST:
Global Id: T0605901936
Status: Open - Case Begin Date
Status Date: 03/04/1996

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Global Id: T0605901936
Status: Open - Site Assessment
Status Date: 03/21/1996

Global Id: T0605901936
Status: Open - Remediation
Status Date: 10/08/1997

Global Id: T0605901936
Status: Open - Remediation
Status Date: 06/15/1998

Global Id: T0605901936
Status: Open - Verification Monitoring
Status Date: 08/09/1999

Global Id: T0605901936
Status: Completed - Case Closed
Status Date: 02/23/2000

Name: DISNEYLAND - MATERHORN
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92803
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605900717
Global Id: T0605900717
Latitude: 33.80907
Longitude: -117.918985
Status: Completed - Case Closed
Status Date: 11/10/1994
Case Worker: ROW
RB Case Number: 083000903T
Local Agency: ANAHEIM CITY
File Location: Not reported
Local Case Number: 083000903T
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

LUST:
Global Id: T0605900717
Contact Type: Local Agency Caseworker
Contact Name: RICHARD O. WILSON
Organization Name: ANAHEIM CITY
Address: 201 S. ANAHEIM BLVD. #601
City: ANAHEIM
Email: dwilson@anaheim.net
Phone Number: Not reported

LUST:
Global Id: T0605900717
Action Type: Other
Date: 07/07/1988
Action: Leak Discovery

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Global Id: T0605900717
Action Type: ENFORCEMENT
Date: 11/10/1994
Action: Closure/No Further Action Letter

Global Id: T0605900717
Action Type: Other
Date: 07/07/1988
Action: Leak Stopped

Global Id: T0605900717
Action Type: Other
Date: 09/20/1994
Action: Leak Reported

LUST:
Global Id: T0605900717
Status: Open - Case Begin Date
Status Date: 06/01/1988

Global Id: T0605900717
Status: Open - Site Assessment
Status Date: 06/01/1988

Global Id: T0605900717
Status: Completed - Case Closed
Status Date: 11/10/1994

Name: DISNEYLAND, FUEL STATION
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Lead Agency: ANAHEIM CITY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605901880
Global Id: T0605901880
Latitude: 33.80907
Longitude: -117.918985
Status: Completed - Case Closed
Status Date: 10/24/1996
Case Worker: ROW
RB Case Number: 083002708T
Local Agency: ANAHEIM CITY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0605901880
Contact Type: Local Agency Caseworker
Contact Name: RICHARD O. WILSON
Organization Name: ANAHEIM CITY
Address: 201 S. ANAHEIM BLVD. #601
City: ANAHEIM
Email: dwilson@anaheim.net

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Phone Number: Not reported

LUST:
Global Id: T0605901880
Action Type: Other
Date: 08/09/1995
Action: Leak Reported

Global Id: T0605901880
Action Type: ENFORCEMENT
Date: 10/24/1996
Action: Closure/No Further Action Letter

Global Id: T0605901880
Action Type: Other
Date: 08/03/1995
Action: Leak Discovery

LUST:
Global Id: T0605901880
Status: Open - Case Begin Date
Status Date: 08/03/1995

Global Id: T0605901880
Status: Open - Site Assessment
Status Date: 08/09/1995

Global Id: T0605901880
Status: Completed - Case Closed
Status Date: 10/24/1996

Orange Co. Industrial Site:
Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Case ID: 88IC068
Record ID: RO0000152
Current Status: CLOSED 9/14/1990
Closure Type: Closed pre 1994, file review required to determine closure type
Released Chemical: WASTE (OR SLOP) OIL

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92803
Case ID: 89IC007
Record ID: RO0000236
Current Status: CLOSED 10/22/1991
Closure Type: Closed pre 1994, file review required to determine closure type
Released Chemical: WASTE (OR SLOP) OIL

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Case ID: 89IC011
Record ID: RO0000185

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Current Status: CLOSED 8/14/1991
Closure Type: Closed pre 1994, file review required to determine closure type
Released Chemical: LEAD COMPOUNDS

CERS:
Name: DISNEYLAND TOMORROWLAND RR ST.
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Site ID: 219672
CERS ID: T0605901936
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: RICHARD O. WILSON - ANAHEIM CITY
Entity Title: Not reported
Affiliation Address: 201 S. ANAHEIM BLVD. #601
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: DISNEYLAND, FUEL STATION
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Site ID: 229554
CERS ID: T0605901880
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: RICHARD O. WILSON - ANAHEIM CITY
Entity Title: Not reported
Affiliation Address: 201 S. ANAHEIM BLVD. #601
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: DISNEYLAND-AUTOPIA
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92802
Site ID: 232186
CERS ID: T0605902330
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: RALPH MCCAFFREY - ANAHEIM CITY
Entity Title: Not reported
Affiliation Address: 201 S. ANAHEIM BLVD. MS 601
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported

DISNEYLAND, FUEL STATION (Continued) **S103950105**

Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: DISNEYLAND - MATERHORN
Address: 1313 S HARBOR BLVD
City,State,Zip: ANAHEIM, CA 92803
Site ID: 205817
CERS ID: T0605900717
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: RICHARD O. WILSON - ANAHEIM CITY
Entity Title: Not reported
Affiliation Address: 201 S. ANAHEIM BLVD. #601
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

G32 **DISNEYLAND RESORT** **LUST U003713747**
ENE **1313 S. HARBOR BLVD.** **UST N/A**
1/4-1/2 **ANAHEIM, CA 92803** **SWEEPS UST**
0.431 mi. **CHMIRS**
2278 ft. **Site 4 of 6 in cluster G** **EMI**

Relative:
Higher

Actual:
141 ft.

LUST REG 8:
Name: DISNEYLAND - ROUNDHOUSE
Address: 1313 HARBOR BLVD.
City: ANAHEIM
Region: 8
County: Orange
Regional Board: Santa Ana Region
Facility Status: Case Closed
Case Number: 083003819T
Local Case Num: 083003819T
Case Type: Soil only
Substance: Diesel
Qty Leaked: Not reported
Abate Method: Not reported
Cross Street: BALL ROAD
Enf Type: Not reported
Funding: Not reported
How Discovered: OM
How Stopped: Not reported
Leak Cause: Structure Failure
Leak Source: Piping
Global ID: T0605999311
How Stopped Date: 9/21/2001
Enter Date: 3/13/2002
Date Confirmation of Leak Began: Not reported
Date Preliminary Assessment Began: Not reported
Discover Date: 9/21/2001
Enforcement Date: Not reported
Close Date: 3/5/2002

DISNEYLAND RESORT (Continued) **U003713747**

Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	10/21/2001
Date Post Remedial Action Monitoring:	10/26/2001
Enter Date:	3/13/2002
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.813894
Longitude:	-117.915541
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	0
MTBE Tested:	Not Required to be Tested.
MTBE Class:	*
Staff:	NOM
Staff Initials:	RM
Lead Agency:	Local Agency
Local Agency:	30011
Hydr Basin #:	COASTAL PLAIN OF ORA
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: Haz Mat incident report filed : AT RAILROAD ROUNDHOUSE NEAR SMALL WORLD ATTRACTION : SAW LEAK : WILL CONDUCT ADDITIONAL ASSESSMENT

UST:

Name:	DISNEYLAND
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Facility ID:	3609
Permitting Agency:	Not reported
Latitude:	33.814591
Longitude:	-117.9180293

Name:	DISNEYLAND RESORT
Address:	1313 S. HARBOR BLVD.
City,State,Zip:	ANAHEIM, CA 92803
Facility ID:	30-011-000463
Permitting Agency:	Anaheim City Fire Department
Latitude:	33.807015
Longitude:	-117.9155838

SWEEPS UST:

Name:	DISNEYLAND
Address:	1313 S HARBOR BLVD
City:	ANAHEIM
Status:	Not reported
Comp Number:	3609

DISNEYLAND RESORT (Continued) **U003713747**

Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000014
Tank Status: Not reported
Capacity: 7500
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: 6

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Not reported
Comp Number: 3609
Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000015
Tank Status: Not reported
Capacity: 9940
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Not reported
Comp Number: 3609
Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000017
Tank Status: Not reported
Capacity: 250
Active Date: Not reported
Tank Use: EMPTY
STG: PRODUCT
Content: INERT MATERI
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD

DISNEYLAND RESORT (Continued) **U003713747**

City: ANAHEIM
Status: Not reported
Comp Number: 3609
Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000018
Tank Status: Not reported
Capacity: 250
Active Date: Not reported
Tank Use: EMPTY
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Not reported
Comp Number: 3609
Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000019
Tank Status: Not reported
Capacity: 250
Active Date: Not reported
Tank Use: EMPTY
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Not reported
Comp Number: 3609
Number: Not reported
Board Of Equalization: 44-016067
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 30-011-003609-000020
Tank Status: Not reported
Capacity: 250
Active Date: Not reported
Tank Use: EMPTY
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

DISNEYLAND RESORT (Continued) **U003713747**

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 10
SWRCB Tank Id: 30-011-003609-000001
Tank Status: A
Capacity: 10000
Active Date: 05-17-93
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 11

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 3
SWRCB Tank Id: 30-011-003609-000002
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 4
SWRCB Tank Id: 30-011-003609-000007
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P

DISNEYLAND RESORT (Continued) **U003713747**

Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 5
SWRCB Tank Id: 30-011-003609-000008
Tank Status: A
Capacity: 9940
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 6
SWRCB Tank Id: 30-011-003609-000009
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 7
SWRCB Tank Id: 30-011-003609-000010
Tank Status: A
Capacity: 9940

DISNEYLAND RESORT (Continued) **U003713747**

Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 8
SWRCB Tank Id: 30-011-003609-000011
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 9
SWRCB Tank Id: 30-011-003609-000012
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 12

DISNEYLAND RESORT (Continued) **U003713747**

SWRCB Tank Id: 30-011-003609-000013
Tank Status: A
Capacity: 6000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 15
SWRCB Tank Id: 30-011-003609-000016
Tank Status: A
Capacity: 1000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: DISNEYLAND
Address: 1313 S HARBOR BLVD
City: ANAHEIM
Status: Active
Comp Number: 3609
Number: 1
Board Of Equalization: 44-016067
Referral Date: 01-13-94
Action Date: 05-24-94
Created Date: 12-31-88
Owner Tank Id: 2
SWRCB Tank Id: 30-011-003609-000025
Tank Status: A
Capacity: 10000
Active Date: 08-03-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CHMIRS:
Name: Not reported
Address: 1313 HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92803
OES Incident Number: 0-1607
OES notification: 04/07/2000
OES Date: Not reported
OES Time: Not reported

DISNEYLAND RESORT (Continued) **U003713747**

Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	storm drain, Anaheim Barber Channel
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2000
Agency:	Disneyland
Incident Date:	4/7/200012:00:00 AM
Admin Agency:	Anaheim Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	raw sewage
Gallons:	3000
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported

DISNEYLAND RESORT (Continued) **U003713747**

Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Released caused by a sewage backup in the kitchen. The sewage released into the storm drain system.

EMI:

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	1996
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	57
Reactive Organic Gases Tons/Yr:	34
Carbon Monoxide Emissions Tons/Yr:	336
NOX - Oxides of Nitrogen Tons/Yr:	63
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2001
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	B
Total Organic Hydrocarbon Gases Tons/Yr:	68
Reactive Organic Gases Tons/Yr:	17
Carbon Monoxide Emissions Tons/Yr:	181
NOX - Oxides of Nitrogen Tons/Yr:	34
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2002
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC

DISNEYLAND RESORT (Continued) **U003713747**

SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	33
Reactive Organic Gases Tons/Yr:	15
Carbon Monoxide Emissions Tons/Yr:	165
NOX - Oxides of Nitrogen Tons/Yr:	39
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2003
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	33
Reactive Organic Gases Tons/Yr:	15
Carbon Monoxide Emissions Tons/Yr:	165
NOX - Oxides of Nitrogen Tons/Yr:	39
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2004
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	32.51529899
Reactive Organic Gases Tons/Yr:	15.1
Carbon Monoxide Emissions Tons/Yr:	165.366304
NOX - Oxides of Nitrogen Tons/Yr:	38.8411714
SOX - Oxides of Sulphur Tons/Yr:	0.940189
Particulate Matter Tons/Yr:	2.488509135
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2.3

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2005
County Code:	30

DISNEYLAND RESORT (Continued) **U003713747**

Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10.8480043479
Reactive Organic Gases Tons/Yr:	8.57904608279041
Carbon Monoxide Emissions Tons/Yr:	163.37902
NOX - Oxides of Nitrogen Tons/Yr:	36.237105
SOX - Oxides of Sulphur Tons/Yr:	.876965
Particulate Matter Tons/Yr:	4.081845
Part. Matter 10 Micrometers and Smllr Tons/Yr:	4.025241676

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2006
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14.11462856770570192
Reactive Organic Gases Tons/Yr:	4.871
Carbon Monoxide Emissions Tons/Yr:	57.834
NOX - Oxides of Nitrogen Tons/Yr:	36.82
SOX - Oxides of Sulphur Tons/Yr:	.221
Particulate Matter Tons/Yr:	14.682
Part. Matter 10 Micrometers and Smllr Tons/Yr:	11.4375373

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92803
Year:	2007
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13.69002114022331116
Reactive Organic Gases Tons/Yr:	4.871
Carbon Monoxide Emissions Tons/Yr:	57.834
NOX - Oxides of Nitrogen Tons/Yr:	36.82
SOX - Oxides of Sulphur Tons/Yr:	.221
Particulate Matter Tons/Yr:	14.682
Part. Matter 10 Micrometers and Smllr Tons/Yr:	11.4437113

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD

DISNEYLAND RESORT (Continued) **U003713747**

City,State,Zip:	ANAHEIM, CA 92802
Year:	2008
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.291945264409340613
Reactive Organic Gases Tons/Yr:	4.669174881826949165
Carbon Monoxide Emissions Tons/Yr:	30.6482368
NOX - Oxides of Nitrogen Tons/Yr:	19.43523093438087589
SOX - Oxides of Sulphur Tons/Yr:	.1821985
Particulate Matter Tons/Yr:	18.63651211
Part. Matter 10 Micrometers and Smllr Tons/Yr:	14.267200065251

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2012
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11.006840685
Reactive Organic Gases Tons/Yr:	6.17575
Carbon Monoxide Emissions Tons/Yr:	52.10133
NOX - Oxides of Nitrogen Tons/Yr:	0.50726
SOX - Oxides of Sulphur Tons/Yr:	0.21828
Particulate Matter Tons/Yr:	30.17889
Part. Matter 10 Micrometers and Smllr Tons/Yr:	20.631743478

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2013
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.0029659435463
Reactive Organic Gases Tons/Yr:	0.0017115799
Carbon Monoxide Emissions Tons/Yr:	0.01056958
NOX - Oxides of Nitrogen Tons/Yr:	0.0095
SOX - Oxides of Sulphur Tons/Yr:	6.03858e-005
Particulate Matter Tons/Yr:	0.0141003488
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.0096322419578

DISNEYLAND RESORT (Continued) **U003713747**

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2014
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6.6371309603
Reactive Organic Gases Tons/Yr:	4.6864
Carbon Monoxide Emissions Tons/Yr:	19.35499
NOX - Oxides of Nitrogen Tons/Yr:	20.73172
SOX - Oxides of Sulphur Tons/Yr:	0.1859
Particulate Matter Tons/Yr:	21.570295
Part. Matter 10 Micrometers and Smllr Tons/Yr:	17.22202724

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2016
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.1183990601
Reactive Organic Gases Tons/Yr:	2.37198805
Carbon Monoxide Emissions Tons/Yr:	23.913155
NOX - Oxides of Nitrogen Tons/Yr:	17.10321
SOX - Oxides of Sulphur Tons/Yr:	0.15750403
Particulate Matter Tons/Yr:	16.9688277
Part. Matter 10 Micrometers and Smllr Tons/Yr:	13.519329955

Name:	DISNEYLAND RESORT
Address:	1313 S HARBOR BLVD
City,State,Zip:	ANAHEIM, CA 92802
Year:	2017
County Code:	30
Air Basin:	SC
Facility ID:	800189
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.9040157702
Reactive Organic Gases Tons/Yr:	2.11289388
Carbon Monoxide Emissions Tons/Yr:	17.6531083
NOX - Oxides of Nitrogen Tons/Yr:	17.0536577
SOX - Oxides of Sulphur Tons/Yr:	0.1749163197

DISNEYLAND RESORT (Continued) **U003713747**

Particulate Matter Tons/Yr: 4.5194956
Part. Matter 10 Micrometers and Smllr Tons/Yr: 4.3850284092

G33 **DISNEYLAND - ROUNDHOUSE** **LUST** **S109284918**
ENE **1313 W HARBOR BLVD.** **CERS** **N/A**
1/4-1/2 **ANAHEIM, CA 92802**
0.431 mi.
2278 ft. **Site 5 of 6 in cluster G**

Relative:
Higher

Actual:
141 ft.

LUST:

Name:	DISNEYLAND - ROUNDHOUSE
Address:	1313 W HARBOR BLVD.
City,State,Zip:	ANAHEIM, CA 92802
Lead Agency:	ANAHEIM CITY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605999311
Global Id:	T0605999311
Latitude:	33.813894
Longitude:	-117.915541
Status:	Completed - Case Closed
Status Date:	03/05/2002
Case Worker:	RM
RB Case Number:	083003819T
Local Agency:	ANAHEIM CITY
File Location:	Not reported
Local Case Number:	083003819T
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0605999311
Contact Type:	Local Agency Caseworker
Contact Name:	RALPH MCCAFFREY
Organization Name:	ANAHEIM CITY
Address:	201 S. ANAHEIM BLVD. MS 601
City:	ANAHEIM
Email:	rmccaffrey@anaheim.net
Phone Number:	Not reported

LUST:

Global Id:	T0605999311
Action Type:	Other
Date:	10/16/2001
Action:	Leak Reported
Global Id:	T0605999311
Action Type:	ENFORCEMENT
Date:	03/05/2002
Action:	Clean Up Fund - Letter to RP
Global Id:	T0605999311
Action Type:	Other
Date:	09/21/2001
Action:	Leak Discovery
Global Id:	T0605999311
Action Type:	Other

DISNEYLAND - ROUNDHOUSE (Continued) **S109284918**

Date: 09/21/2001
Action: Leak Stopped

LUST:
Global Id: T0605999311
Status: Open - Case Begin Date
Status Date: 09/21/2001

Global Id: T0605999311
Status: Open - Remediation
Status Date: 10/21/2001

Global Id: T0605999311
Status: Open - Verification Monitoring
Status Date: 10/26/2001

Global Id: T0605999311
Status: Completed - Case Closed
Status Date: 03/05/2002

CERS:
Name: DISNEYLAND - ROUNDHOUSE
Address: 1313 W HARBOR BLVD.
City,State,Zip: ANAHEIM, CA 92802
Site ID: 199190
CERS ID: T0605999311
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: RALPH MCCAFFREY - ANAHEIM CITY
Entity Title: Not reported
Affiliation Address: 201 S. ANAHEIM BLVD. MS 601
Affiliation City: ANAHEIM
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

G34 **SPECTRUM PHOTOGRAPHIC & IMAGING - HARBOR** **ENVIROSTOR** **S110494321**
ENE **1313 S. HARBOR BOULEVARD MARS BLDG** **N/A**
1/4-1/2 **ANAHEIM, CA 92803**
0.431 mi.
2278 ft. **Site 6 of 6 in cluster G**

Relative:
Higher

Actual:
141 ft.

ENVIROSTOR:
Name: SPECTRUM PHOTOGRAPHIC & IMAGING - HARBOR
Address: 1313 S. HARBOR BOULEVARD MARS BLDG
City,State,Zip: ANAHEIM, CA 92803
Facility ID: 71003438
Status: Inactive - Needs Evaluation
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit

SPECTRUM PHOTOGRAPHIC & IMAGING - HARBOR (Continued) **S110494321**

Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Cypress
Assembly: 69
Senate: 34
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.83529
Longitude: -117.9145
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000007393
Alias Type: EPA Identification Number
Alias Name: 71003438
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

F35 **UNITED COURIER INC** **LUST** **S120834717**
SE **818 W KATELLA AVE** **N/A**
1/4-1/2 **ANAHEIM, CA 92801**
0.443 mi.
2338 ft. **Site 2 of 2 in cluster F**

Relative:
Higher

Actual:
128 ft.

ORANGE CO. LUST:
Name: UNITED COURIER INC
Address: 818 W KATELLA AVE
City,State,Zip: ANAHEIM, CA 92801
Region: ORANGE
Facility Id: 87UT195
Released Substance: Waste oil/Used oil; Gasoline-Automotive (motor gasoline and additives), leaded & unleaded
Date Closed: 04/01/1991
Record ID: RO0000923

36
ESE
1/4-1/2
0.470 mi.
2483 ft.

TEXACO SERVICE STATION
818 KATELLA AVE
ANAHEIM, CA 92801

LUST **S101299283**
HIST CORTESE **N/A**

Relative:
Higher

Actual:
129 ft.

LUST REG 8:

Name:	TEXACO SERVICE STATION
Address:	818 KATELLA AVE
City:	ANAHEIM
Region:	8
County:	Orange
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083000719T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	LEWIS
Enf Type:	Not reported
Funding:	State Funds
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	UNK
Global ID:	T0605900569
How Stopped Date:	8/29/1987
Enter Date:	12/18/1987
Date Confirmation of Leak Began:	9/25/1987
Date Preliminary Assessment Began:	Not reported
Discover Date:	8/29/1987
Enforcement Date:	Not reported
Close Date:	8/19/1998
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	12/18/1987
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	12/18/1987
GW Qualifies:	Not reported
Soil Qualifies:	=
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8031401
Longitude:	-117.8989624
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	1
Max MTBE Soil:	.26
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	*
Staff:	NOM
Staff Initials:	ROW
Lead Agency:	Local Agency

TEXACO SERVICE STATION (Continued) **S101299283**

Local Agency: 30011
Hydr Basin #: COASTAL PLAIN OF ORA
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Summary: VES PROPOSED JUNE 24, 1994 WP. APPROVE BY ANAHIEM F.D. 7/13/94

HIST CORTESE:
edr_fname: TEXACO SERVICE STATION
edr_fadd1: 818
City,State,Zip: ANAHEIM, CA 92801
Region: CORTESE
Facility County Code: 30
Reg By: LTNKA
Reg Id: 083000719T

edr_fname: ULTRAMAR, INC., BEACON SS
edr_fadd1: 818
City,State,Zip: ANAHEIM, CA 92801
Region: CORTESE
Facility County Code: 30
Reg By: LTNKA
Reg Id: 083001410T

37
ESE
1/2-1
0.669 mi.
3531 ft.

MOBIL OIL CORP. 18-106
1800 SOUTH HARBOR
ANAHEIM, CA 90680

CHMIRS **S100179564**
Notify 65 **N/A**

Relative:
Higher

Actual:
132 ft.

CHMIRS:
Name: Not reported
Address: 1800 SOUTH HARBOR
City,State,Zip: ANAHEIM, CA
OES Incident Number: 8067
OES notification: Not reported
OES Date: 6/6/1993
OES Time: 06:50:00 PM
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported

MOBIL OIL CORP. 18-106 (Continued) **S100179564**

Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	attendant
Containment:	Not reported
What Happened:	Not reported
Type:	PETROLEUM
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1993
Agency:	mobile oil
Incident Date:	6/6/93/18:00
Admin Agency:	Not reported
Amount:	5 gallons
Contained:	Not reported
Site Type:	Not reported
E Date:	Not reported
Substance:	gasoline
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	drove off with nozzle in tank
Name:	Not reported
Address:	1800 SOUTH HARBOR
City,State,Zip:	ANAHEIM, CA
OES Incident Number:	8067
OES notification:	Not reported
OES Date:	6/6/1993
OES Time:	06:50:00 PM
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported

MOBIL OIL CORP. 18-106 (Continued) **S100179564**

Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	attendant
Containment:	Not reported
What Happened:	Not reported
Type:	PETROLEUM
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1993
Agency:	mobile oil
Incident Date:	6/6/93/18:00
Admin Agency:	Not reported
Amount:	5 gallons
Contained:	Not reported
Site Type:	Not reported
E Date:	Not reported
Substance:	gasoline
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	drove off with nozzle in tank

MOBIL OIL CORP. 18-106 (Continued) **S100179564**

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

38
NNE
1/2-1
0.716 mi.
3778 ft.

#72 **Notify 65** **S100178848**
1037 WEST BALL **N/A**
ANAHEIM, CA 90680

Relative: Higher
Actual: 138 ft.

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

39
WNW
1/2-1
0.945 mi.
4991 ft.

LOARA HIGH SCHOOL **ENVIROSTOR** **S103950119**
1765 WEST CERRITOS AVENUE **SCH** **N/A**
ANAHEIM, CA 92804 **CERS**

Relative: Lower
Actual: 112 ft.

ENVIROSTOR:
Name: LOARA HIGH SCHOOL
Address: 1765 WEST CERRITOS AVENUE
City,State,Zip: ANAHEIM, CA 92804
Facility ID: 30820023
Status: No Further Action
Status Date: 01/30/2004
Site Code: 404432
Site Type: School Investigation
Site Type Detailed: School
Acres: 1
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Yolanda Garza
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 65
Senate: 29
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 33.81254
Longitude: -117.9436
APN: NONE SPECIFIED

LOARA HIGH SCHOOL (Continued) **S103950119**

Past Use: * EDUCATIONAL SERVICES
Potential COC: DDD DDE DDT
Confirmed COC: 30006-NO 30007-NO 30008-NO
Potential Description: NMA
Alias Name: ANAHEIM UNION HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: ANAHEIM UNION HSD-LOARA HS
Alias Type: Alternate Name
Alias Name: LOARA HIGH SCHOOL
Alias Type: Alternate Name
Alias Name: 404432
Alias Type: Project Code (Site Code)
Alias Name: 30820023
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 01/30/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 07/02/2003
Comments: Awaiting additional information and revised site plan from district. DTSC issued comments on work plan and subsequent correspondence. A response and a revised Work Plan was submitted on July 1, 2003. DTSC issues approval on Work Plan on July 2, 2003. Sampling occurred on July 2 and 3, 2003. PEA to be submitted mid-September.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/14/2003
Comments: Phase I report provided as background; no DTSC approval needed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight/Voluntary Cleanup Agreement
Completed Date: 02/10/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported

LOARA HIGH SCHOOL (Continued) **S103950119**

Schedule Revised Date: Not reported

SCH:

Name:	LOARA HIGH SCHOOL
Address:	1765 WEST CERRITOS AVENUE
City,State,Zip:	ANAHEIM, CA 92804
Facility ID:	30820023
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Yolanda Garza
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404432
Assembly:	65
Senate:	29
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	01/30/2004
Restricted Use:	NO
Funding:	School District
Latitude:	33.81254
Longitude:	-117.9436
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	DDD, DDE, DDT
Confirmed COC:	30006-NO, 30007-NO, 30008-NO
Potential Description:	NMA
Alias Name:	ANAHEIM UNION HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	ANAHEIM UNION HSD-LOARA HS
Alias Type:	Alternate Name
Alias Name:	LOARA HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	404432
Alias Type:	Project Code (Site Code)
Alias Name:	30820023
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/30/2004
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Workplan
Completed Date:	07/02/2003
Comments:	Awaiting additional information and revised site plan from district.

LOARA HIGH SCHOOL (Continued) **S103950119**

DTSC issued comments on work plan and subsequent correspondence. A response and a revised Work Plan was submitted on July 1, 2003. DTSC issues approval on Work Plan on July 2, 2003. Sampling occurred on July 2 and 3, 2003. PEA to be submitted mid-September.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/14/2003
Comments: Phase I report provided as background; no DTSC approval needed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight/Voluntary Cleanup Agreement
Completed Date: 02/10/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: LOARA HIGH SCHOOL
Address: 1765 WEST CERRITOS AVENUE
City,State,Zip: ANAHEIM, CA 92804
Site ID: 339383
CERS ID: 30820023
CERS Description: School Investigation

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: YOLANDA GARZA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

40
NW
1/2-1
0.986 mi.
5207 ft.

Relative:
Lower

Actual:
118 ft.

ANAWOOD CLEANERS
1223 S EUCLID
ANAHEIM, CA 92802

Database(s): RCRA-SQG, ENVIROSTOR, Orange Co. Industrial Site, FINDS, ECHO, DRYCLEANERS, HAZNET, HWTS

EDR ID Number: 1000438495
EPA ID Number: CAD982042160

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	ANAWOOD CLEANERS
Facility address:	1223 S EUCLID ANAHEIM, CA 92802
EPA ID:	CAD982042160
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DEIRMENJIAN HAGOP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

ANAWOOD CLEANERS (Continued) **1000438495**

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	1987-09-16 00:00:00.0
Site name:	ANAWOOD CLEANERS
Classification:	Large Quantity Generator

Violation Status: No violations found

ENVIROSTOR:

Name:	CLOCK LIQUOR CENTER DRY CLEANER
Address:	1223 S. EUCLID ST.
City,State,Zip:	ANAHEIM, CA 92804
Facility ID:	30720011
Status:	Refer: 1248 Local Agency
Status Date:	01/04/2001
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	68
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	33.81691
Longitude:	-117.9420
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	30720011
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

ANAWOOD CLEANERS (Continued) **1000438495**

Completed Sub Area Name: Not reported
Completed Document Type: SB 1248 Notification
Completed Date: 01/04/2001
Comments: SB 1248 Orange County

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Orange Co. Industrial Site:
Name: ANAWOOD CLEANERS
Address: 1223 S EUCLID ST
City,State,Zip: ANAHEIM, CA 92802
Case ID: 01IC002
Record ID: RO0000040
Current Status: CLOSED 3/28/2001
Closure Type: Closure certification issued
Released Chemical: PERCHLOROETHYLENE

FINDS:
Registry ID: 110002786281
Facility URL: http://ofmpub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110002786281

Environmental Interest/Information System:
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000438495
Registry ID: 110002786281
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002786281
Name: ANAWOOD CLEANERS
Address: 1223 S EUCLID
City,State,Zip: ANAHEIM, CA 92802

DRYCLEANERS:
Name: ANAWOOD CLEANERS
Address: 1223 S EUCLID_ST
City,State,Zip: ANAHEIM, CA 928020000

ANAWOOD CLEANERS (Continued) **1000438495**

EPA Id:	CAD982042160
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	03/01/1988
Facility Active:	No
Inactive Date:	06/30/2004
Facility Addr2:	Not reported
Owner Name:	HAGOP DIRMENJIAN
Owner Address:	1223 S ECULID ST
Owner Address 2:	Not reported
Owner Telephone:	0000000000
Contact Name:	HAGOP DEIRMENJIAN OWNER
Contact Address:	1223 S EUCLID ST
Contact Address 2:	Not reported
Contact Telephone:	--
Mailing Name:	Not reported
Mailing Address 1:	1223 S EUCLID ST
Mailing Address 2:	Not reported
Mailing City:	ANAHEIM
Mailing State:	CA
Mailing Zip:	928020000
Owner Fax:	Not reported
Region Code:	4

DRYCLEAN SOUTH COAST:

Name:	ANAWOOD CLEANERS
Address:	1223 S EUCLID ST
City,State,Zip:	ANAHEIM, CA 92806
Facility ID:	4091
Application Number:	08221A
Permit Number:	S06461
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	412.98001099
UTM North:	3741.2900391

Name:	ANAWOOD CLEANERS
Address:	1223 S EUCLID ST
City,State,Zip:	ANAHEIM, CA 92806
Facility ID:	4091
Application Number:	101714
Permit Number:	M29846
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	04

ANAWOOD CLEANERS (Continued) **1000438495**

CCAT Description: VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East: 412.98001099
UTM North: 3741.2900391

Name: ANAWOOD CLEANERS
Address: 1223 S EUCLID ST
City,State,Zip: ANAHEIM, CA 92806
Facility ID: 4091
Application Number: 148988
Permit Number: M54748
Status: S
Representative Name: Not reported
Representative Telephone: Not reported
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number: 04
CCAT Description: VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East: 412.98001099
UTM North: 3741.2900391

HAZNET:
Name: ANAWOOD CLEANERS
Address: 1223 S EUCLID_ST
Address 2: Not reported
City,State,Zip: ANAHEIM, CA 928020000
Contact: HAGOP DEIRMENJIAN OWNER
Telephone: --
Mailing Name: Not reported
Mailing Address: 1223 S EUCLID ST

Year: 2001
Gepaid: CAD982042160
TSD EPA ID: CAD008302903
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: H01 - Transfer Station
Tons: 0.06

Year: 2001
Gepaid: CAD982042160
TSD EPA ID: CAD008302903
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 0.7796

Year: 2001
Gepaid: CAD982042160
TSD EPA ID: CAD008302903
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: -
Tons: 0

Year: 2000
Gepaid: CAD982042160
TSD EPA ID: AZD009015389
CA Waste Code: -
Disposal Method: R01 - Recycler

ANAWOOD CLEANERS (Continued) **1000438495**

Tons: 0

Year: 2000
Gepaid: CAD982042160
TSD EPA ID: AZD009015389
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 0.0667

Year: 1999
Gepaid: CAD982042160
TSD EPA ID: CAD981397417
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 0.5714

Year: 1998
Gepaid: CAD982042160
TSD EPA ID: CAD981397417
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 0.2941

Year: 1997
Gepaid: CAD982042160
TSD EPA ID: CAD981397417
CA Waste Code: -
Disposal Method: R01 - Recycler
Tons: 0

Year: 1997
Gepaid: CAD982042160
TSD EPA ID: CAD981397417
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 21.339

Year: 1996
Gepaid: CAD982042160
TSD EPA ID: CAD981397417
CA Waste Code: 211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: R01 - Recycler
Tons: 0.5339

Click this hyperlink while viewing on your computer to access
1 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:
Year: 1997
Gen EPA ID: CAD982042160

Shipment Date: 19971223
Creation Date: 4/16/1998 0:00:00
Receipt Date: 19971231
Manifest ID: 96776297
Trans EPA ID: CAD981414386

ANAWOOD CLEANERS (Continued) **1000438495**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	21.07
Waste Quantity:	25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971223
Creation Date:	4/16/1998 0:00:00
Receipt Date:	19971231
Manifest ID:	96776297
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970625
Creation Date:	12/4/1997 0:00:00
Receipt Date:	19970626
Manifest ID:	96714701
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride,

ANAWOOD CLEANERS (Continued) **1000438495**

	perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970625
Creation Date:	12/4/1997 0:00:00
Receipt Date:	19970626
Manifest ID:	96714701
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0583
Waste Quantity:	14
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2001
Gen EPA ID:	CAD982042160
Shipment Date:	20010816
Creation Date:	11/1/2001 0:00:00
Receipt Date:	20010822
Manifest ID:	21163813
Trans EPA ID:	CAR000036921
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	- Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010816
Creation Date:	11/1/2001 0:00:00
Receipt Date:	20010822
Manifest ID:	21163813
Trans EPA ID:	CAR000036921
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.4044
Waste Quantity:	97
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010529
Creation Date:	7/30/2001 0:00:00
Receipt Date:	20010604
Manifest ID:	20940564
Trans EPA ID:	CAR000036921
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.1459
Waste Quantity:	35
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

Additional Code 5:	Not reported
Shipment Date:	20010529
Creation Date:	7/30/2001 0:00:00
Receipt Date:	20010604
Manifest ID:	20940564
Trans EPA ID:	CAR000036921
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010130
Creation Date:	4/19/2001 0:00:00
Receipt Date:	20010207
Manifest ID:	20716813
Trans EPA ID:	CAR000075424
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2293
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010130
Creation Date:	4/19/2001 0:00:00
Receipt Date:	20010207
Manifest ID:	20716813
Trans EPA ID:	CAR000075424

ANAWOOD CLEANERS (Continued) **1000438495**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD982042160
Shipment Date:	19950914
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19950915
Manifest ID:	95469765
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950914
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19950915
Manifest ID:	95469765
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0458
Waste Quantity:	11
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950315
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950316
Manifest ID:	95190137
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950315
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950316
Manifest ID:	95190137
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002

ANAWOOD CLEANERS (Continued) **1000438495**

Disposal Method:	R01 - Recycler
Quantity Tons:	0.0208
Waste Quantity:	5
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1998
Gen EPA ID:	CAD982042160
Shipment Date:	19980706
Creation Date:	11/5/1998 0:00:00
Receipt Date:	19980708
Manifest ID:	98126186
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0834
Waste Quantity:	20
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980706
Creation Date:	11/5/1998 0:00:00
Receipt Date:	19980708
Manifest ID:	98126186
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25

ANAWOOD CLEANERS (Continued) **1000438495**

Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2000
Gen EPA ID:	CAD982042160
Shipment Date:	20001206
Creation Date:	3/5/2001 0:00:00
Receipt Date:	20001214
Manifest ID:	20589216
Trans EPA ID:	CAD983657719
Trans Name:	Not reported
Trans 2 EPA ID:	CAD981446156
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD009015389
Trans Name:	Not reported
TSDF Alt EPA ID:	AZD009015389
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0667
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001206
Creation Date:	3/5/2001 0:00:00
Receipt Date:	20001214
Manifest ID:	20589216
Trans EPA ID:	CAD983657719
Trans Name:	Not reported
Trans 2 EPA ID:	CAD981446156
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD009015389
Trans Name:	Not reported
TSDF Alt EPA ID:	AZD009015389
TSDF Alt Name:	Not reported
CA Waste Code:	- Not reported
RCRA Code:	Not reported
Disposal Method:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 1996
Gen EPA ID: CAD982042160

Shipment Date: 19961223
Creation Date: 5/30/1997 0:00:00
Receipt Date: 19961224
Manifest ID: 96315324
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code: F002
Disposal Method: R01 - Recycler
Quantity Tons: 0.2107
Waste Quantity: 0.25
Quantity Unit: Y
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19961223
Creation Date: 5/30/1997 0:00:00
Receipt Date: 19961224
Manifest ID: 96315324
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
CA Waste Code: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code: F002
Disposal Method: R01 - Recycler
Quantity Tons: 0.05
Waste Quantity: 12
Quantity Unit: G
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

Shipment Date:	19960423
Creation Date:	10/4/1996 0:00:00
Receipt Date:	19960424
Manifest ID:	96266499
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960423
Creation Date:	10/4/1996 0:00:00
Receipt Date:	19960424
Manifest ID:	96266499
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0625
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1999
Gen EPA ID:	CAD982042160

Shipment Date:	19991109
Creation Date:	8/1/2000 0:00:00
Receipt Date:	19991110

ANAWOOD CLEANERS (Continued) **1000438495**

Manifest ID:	99721922
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991109
Creation Date:	8/1/2000 0:00:00
Receipt Date:	19991110
Manifest ID:	99721922
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0708
Waste Quantity:	17
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990407
Creation Date:	9/1/1999 0:00:00
Receipt Date:	19990408
Manifest ID:	99176802
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported

ANAWOOD CLEANERS (Continued) **1000438495**

TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990407
Creation Date:	9/1/1999 0:00:00
Receipt Date:	19990408
Manifest ID:	99176802
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
CA Waste Code:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Disposal Method:	R01 - Recycler
Quantity Tons:	0.0792
Waste Quantity:	19
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

HWTS:

Name:	ANAWOOD CLEANERS
Address:	1223 S EUCLID_ST
Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928020000
EPA ID:	CAD982042160
Inactive Date:	06/30/2004
Create Date:	03/01/1988
Last Act Date:	03/28/2005
Mailing Name:	Not reported
Mailing Address:	1223 S EUCLID ST
Mailing Address 2:	Not reported
Mailing City,State,Zip:	ANAHEIM, CA 928020000
Owner Name:	HAGOP DIRMENJIAN
Owner Address:	1223 S ECULID ST
Owner Address 2:	Not reported
Owner City,State,Zip:	ANAHEIM, CA --

ANAWOOD CLEANERS (Continued) **1000438495**

Contact Name:	HAGOP DEIRMENJIAN OWNER
Contact Address:	1223 S EUCLID ST
Contact Address 2:	Not reported
City,State,Zip:	ANAHEIM, CA 928020000

NAICS:

EPA ID:	CAD982042160
Create Date:	2002-03-14 16:36:26
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
Issued EPA ID Date:	1988-03-01 00:00:00
Inactive Date:	2004-06-30 15:01:00
Facility Name:	ANAWOOD CLEANERS
Facility Address:	1223 S EUCLID_ST
Facility Address 2:	Not reported
Facility City:	ANAHEIM
Facility County:	30
Facility State:	CA
Facility Zip:	928020000

Count: 1 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ANAHEIM	S120834782	ANAHEIM CONVENTION CENTER	800 KATELLA AVE	92804	LUST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: N/A
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: N/A
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: N/A
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/03/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 02/05/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 11/04/2019
Date Data Arrived at EDR: 11/13/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 76

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/10/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/22/2019
Date Data Arrived at EDR: 11/22/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/20/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 11/22/2019
Date Data Arrived at EDR: 11/22/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/20/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/19/2019
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 78

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/07/2020
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/28/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/07/2020
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/28/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/11/2019
Date Data Arrived at EDR: 11/12/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 57

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/11/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 66

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/04/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/27/2020
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/15/2019
Date Data Arrived at EDR: 12/17/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 55

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/10/2019
Date Data Arrived at EDR: 12/05/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 67

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/11/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 72

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/02/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 08/27/2019
Date Data Arrived at EDR: 08/28/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 75

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/21/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 12/06/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/25/2020
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 03/11/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 73

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/12/2020
Next Scheduled EDR Contact: 06/29/2020
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/11/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/10/2019
Date Data Arrived at EDR: 12/05/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 67

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/02/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/11/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 68

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 72

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/04/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/27/2020
Number of Days to Update: 85

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/07/2020
Number of Days to Update: 70
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/28/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/18/2019
Date Data Arrived at EDR: 12/19/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 62
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 81
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 71

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 11/15/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 69

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/27/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/07/2020
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/28/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/21/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/02/2020
Number of Days to Update: 72

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/22/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 71

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/19/2019
Date Data Arrived at EDR: 12/23/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 60

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/11/2019
Number of Days to Update: 70

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/21/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/03/2020
Number of Days to Update: 73

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/22/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 03/05/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/05/2019
Date Data Arrived at EDR: 12/06/2019
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 70

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/06/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/22/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 66

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/16/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 4

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 11/12/2019
Date Data Arrived at EDR: 11/19/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 70

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/19/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/10/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/09/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 02/13/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 12/16/2019
Date Data Arrived at EDR: 12/19/2019
Date Made Active in Reports: 02/27/2020
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/03/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 11/21/2019
Number of Days to Update: 370

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/05/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 10/23/2019
Date Made Active in Reports: 01/15/2020
Number of Days to Update: 84

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/21/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/06/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 8
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 10/09/2019
Date Data Arrived at EDR: 10/11/2019
Date Made Active in Reports: 12/20/2019
Number of Days to Update: 70
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/10/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 10/25/2019
Date Made Active in Reports: 01/15/2020
Number of Days to Update: 82
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 01/21/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 01/15/2020
Number of Days to Update: 42
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 03/06/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/15/2020
Number of Days to Update: 78

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/28/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/17/2020
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 49

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 02/05/2020
Date Made Active in Reports: 02/14/2020
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 03/04/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/06/2019
Date Data Arrived at EDR: 11/25/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 64

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 02/25/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 12/03/2019
Date Data Arrived at EDR: 12/03/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 56

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 03/02/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 02/28/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 02/28/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/11/2019
Date Made Active in Reports: 02/27/2020
Number of Days to Update: 78

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 03/05/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/22/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 03/02/2020
Number of Days to Update: 89

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/05/2020
Date Data Arrived at EDR: 01/07/2020
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 59
Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/13/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/19/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 70
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 02/19/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/18/2019
Date Data Arrived at EDR: 12/20/2019
Date Made Active in Reports: 02/20/2020
Number of Days to Update: 62
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64
Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 10/31/2019
Date Data Arrived at EDR: 11/01/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 40

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 10/11/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 62

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 09/27/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/03/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 63

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 03/29/2020
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/22/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 66

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/22/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/02/2020
Number of Days to Update: 72

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/08/2019
Date Data Arrived at EDR: 11/12/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 57

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/22/2019
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/19/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 65

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 02/19/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/19/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 65

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/19/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/06/2020
Date Data Arrived at EDR: 01/07/2020
Date Made Active in Reports: 03/05/2020
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/24/2020
Number of Days to Update: 76
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/22/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/11/2019
Date Data Arrived at EDR: 11/12/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 57
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/11/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 71
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/11/2019
Date Data Arrived at EDR: 12/12/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 71
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/12/2020
Next Scheduled EDR Contact: 06/29/2020
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 12/06/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 71
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 11/19/2019
Date Data Arrived at EDR: 01/07/2020
Date Made Active in Reports: 03/09/2020
Number of Days to Update: 62
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/19/2020
Number of Days to Update: 71

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 12/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/21/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/03/2020
Number of Days to Update: 73

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/22/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/18/2020
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
The Hazardous Waste Tracking System (HWTS) is the Department of Toxic Substances Control?s data repository for hazardous waste Identification (ID) numbers and manifest information. HWTS generates reports on hazardous waste shipments for generators, transporters, and TSDFs.

Date of Government Version: 10/15/2019
Date Data Arrived at EDR: 11/14/2019
Date Made Active in Reports: 02/07/2020
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 02/28/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 01/06/2020
Date Data Arrived at EDR: 01/07/2020
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 59

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 51

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/03/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 63

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/03/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/27/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 10/11/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 43

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/03/2020
Date Made Active in Reports: 03/05/2020
Number of Days to Update: 62

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/03/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/08/2019
Date Data Arrived at EDR: 10/10/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 62

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/03/2020
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/13/2019
Date Data Arrived at EDR: 11/14/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 70

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/18/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/02/2020
Number of Days to Update: 72

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 02/13/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 11/05/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 64

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/25/2019
Date Data Arrived at EDR: 12/05/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 61

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 02/13/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List

Cupa facility list

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/08/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List

Cupa facility list

Date of Government Version: 07/22/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 03/12/2020
Next Scheduled EDR Contact: 06/29/2020
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/15/2020
Date Data Arrived at EDR: 01/16/2020
Date Made Active in Reports: 02/07/2020
Number of Days to Update: 22

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/15/2019
Date Data Arrived at EDR: 10/16/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 57

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/14/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/13/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/20/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 71
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/14/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/13/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/20/2019
Date Made Active in Reports: 01/27/2020
Number of Days to Update: 68
Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29
Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/20/2019
Date Made Active in Reports: 01/03/2020
Number of Days to Update: 44

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/13/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 11/20/2019
Date Data Arrived at EDR: 12/02/2019
Date Made Active in Reports: 02/07/2020
Number of Days to Update: 67

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 11/06/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 62

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/05/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/30/2019
Date Data Arrived at EDR: 10/30/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 42

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/24/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/04/2019
Date Data Arrived at EDR: 12/02/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/03/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/04/2019
Date Data Arrived at EDR: 12/02/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/03/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/04/2019
Date Data Arrived at EDR: 11/05/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/04/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/03/2019
Date Made Active in Reports: 02/07/2020
Number of Days to Update: 66

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 52
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 02/10/2020
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/03/2020
Number of Days to Update: 73
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 02/10/2020
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/14/2019
Date Data Arrived at EDR: 12/23/2019
Date Made Active in Reports: 02/20/2020
Number of Days to Update: 59
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/23/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/14/2019
Date Data Arrived at EDR: 12/23/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 60
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/23/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 11/14/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 69
Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/26/2019
Date Data Arrived at EDR: 11/27/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/03/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 12/03/2019
Date Data Arrived at EDR: 12/04/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 62

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 03/03/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 10/16/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 52

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 01/08/2020
Date Data Arrived at EDR: 01/09/2020
Date Made Active in Reports: 03/06/2020
Number of Days to Update: 57

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/12/2020
Next Scheduled EDR Contact: 06/29/2020
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 12/12/2019
Date Data Arrived at EDR: 12/13/2019
Date Made Active in Reports: 02/20/2020
Number of Days to Update: 69

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 02/20/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/05/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 11/18/2019
Date Data Arrived at EDR: 11/19/2019
Date Made Active in Reports: 01/23/2020
Number of Days to Update: 65

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 02/21/2020
Next Scheduled EDR Contact: 06/08/2020
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 10/30/2019
Date Data Arrived at EDR: 11/01/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 68

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/13/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/14/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 12/09/2019
Date Data Arrived at EDR: 12/11/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 72

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 02/25/2020
Date Data Arrived at EDR: 02/26/2020
Date Made Active in Reports: 03/11/2020
Number of Days to Update: 14

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 01/07/2020
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/03/2020
Date Made Active in Reports: 03/05/2020
Number of Days to Update: 62

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 11/04/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 62

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/13/2020
Next Scheduled EDR Contact: 04/27/2020
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 12/02/2019
Date Data Arrived at EDR: 12/03/2019
Date Made Active in Reports: 02/07/2020
Number of Days to Update: 66

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 02/27/2020
Next Scheduled EDR Contact: 06/15/2020
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 01/23/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 01/02/2020
Number of Days to Update: 72

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 11/25/2019
Date Data Arrived at EDR: 11/27/2019
Date Made Active in Reports: 02/04/2020
Number of Days to Update: 69

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 02/03/2020
Next Scheduled EDR Contact: 05/18/2020
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/17/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/21/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2019
Date Data Arrived at EDR: 10/23/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 51

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/21/2020
Next Scheduled EDR Contact: 05/04/2020
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/26/2019
Date Data Arrived at EDR: 12/10/2019
Date Made Active in Reports: 02/21/2020
Number of Days to Update: 73

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/10/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/25/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 30

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/04/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 01/08/2020
Number of Days to Update: 63

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 02/07/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/30/2020
Date Data Arrived at EDR: 01/30/2020
Date Made Active in Reports: 03/09/2020
Number of Days to Update: 39

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 01/30/2020
Next Scheduled EDR Contact: 05/25/2020
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/06/2020
Next Scheduled EDR Contact: 04/20/2020
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 01/31/2020
Next Scheduled EDR Contact: 05/11/2020
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/14/2020
Next Scheduled EDR Contact: 04/07/2020
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 12/10/2019
Number of Days to Update: 69

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/18/2020
Next Scheduled EDR Contact: 06/01/2020
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/09/2020
Next Scheduled EDR Contact: 06/22/2020
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

TIME SHARE PROJECT AT DISNEYLAND HOTEL
1150 WEST MAGIC WAY
ANAHEIM, CA 92802

TARGET PROPERTY COORDINATES

Latitude (North):	33.807647 - 33° 48' 27.53''
Longitude (West):	117.927828 - 117° 55' 40.18''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414121.1
UTM Y (Meters):	3741021.8
Elevation:	128 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5641294 ANAHEIM, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

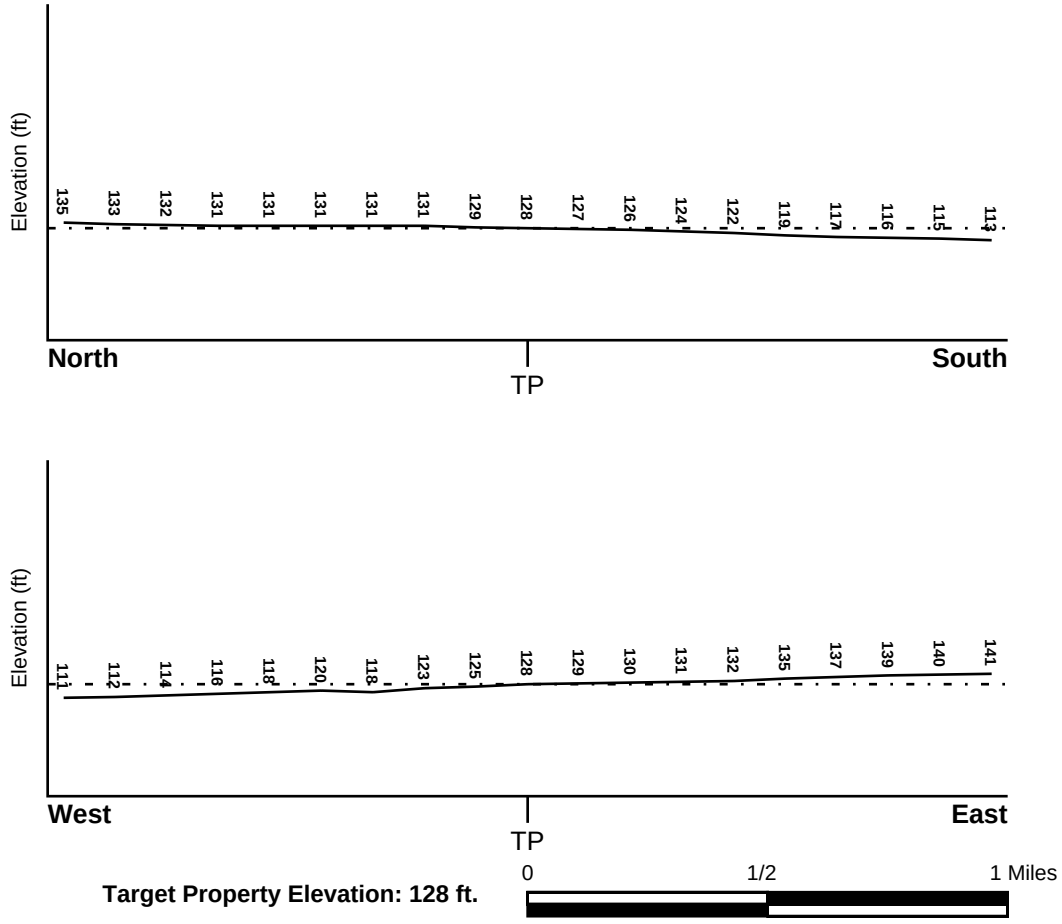
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06059C0141J	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06059C0129J	FEMA FIRM Flood data
06059C0133J	FEMA FIRM Flood data
06059C0137J	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
ANAHEIM	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
5	1/4 - 1/2 Mile SE	SW
6	1/4 - 1/2 Mile SW	Not Reported
16	1/2 - 1 Mile NNE	Not Reported
18	1/2 - 1 Mile NNE	Not Reported
19	1/2 - 1 Mile ESE	Not Reported
D20	1/2 - 1 Mile NE	Not Reported

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
D21	1/2 - 1 Mile NE	Not Reported
1G	1/2 - 1 Mile NNE	Not Reported
2G	1/2 - 1 Mile NNE	Not Reported
3G	1/2 - 1 Mile NE	Not Reported
4G	1/2 - 1 Mile NE	Not Reported
5G	1/4 - 1/2 Mile SE	SW
6G	1/2 - 1 Mile ESE	Not Reported
7G	1/4 - 1/2 Mile SW	Not Reported

For additional site information, refer to Physical Setting Source Map Findings.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

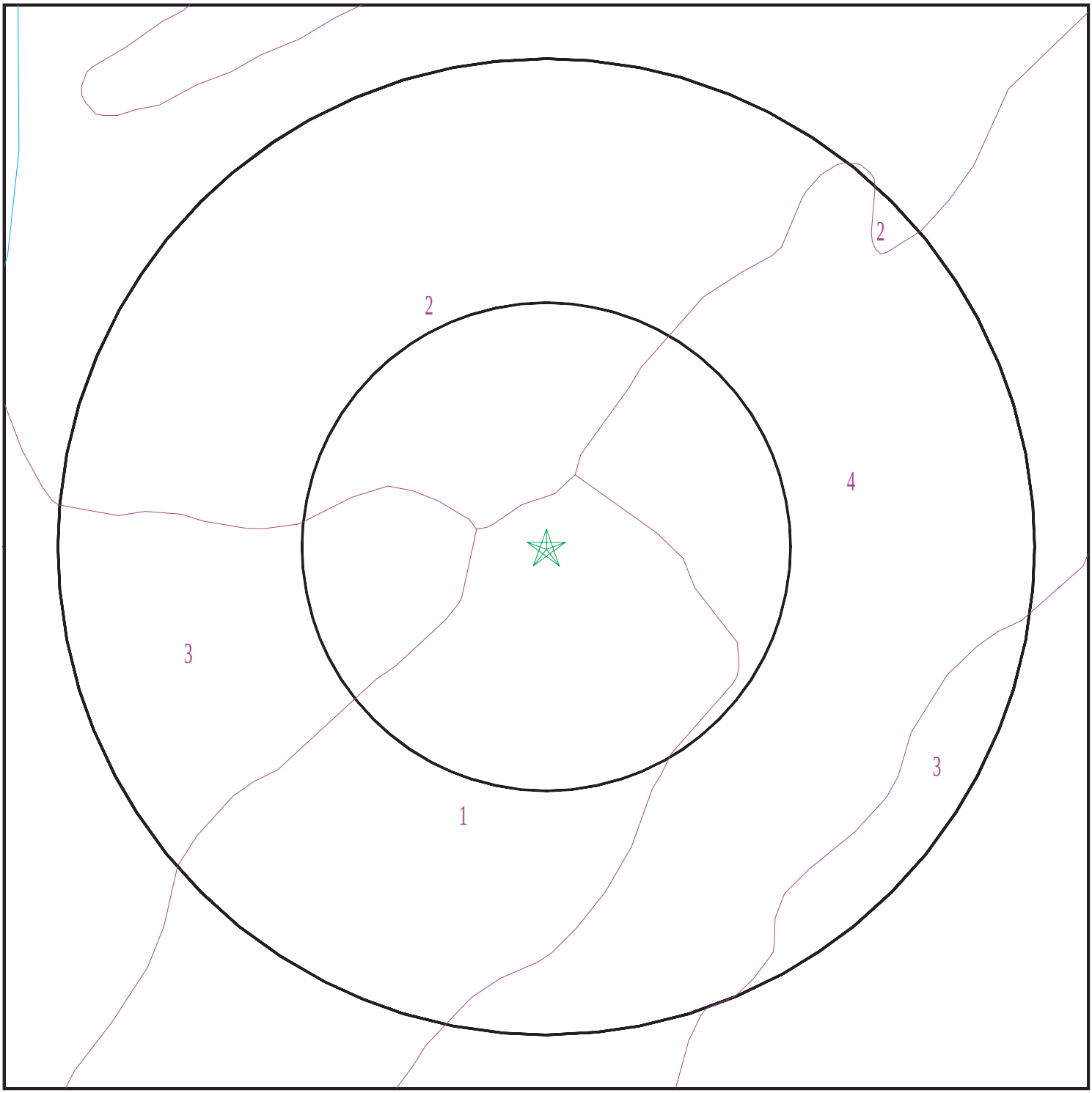
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6010375.2s



SITE NAME:	Time Share Project At Disneyland Hotel	CLIENT:	Psomas
ADDRESS:	1150 West Magic Way Anaheim CA 92802	CONTACT:	Sean Noonan
		INQUIRY #:	6010375.2s
LAT/LONG:	33.807647 / 117.927828	DATE:	March 16, 2020 2:44 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: HUENEME

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class:
Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	27 inches	fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.4
2	27 inches	59 inches	stratified sand to silt loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.4

Soil Map ID: 2

Soil Component Name: SAN EMIGDIO

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9
2	7 inches	61 inches	stratified gravelly loamy coarse sand to very fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Map ID: 3

Soil Component Name: SAN EMIGDIO

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 42 Min: 14	Max: 8.4 Min: 7.9

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	7 inches	40 inches	stratified gravelly loamy coarse sand to very fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 42 Min: 14	Max: 8.4 Min: 7.9
3	40 inches	44 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 42 Min: 14	Max: 8.4 Min: 7.9
4	44 inches	61 inches	stratified gravelly loamy coarse sand to very fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 42 Min: 14	Max: 8.4 Min: 7.9

Soil Map ID: 4

Soil Component Name: METZ

Soil Surface Texture: loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14 Min: 4	Max: 8.4 Min: 6.6
2	16 inches	62 inches	stratified sand to fine sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14 Min: 4	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A3	USGS40000138328	1/8 - 1/4 Mile East
4	USGS40000138360	1/4 - 1/2 Mile WNW
8	USGS40000138378	1/2 - 1 Mile WNW
11	USGS40000138308	1/2 - 1 Mile ESE
E23	USGS40000138423	1/2 - 1 Mile NNE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CA3000546	0 - 1/8 Mile WNW

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

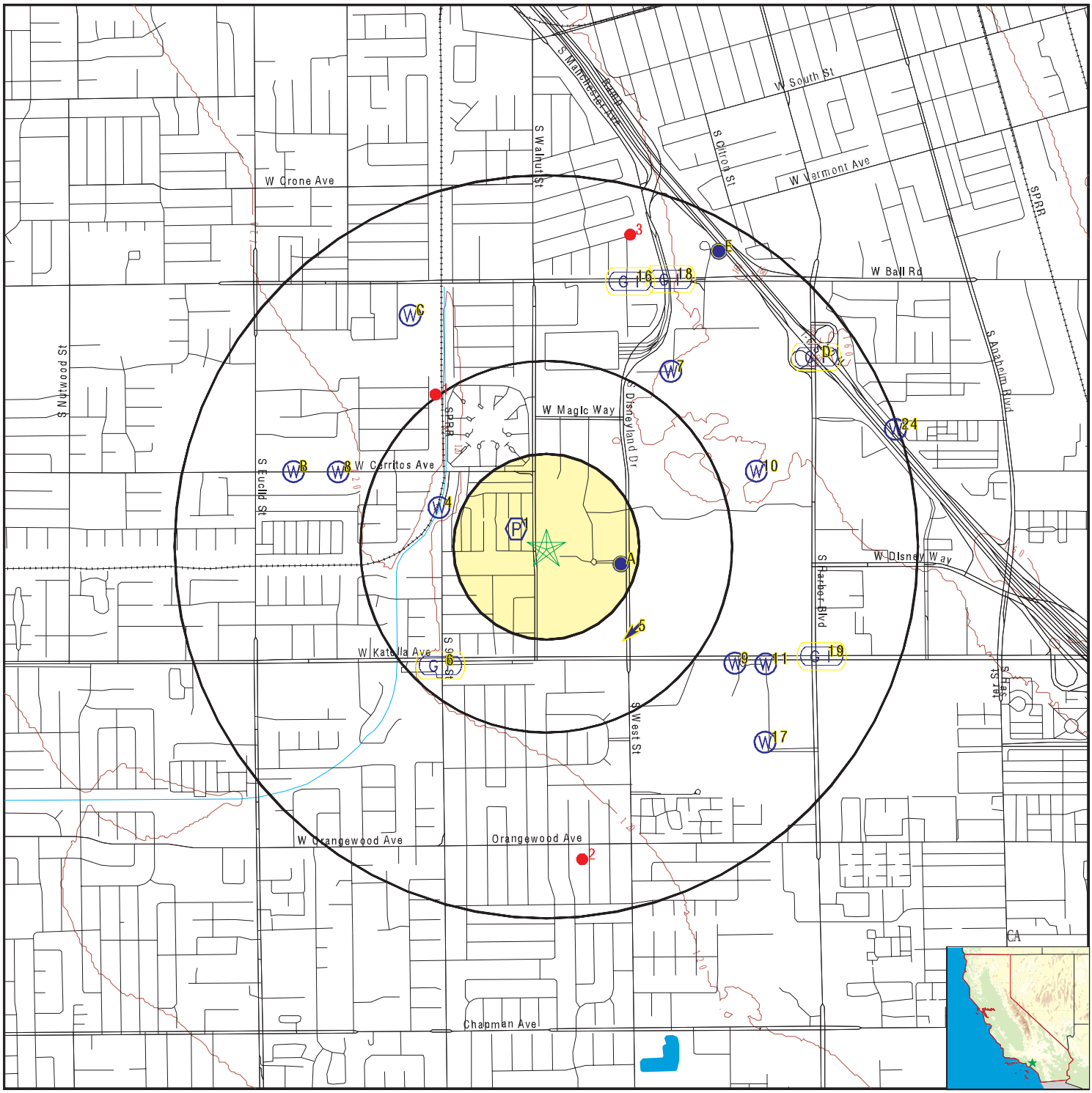
MAP ID	WELL ID	LOCATION FROM TP
A2	CADWR8000005623	1/8 - 1/4 Mile ESE
7	CADWR8000005666	1/2 - 1 Mile NE
9	CADWR8000005602	1/2 - 1 Mile ESE
10	CADWR8000005647	1/2 - 1 Mile ENE
B12	CADWR8000005648	1/2 - 1 Mile WNW
C13	5129	1/2 - 1 Mile NNW
C14	5141	1/2 - 1 Mile NNW
B15	5140	1/2 - 1 Mile WNW
17	5155	1/2 - 1 Mile SE
E22	CADWR8000005689	1/2 - 1 Mile NNE
24	5142	1/2 - 1 Mile ENE

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG13000006264	1/2 - 1 Mile NW
2	CAOG13000006231	1/2 - 1 Mile South
3	CAOG13000006157	1/2 - 1 Mile NNE

PHYSICAL SETTING SOURCE MAP - 6010375.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Time Share Project At Disneyland Hotel	CLIENT:	Psomas
ADDRESS:	1150 West Magic Way Anaheim CA 92802	CONTACT:	Sean Noonan
LAT/LONG:	33.807647 / 117.927828	INQUIRY #:	6010375.2s
		DATE:	March 16, 2020 2:44 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
WNW
0 - 1/8 Mile
Lower

FRDS PWS **CA3000546**

Epa region:	09	State:	CA
Pwsid:	CA3000546	Pwsname:	TRACT 1322 WATER SYSTEM INC
Cityserved:	Not Reported	Stateserved:	CA
Zipserved:	Not Reported	Fipscounty:	06059
Status:	Closed	Retpopsrvd:	0
Pwssvcconn:	10	Psource longname:	Groundwater
Pwstype:	CWS	Owner:	Private
Contact:	TRACT 1322 WATER SYSTEM INC		
Contactorgname:	Not Reported	Contactphone:	Not Reported
Contactaddress1:	TRACT 1322 WATER SYSTEM INC		
Contactaddress2:	1669 W CERRITOS AV	Contactcity:	ANAHEIM
Contactstate:	CA	Contactzip:	92802
Pwsactivitycode:	N		
PWS ID:	CA3000546	PWS type:	System Owner/Responsible Party
PWS name:	TRACT 1322 WATER SYSTEM INC		
PWS address:	Not Reported	PWS city:	ANAHEIM
PWS state:	CA	PWS zip:	92802
PWS ID:	CA3000546	Activity status:	Active
Date system activated:	8404	Date system deactivated:	Not Reported
Retail population:	00000030	System name:	TRACT 1322 WATER SYSTEM INC
System address:	TRACT 1322 WATER SYSTEM INC		
System address:	1669 W CERRITOS AV	System city:	ANAHEIM
System state:	CA	System zip:	92802
Population served:	Under 101 Persons	Treatment:	Untreated
Latitude:	334830	Longitude:	1175542
System Name:	TRACT 1322 WATER SYSTEM IN		
Violation Type:	51	Contaminant:	5000
Compliance Begin:	1993-07-01	Compliance End:	2015-12-31
Violation ID:	95V0001	Enforcement Date:	Not Reported
Enforcement Action:	Not Reported		

A2
ESE
1/8 - 1/4 Mile
Higher

CA WELLS **CADWR8000005623**

State Well #:	04S10W22N001S	Station ID:	27686
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A3
East
1/8 - 1/4 Mile
Higher | **FED USGS** | **USGS40000138328**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	004S010W22N001S	Type:	Well
Description:	Not Reported	HUC:	18070201
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	California Coastal Basin aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	62	Level reading date:	1980-06-11
Feet below surface:	Not Reported	Feet to sea level:	Not Reported
Note:	The well was destroyed (no water level is recorded).		

Level reading date:	1980-02-08	Feet below surface:	95.98
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-11-13	Feet below surface:	96.92
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-08-06	Feet below surface:	98.23
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-05-02	Feet below surface:	100.03
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-02-06	Feet below surface:	103.63
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-11-01	Feet below surface:	107.74
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-09-26	Feet below surface:	108.59
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-10-28	Feet below surface:	119.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-12-28	Feet below surface:	112.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-10-28	Feet below surface:	108.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-01-07	Feet below surface:	108.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-09-02	Feet below surface:	104.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-04-30	Feet below surface:	104.80
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1975-03-19	Feet below surface:	105.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-08-30	Feet below surface:	107.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-07-03	Feet below surface:	106.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-05-04	Feet below surface:	108.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-01-24	Feet below surface:	102.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-09-12	Feet below surface:	104.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-07-09	Feet below surface:	100.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-05-10	Feet below surface:	99.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-03-05	Feet below surface:	101.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-01-05	Feet below surface:	101.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-11-02	Feet below surface:	99.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-07-06	Feet below surface:	95.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-02-29	Feet below surface:	91.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-01-11	Feet below surface:	90.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-11-02	Feet below surface:	89.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-08-30	Feet below surface:	87.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-07-09	Feet below surface:	84.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-06-09	Feet below surface:	83.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-30	Feet below surface:	82.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-08	Feet below surface:	82.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-03-02	Feet below surface:	82.70
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1970-12-10	Feet below surface:	82.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-11-02	Feet below surface:	82.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-10-05	Feet below surface:	82.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-31	Feet below surface:	80.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-06	Feet below surface:	80.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-06-30	Feet below surface:	79.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-06-01	Feet below surface:	78.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-04-29	Feet below surface:	78.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-04-01	Feet below surface:	77.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-03-10	Feet below surface:	77.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-02-03	Feet below surface:	78.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-12-31	Feet below surface:	78.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-11-03	Feet below surface:	80.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-10-03	Feet below surface:	80.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-09-02	Feet below surface:	80.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-08-06	Feet below surface:	80.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-06-30	Feet below surface:	79.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-06-05	Feet below surface:	81.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-04-29	Feet below surface:	82.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-04-03	Feet below surface:	74.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-01-09	Feet below surface:	85.70
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1968-11-05	Feet below surface:	56.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-08-08	Feet below surface:	84.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-07-08	Feet below surface:	83.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-06-11	Feet below surface:	83.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-04-08	Feet below surface:	73.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-03-05	Feet below surface:	81.00
Feet to sea level:	Not Reported	Note:	Not Reported

4
WNW
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000138360**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	004S010W21L001S	Type:	Well
Description:	NAWQA DATA ENTRY COM + VER 1/9/2002 SNHAMLIN		
HUC:	Not Reported	Drainage Area:	Not Reported
Drainage Area Units:	Not Reported	Contrib Drainage Area:	Not Reported
Contrib Drainage Area Unts:	Not Reported	Aquifer:	California Coastal Basin aquifers
Formation Type:	Quaternary Alluvium	Aquifer Type:	Confined single aquifer
Construction Date:	19700803	Well Depth:	818
Well Depth Units:	ft	Well Hole Depth:	818
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	1	Level reading date:	1999-04-23
Feet below surface:	112	Feet to sea level:	Not Reported
Note:	Not Reported		

5
SE
1/4 - 1/2 Mile
Higher

Site ID:	083002178T
Groundwater Flow:	SW
Shallow Water Depth:	Not Reported
Deep Water Depth:	Not Reported
Average Water Depth:	100
Date:	12/04/1992

AQUIFLOW **49805**

6
SW
1/4 - 1/2 Mile
Lower

Site ID:	083001293T
Groundwater Flow:	Not Reported
Shallow Water Depth:	Not Reported
Deep Water Depth:	Not Reported
Average Water Depth:	102
Date:	07/24/1990

AQUIFLOW **49771**

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

7
NE
1/2 - 1 Mile
Higher

CA WELLS **CADWR8000005666**

State Well #:	04S10W22E001S	Station ID:	27685
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

8
WNW
1/2 - 1 Mile
Lower

FED USGS **USGS40000138378**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	004S010W21F001S	Type:	Well
Description:	Not Reported	HUC:	18070201
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	California Coastal Basin aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	38	Level reading date:	1986-09-02
Feet below surface:	72.54	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1986-05-06	Feet below surface:	70.82
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-02-12	Feet below surface:	71.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-11-05	Feet below surface:	70.79
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-08-17	Feet below surface:	69.18
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-05-09	Feet below surface:	67.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-02-14	Feet below surface:	68.07
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-11-14	Feet below surface:	68.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-09-06	Feet below surface:	66.75
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-05-17	Feet below surface:	65.02

Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-02-16	Feet below surface:	66.99
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-11-02	Feet below surface:	72.43
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-08-22	Feet below surface:	73.91
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-05-11	Feet below surface:	74.77
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-02-11	Feet below surface:	76.57
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-11-04	Feet below surface:	77.48
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-08-04	Feet below surface:	76.88
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-04-29	Feet below surface:	76.27
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-01-27	Feet below surface:	76.65
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-11-04	Feet below surface:	76.99
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-08-07	Feet below surface:	76.46
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-05-14	Feet below surface:	76.69
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-02-05	Feet below surface:	79.79
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-10-28	Feet below surface:	83.42
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-08-26	Feet below surface:	85.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-06-18	Feet below surface:	86.68
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-02-07	Feet below surface:	90.36
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-11-16	Feet below surface:	98.75
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-07-31	Feet below surface:	100.95
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-05-02	Feet below surface:	95.33
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1979-02-05	Feet below surface:	98.49
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-11-02	Feet below surface:	102.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-09-05	Feet below surface:	103.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-10-31	Feet below surface:	108.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-03-15	Feet below surface:	104.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-05-05	Feet below surface:	104.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-03-18	Feet below surface:	100.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-01-03	Feet below surface:	99.80
Feet to sea level:	Not Reported	Note:	Not Reported

9
ESE
1/2 - 1 Mile
Higher

CA WELLS **CADWR8000005602**

State Well #:	04S10W27C002S	Station ID:	28870
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

10
ENE
1/2 - 1 Mile
Higher

CA WELLS **CADWR8000005647**

State Well #:	04S10W22L002S	Station ID:	38654
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

11
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS40000138308**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	004S010W27C002S	Type:	Well
Description:	Not Reported	HUC:	18070201
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Aquifer:	California Coastal Basin aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	190
Well Depth Units:	ft	Well Hole Depth:	226
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	89	Level reading date:	1986-08-29
Feet below surface:	76.37	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1986-05-06	Feet below surface:	74.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-02-12	Feet below surface:	75.67
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-11-05	Feet below surface:	75.06
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-08-17	Feet below surface:	73.02
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-05-09	Feet below surface:	71.17
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1985-02-14	Feet below surface:	72.73
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-11-14	Feet below surface:	72.42
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-09-06	Feet below surface:	70.13
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-05-17	Feet below surface:	67.68
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-02-15	Feet below surface:	69.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-11-02	Feet below surface:	73.75
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-08-12	Feet below surface:	76.03
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-05-20	Feet below surface:	77.53
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-02-11	Feet below surface:	80.75
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-11-04	Feet below surface:	80.84
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-08-05	Feet below surface:	79.83
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1982-04-29	Feet below surface:	80.58
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1982-01-27	Feet below surface:	81.39
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-11-04	Feet below surface:	80.89
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-07-31	Feet below surface:	79.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-05-07	Feet below surface:	79.96
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1981-02-05	Feet below surface:	82.47
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-10-28	Feet below surface:	79.29
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-08-28	Feet below surface:	85.97
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-08-08	Feet below surface:	86.54
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-06-11	Feet below surface:	89.06
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1980-02-08	Feet below surface:	94.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-11-13	Feet below surface:	94.69
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-08-06	Feet below surface:	95.35
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-05-02	Feet below surface:	97.65
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1979-02-06	Feet below surface:	101.27
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-11-01	Feet below surface:	105.34
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-09-26	Feet below surface:	106.21
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-10-28	Feet below surface:	115.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-03-08	Feet below surface:	111.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-12-28	Feet below surface:	110.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-10-29	Feet below surface:	107.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-05-04	Feet below surface:	107.20
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1976-03-08	Feet below surface:	106.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-01-07	Feet below surface:	107.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-11-06	Feet below surface:	106.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-09-02	Feet below surface:	105.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-07-02	Feet below surface:	107.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-04-30	Feet below surface:	103.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-03-19	Feet below surface:	104.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1975-01-02	Feet below surface:	104.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-10-22	Feet below surface:	105.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-08-30	Feet below surface:	105.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-07-03	Feet below surface:	105.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-04-30	Feet below surface:	102.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-03-19	Feet below surface:	105.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1974-01-24	Feet below surface:	104.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-11-02	Feet below surface:	104.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-09-12	Feet below surface:	103.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-07-06	Feet below surface:	101.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-05-10	Feet below surface:	98.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-03-05	Feet below surface:	102.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-01-05	Feet below surface:	100.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-11-02	Feet below surface:	99.20
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1972-08-31	Feet below surface:	95.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-07-06	Feet below surface:	94.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-05-01	Feet below surface:	92.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-02-29	Feet below surface:	90.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-01-11	Feet below surface:	89.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-11-02	Feet below surface:	88.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-08-30	Feet below surface:	86.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-07-09	Feet below surface:	83.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-06-09	Feet below surface:	82.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-30	Feet below surface:	81.90
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-08	Feet below surface:	84.50
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-03-03	Feet below surface:	81.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-12-10	Feet below surface:	81.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-11-02	Feet below surface:	81.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-10-05	Feet below surface:	88.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-31	Feet below surface:	80.00
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-06	Feet below surface:	79.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-06-30	Feet below surface:	78.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-06-01	Feet below surface:	77.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-04-29	Feet below surface:	77.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-04-01	Feet below surface:	76.70
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1970-03-10	Feet below surface:	76.10
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-02-03	Feet below surface:	75.20
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-12-31	Feet below surface:	76.70
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-11-03	Feet below surface:	78.80
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-10-03	Feet below surface:	79.30
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-09-02	Feet below surface:	80.60
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-08-06	Feet below surface:	79.40
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-06-30	Feet below surface:	79.10
Feet to sea level:	Not Reported	Note:	Not Reported

B12
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000005648**

State Well #:	04S10W21F001S	Station ID:	4681
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

C13
NNW
1/2 - 1 Mile
Lower

CA WELLS **5129**

Seq:	5129	Prim sta c:	04S/10W-17J02 S
Frds no:	3010001006	County:	30
District:	08	User id:	TEE
System no:	3010001	Water type:	G
Source nam:	WELL 010 - INACTIVE	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	334900.0	Longitude:	1175600.0
Precision:	8	Status:	IU
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3010001	System nam:	City Of Anaheim
Hqname:	Not Reported	Address:	P.O. BOX 3222 (#559)
City:	ANAHEIM	State:	CA
Zip:	92805	Zip ext:	Not Reported
Pop serv:	292900	Connection:	57397
Area serve:	ANAHEIM		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

C14
NNW
1/2 - 1 Mile
Lower

CA WELLS 5141

Seq:	5141	Prim sta c:	04S/10W-21L01 S
Frds no:	3010001029	County:	30
District:	08	User id:	TEE
System no:	3010001	Water type:	G
Source nam:	WELL 036	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	334900.0	Longitude:	1175600.0
Precision:	8	Status:	AU
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3010001	System nam:	City Of Anaheim
Hqname:	Not Reported	Address:	P.O. BOX 3222 (#559)
City:	ANAHEIM	State:	CA
Zip:	92805	Zip ext:	Not Reported
Pop serv:	292900	Connection:	57397
Area serve:	ANAHEIM		
Sample date:	03-APR-12	Finding:	3420.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-JAN-12	Finding:	0.25
Chemical:	TOTAL TRIHALOMETHANES	Report units:	UG/L
Dlr:	0.		

B15
WNW
1/2 - 1 Mile
Lower

CA WELLS 5140

Seq:	5140	Prim sta c:	04S/10W-21E01 S
Frds no:	3000546001	County:	30
District:	08	User id:	TEE
System no:	3000546	Water type:	G
Source nam:	WELL 01 - DESTROYED	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	334838.0	Longitude:	1175622.0
Precision:	3	Status:	DS
Comment 1:	ANAHEIM	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3000546	System nam:	Tract 1322 Water System Inc
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

			Database	EDR ID Number
16 **NNE** **1/2 - 1 Mile** **Higher**	Site ID:	083002078T	**AQUIFLOW**	**38883**
	Groundwater Flow:	Not Reported		
	Shallow Water Depth:	56		
	Deep Water Depth:	58		
	Average Water Depth:	Not Reported		
	Date:	06/30/1995		

17
SE
1/2 - 1 Mile
Higher

CA WELLS **5155**

Seq:	5155	Prim sta c:	04S/10W-27D03 S
Frds no:	3010001034	County:	30
District:	08	User id:	TEE
System no:	3010001	Water type:	G
Source nam:	WELL 041	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	334800.0	Longitude:	1175500.0
Precision:	5	Status:	AU
Comment 1:	98’ E/O WEST ST.; 60’ N/O CONVENTION		
Comment 2:	Not Reported	Comment 3:	Not Reported
Comment 4:	Not Reported	Comment 5:	Not Reported
Comment 6:	Not Reported	Comment 7:	Not Reported
System no:	3010001	System nam:	City Of Anaheim
Hqname:	Not Reported	Address:	P.O. BOX 3222 (#559)
City:	ANAHEIM	State:	CA
Zip:	92805	Zip ext:	Not Reported
Pop serv:	292900	Connection:	57397
Area serve:	ANAHEIM		
Sample date:	05-JUL-17	Finding:	0.6
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	10-APR-17	Finding:	3.4
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	10-APR-17	Finding:	3.41
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-APR-17	Finding:	2.67
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-APR-17	Finding:	13.2
Chemical:	URANIUM (PCI/L)	Report units:	PCI/L
Dlr:	1.		
Sample date:	04-APR-17	Finding:	2.78
Chemical:	URANIUM COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	04-APR-17	Finding:	1.15
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		

Sample date:	04-APR-17	Finding:	0.47
Chemical:	URANIUM MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	955.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	7.7
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	205.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	250.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	3.58
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	11-JUL-16	Finding:	0.31
Chemical:	TOTAL ORGANIC CARBON (TOC)	Report units:	MG/L
Dlr:	0.3		
Sample date:	11-JUL-16	Finding:	321.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	98.9
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	18.
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	71.1
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	4.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	92.8
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	132.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	11-JUL-16	Finding:	0.48
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	11-JUL-16	Finding:	210.
Chemical:	BORON	Report units:	UG/L

Dlr:	100.		
Sample date:	11-JUL-16	Finding:	1.3
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	11-JUL-16	Finding:	4.4
Chemical:	VANADIUM	Report units:	UG/L
Dlr:	3.		
Sample date:	11-JUL-16	Finding:	588.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	0.14
Chemical:	BROMIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	11-JUL-16	Finding:	3.58
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	07-JUL-15	Finding:	4020.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	01-OCT-14	Finding:	0.6
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	01-JUL-14	Finding:	230.
Chemical:	BORON	Report units:	UG/L
Dlr:	100.		
Sample date:	01-JUL-14	Finding:	0.223
Chemical:	RA-226 OR TOTAL RA BY 903.0 C.E.	Report units:	PCI/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	3.8e-002
Chemical:	RA-226 FOR CWS OR TOTAL RA FOR NTNC BY 903.0		
Report units:	PCI/L	Dlr:	0.
Sample date:	01-JUL-14	Finding:	960.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	7.9
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	202.
Chemical:	ALKALINITY (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	246.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	0.32
Chemical:	TOTAL ORGANIC CARBON (TOC)	Report units:	MG/L
Dlr:	0.3		

Sample date:	01-JUL-14	Finding:	327.
Chemical:	HARDNESS (TOTAL) AS CACO3	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	100.
Chemical:	CALCIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	18.6
Chemical:	MAGNESIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	72.6
Chemical:	SODIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	4.4
Chemical:	POTASSIUM	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	93.1
Chemical:	CHLORIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	138.
Chemical:	SULFATE	Report units:	MG/L
Dlr:	0.5		
Sample date:	01-JUL-14	Finding:	0.44
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dlr:	0.1		
Sample date:	01-JUL-14	Finding:	0.418
Chemical:	RADIUM, TOTAL, MDA95-NTNC ONLY, BY 903.0		
Report units:	PCI/L	Dlr:	0.
Sample date:	01-JUL-14	Finding:	3.7
Chemical:	VANADIUM	Report units:	UG/L
Dlr:	3.		
Sample date:	01-JUL-14	Finding:	0.7
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	01-JUL-14	Finding:	614.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	0.21
Chemical:	BROMIDE	Report units:	MG/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	3910.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	01-JUL-14	Finding:	3.79
Chemical:	GROSS ALPHA	Report units:	PCI/L
Dlr:	3.		
Sample date:	01-JUL-14	Finding:	1.66
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L

Dlr:	0.		
Sample date:	01-JUL-14	Finding:	0.531
Chemical:	RADIUM 228 COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	5.03
Chemical:	URANIUM (PCI/L)	Report units:	PCI/L
Dlr:	1.		
Sample date:	01-JUL-14	Finding:	1.19
Chemical:	URANIUM COUNTING ERROR	Report units:	PCI/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	1.11
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	0.3
Chemical:	URANIUM MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	01-JUL-14	Finding:	0.253
Chemical:	RADIUM 228 MDA95	Report units:	PCI/L
Dlr:	0.		
Sample date:	18-JUN-14	Finding:	0.7
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	21-JAN-14	Finding:	4020.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	01-OCT-13	Finding:	0.6
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	01-OCT-13	Finding:	4130.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	19-AUG-13	Finding:	1.4
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	19-AUG-13	Finding:	1.4
Chemical:	CHROMIUM, HEXAVALENT	Report units:	UG/L
Dlr:	1.		
Sample date:	01-JUL-13	Finding:	4170.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	01-JUL-13	Finding:	0.6
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	16-APR-13	Finding:	3940.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		

Sample date:	16-JAN-13	Finding:	4110.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	01-OCT-12	Finding:	4110.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	09-JUL-12	Finding:	4020.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	03-APR-12	Finding:	4120.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		
Sample date:	04-JAN-12	Finding:	0.6
Chemical:	TRICHLOROETHYLENE	Report units:	UG/L
Dlr:	0.5		
Sample date:	04-JAN-12	Finding:	4170.
Chemical:	NITRATE + NITRITE (AS N)	Report units:	MG/L
Dlr:	0.4		

18
NNE
1/2 - 1 Mile
Higher

Site ID:	083001147T
Groundwater Flow:	Not Reported
Shallow Water Depth:	Not Reported
Deep Water Depth:	Not Reported
Average Water Depth:	100
Date:	07/25/1995

AQUIFLOW **34027**

19
ESE
1/2 - 1 Mile
Higher

Site ID:	083001662T
Groundwater Flow:	Not Reported
Shallow Water Depth:	74.1
Deep Water Depth:	86.6
Average Water Depth:	Not Reported
Date:	02/06/1998

AQUIFLOW **54915**

D20
NE
1/2 - 1 Mile
Higher

Site ID:	Not Reported
Groundwater Flow:	Not Reported
Shallow Water Depth:	130
Deep Water Depth:	140
Average Water Depth:	Not Reported
Date:	07/10/1998

AQUIFLOW **38632**

D21
NE
1/2 - 1 Mile
Higher

Site ID:	083002812T
Groundwater Flow:	Not Reported
Shallow Water Depth:	130
Deep Water Depth:	140
Average Water Depth:	Not Reported
Date:	07/10/1998

AQUIFLOW **38631**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

E22
NNE
1/2 - 1 Mile
Higher

CA WELLS **CADWR8000005689**

State Well #:	04S10W15P001S	Station ID:	7520
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	Coastal Plain Of Orange County		
Well Completion Rpt #:	Not Reported		

E23
NNE
1/2 - 1 Mile
Higher

FED USGS **USGS40000138423**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	004S010W15P001S	Type:	Well
Description:	Not Reported	HUC:	18070201
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	California Coastal Basin aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	180
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	1	Level reading date:	1976-12-28
Feet below surface:	140.10	Feet to sea level:	Not Reported
Note:	Not Reported		

24
ENE
1/2 - 1 Mile
Higher

CA WELLS **5142**

Seq:	5142	Prim sta c:	04S/10W-22G01 S
Frds no:	3000962001	County:	30
District:	08	User id:	TEE
System no:	3000962	Water type:	G
Source nam:	O STREET WELL	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	334844.0	Longitude:	1175438.0
Precision:	2	Status:	AU
Comment 1:	Not Reported	Comment 2:	PREVIOUSLY LISTED AS A LARGE WATER SYST
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	3000962	System nam:	Midway Trailer City
Hqname:	Not Reported	Address:	200 W. Midway Dr.
City:	Anaheim	State:	CA
Zip:	92805	Zip ext:	Not Reported
Pop serv:	200	Connection:	145
Area serve:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1G **NNE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083001147T Not Reported Not Reported Not Reported 100 07/25/1995	**AQUIFLOW**	**34027**
2G **NNE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083002078T Not Reported 56 58 Not Reported 06/30/1995	**AQUIFLOW**	**38883**
3G **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083002812T Not Reported 130 140 Not Reported 07/10/1998	**AQUIFLOW**	**38631**
4G **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	Not Reported Not Reported 130 140 Not Reported 07/10/1998	**AQUIFLOW**	**38632**
5G **SE** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083002178T SW Not Reported Not Reported 100 12/04/1992	**AQUIFLOW**	**49805**
6G **ESE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083001662T Not Reported 74.1 86.6 Not Reported 02/06/1998	**AQUIFLOW**	**54915**
7G **SW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	083001293T Not Reported Not Reported Not Reported 102 07/24/1990	**AQUIFLOW**	**49771**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
NW
1/2 - 1 Mile

OIL_GAS **CAOG13000006264**

API #:	0405901259	Well #:	1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	Nel-Cal-Lu Community
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

2
South
1/2 - 1 Mile

OIL_GAS **CAOG13000006231**

API #:	0405901226	Well #:	1-1
Well Status:	Plugged	Well Type:	DH
Operator Name:	The Superior Oil Co.	Lease Name:	Garden Grove Unit
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

3
NNE
1/2 - 1 Mile

OIL_GAS **CAOG13000006157**

API #:	0405901145	Well #:	1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Shell Western E&P Inc.	Lease Name:	Weisel
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
92802	17	0

Federal EPA Radon Zone for ORANGE County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for ORANGE COUNTY, CA

Number of sites tested: 30

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.763 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX E

PRELIMINARY WATER QUALITY MANAGEMENT PLAN

OTH20XX-XXXXX

Preliminary
Water Quality Management Plan
(pWQMP)

for

Timeshare Project at Disneyland Hotel

1150 W. Magic Way, Anaheim, CA
APN: 129-321-16

CUP NO. 201X-XXXXX
(MASTER WQMP OTH2014-00732)

Prepared for:

Disneyland Resort
1313 South Harbor Boulevard, Anaheim, CA 92803
(714) 781-4000

Prepared by:

Bob Talafus
PSOMAS
3 Hutton Centre Drive, Suite 200, Santa Ana, CA 92707
(714) 751-7373
btalafus@psomas.com

January 21 2020

Project Owner's Certification

Project Owner's Certification			
Planning Application (CUP) No. (If applicable)	201X-XXXXX	Grading Permit No.	Enter Number
Tract/Parcel Map and Lot(s) No.	Tract 246, Blk 14 Lot 3 & 4	Building Permit No.	Enter Number
Address of Project Site and APN (If no address, specify Tract/Parcel Map and Lot Numbers)	1150 W. Magic Way, Anaheim, CA 92802 APN: 129-321-16		

This Preliminary Water Quality Management Plan (pWQMP) has been prepared for The Disneyland Resort by Bob Talafus. The preparation of this pWQMP is intended to comply with the County of Orange NPDES Stormwater Program and the Resort's Master WQMP.

The undersigned, while it owns the subject property, is responsible for the implementation of the provisions of this WQMP, including the ongoing operation and maintenance of all best management practices (BMPs), and will ensure that this WQMP is amended as appropriate to reflect up-to-date conditions on the site consistent with the current Orange County Drainage Area Management Plan (DAMP) and the intent of the non-point source NPDES Permit for Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the incorporated Cities of Orange County within the Santa Ana Region. Once the undersigned transfers its interest in the property, its successors-in-interest shall bear the aforementioned responsibility to implement and amend the WQMP. An appropriate number of approved and signed copies of this document shall be available on the subject site in perpetuity.

Owner:	Tommy J. Jones
Title	Vice President, DLR Facilities & Operations Services
Company	Walt Disney Parks and Resorts U.S., Inc.
Address	1313 Harbor Blvd., Anaheim, CA 92803
Email	Tommy.J.Jones@disney.com
Telephone #	(714) 781-4635

I understand my responsibility to implement the provisions of this WQMP including the ongoing operation and maintenance of the BMPs described herein.

Owner Signature		**Date**	

Engineer's Certification

Preparer (Engineer):	Bob Talafus		
Title	Project Manager	**PE Registration #**	38832
Company	Psomas		
Address	3 Hutton Centre Drive, Suite 200, Santa Ana, CA 92707		
Email	btalafus@psomas.com		
Telephone #	(714) 751-7373		
I hereby certify that this Water Quality Management Plan is in compliance with, and meets the requirements set forth in, Order No. R8-2009-0030/NPDES No. CAS618030, of the Santa Ana Regional Water Quality Control Board and the Resort's Master WQMP**.**			
Preparer Signature		**Date**	01/21/2020
Place Stamp Here			

Summary of WQMP Elements

The table below summarizes the elements of the Resort's Master WQMP that apply and the major areas that apply for this project submittal.

WQMP Element	Applies? Yes/No	Relevant Master WQMP Sections
WQMP developed to meet the Orange County NPDES Permit No. CAS618030 and Master WQMP requirements for a priority development project only	☒Yes ☐No	3.0 – Post-Construction BMP Methodology
WQMP includes a new sub-watershed BMP with capacity for this priority development project and/or other future projects Include: Master WQMP BMP Tracking Sheet obtained from Environmental Affairs	☒Yes ☐No	4.3 – Sub-Watershed BMP Development Process 4.3.6 – Prepare and Submit Final Project WQMP for the Sub-Watershed BMPs
Project utilizes capacity from a previously-constructed sub-watershed BMP for primary compliance Include: Master WQMP BMP Tracking Sheet obtained from Environmental Affairs	☐Yes ☒No	4.3 – Sub-Watershed BMP Development Process 4.3.6 – Prepare and Submit Final Project WQMP for the Sub-Watershed BMPs
Project includes features (e.g. retrofit or additional area treatment) that generate water quality credits for the BMP Exchange Include: Master WQMP BMP Tracking Sheet obtained from Environmental Affairs	☒Yes ☐No	4.3 – Sub-Watershed BMP Development Process 4.4 – Utilizing and Tracking Sub-Watershed BMP Capacity (BMP Exchange)
Project utilizes water quality credits from the BMP Exchange as part of alternative compliance Include: Master WQMP BMP Tracking Sheet obtained from Environmental Affairs	☐Yes ☒No	4.3 – Sub-Watershed BMP Development Process 4.4 – Utilizing and Tracking Sub-Watershed BMP Capacity (BMP Exchange)

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Section I Permit(s) and Water Quality Conditions of Approval or Issuance 1
Section II Project Description 4
Section III Site Description 11
Section IV Best Management Practices (BMPs) 18
Section V Inspection/Maintenance Responsibility for BMPs 36
Section VI BMP Exhibit (Site Plan) 39
Section VII Educational Materials 40

Attachments

Attachment A. ..... Infiltration BMP Feasibility Worksheet
Attachment B. ..... Operation and Maintenance Plan
Attachment C ..... BMP Exhibit (Site Plan)
Attachment D ..... Master WQMP Project Tracking Sheet
Attachment E. ..... Supporting Worksheets and Documents

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Section I Permit(s) and Water Quality Conditions of Approval or Issuance

The following section provides an overview of the project's development permit(s) information and water quality conditions of approval or issuance per those permits.

Project Infomation			
Planning Application (CUP) No. (If applicable)	201X-XXXXX	Grading or Building Permit No. (If applicable)	Enter Number Enter Number
Address of Project Site (or Tract Map and Lot Number if no address) and APN	1150 W. Magic Way, Anaheim, CA 92802 APN: 129-321-16		

Water Quality Conditions of Approval or Issuance	
Water Quality Conditions of Approval or Issuance applied to this project. (Please list verbatim.)	Prior to the issuance of any grading or building permits, the applicant shall submit to the City, for review and approval, a Project WQMP. Discretionary Permits are required per The Disneyland Resort Specific Plan or The Anaheim Resort Specific Plan No. 92-1 or 92-2, respectively, and all Amendments as noted below. These Conditions of Approval are incorporated herein by reference. Specific Plan No. 92-1 or 92-2 (The Disneyland Resort Specific Plan or The Anaheim Resort Specific Plan), includes a list of conditions of approval adopted by the City of Anaheim. These conditions of approval have been amended since their initial adoption. These amended conditions of approval apply to all development within The Anaheim Resort. The Conditions of Approval for Specific Plan 92-1 or 92-2 with Amendments 1 through 14, inclusive, are incorporated herein by reference. Modified Mitigation Monitoring Program No. 85C (Program) (adopted by the City Council) contains the project design features and mitigation measures to be implemented as required by the certified environmental impact report (FEIR) approved in conjunction with the Anaheim Resort Specific Plan and Mitigation Monitoring Program No. 0067 for the Disneyland Resort Specific Plan. Development within the Anaheim Resort is required to implement the provisions of this Program. Compliance with The Disneyland Resort Specific Plan or Anaheim Resort Specific Plan conditions of approval and the FEIR project design features / mitigation measures is documented by the City as part of the plan check/permit issuance process for individual projects within The Anaheim Resort.

Preliminary Project WQMP		
Was a Preliminary Project Water Quality Management Plan previously approved for this project?	☐Yes ☒No	If yes, Date: and Preliminary Project WQMP No.:

Watershed-Based Plan Conditions	
Provide applicable conditions from watershed - based plans including WIHMPs and TMDLs.	Anaheim Bay-Huntington Harbor WIHMP has not been developed at this time.

Section II Project Description

II.1 Project Description

The following section provides a description of the project, general conditions, and water quality and/or drainage conditions. See Tables II.1 and II.2 for Development Category and SIC Codes, respectively.

Description of Proposed Project				
Development Category (From Master WQMP Section 3.2):	All significant redevelopment projects where significant redevelopment is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety.			
Project Area (sq ft): 172,950	Number of Dwelling Units: 350	SIC Code: 7011		
Project Area	Pervious		Impervious	
	Area (acres or sq ft)	Percentage	Area (acres or sq ft)	Percentage
Pre-Project Conditions	73,570	42%	99,380	58%
Post-Project Conditions	56,650	33%	116,300	67%
Drainage Patterns/ Connections	The project is located in the Hotel District of the Disney Resort Specific Plan, north and west of the existing Paradise Pier Hotel within the Disneyland Hotel complex. The existing site drains into existing catch basins throughout the site, which outlet westerly through storm drain laterals into Anaheim-Barber City Channel, which is a 35'-wide concrete trapezoidal channel. Anaheim-Barber City Channel flows westerly and southerly approximately 7 miles before confluencing with Bolsa Chica Channel. Bolsa Chica Channel then flows westerly and southerly approximately 9 miles before ultimately discharging into the Pacific Ocean alongside Huntington Harbor. The proposed drainage pattern is similar to the existing condition, except the project site will runoff into bioretention and Storm Chamber BMPs prior to discharging into the existing storm drain laterals.			

Narrative Project Description: (Use as much space as necessary.)	The existing site is developed with uses associated with the Disneyland Hotel including the Magic Kingdom lawn, health club building, and back-of-house "central shops" buildings. All on-site uses are proposed to be demolished as part of this project. A portion of the existing site currently drains to existing post construction BMPs per the DLH Central Area Improvement WQMP, OTH2010-00536, dated July 9, 2010. The post construction BMPs include an underground Infiltration Trench (BMP TC-10) and Vegetated Buffer Strips (BMP TC-31). The proposed project includes the construction of a 350-unit Disney Vacation Club tower. The landscaping will include drought tolerant shrubs and trees. Construction shall include removal of existing vegetated buffer strips within the limits of the proposed development and shall protect the existing underground Infiltration Trench while rerouting a portion of the storm drain system associated with the underground infiltration trench to accommodate the proposed design. The proposed project shall also include water features that shall overflow to sanitary sewer and not discharge to the site storm drain.

Table II.1: Priority Development Categories Applicable to the Resort (See Master WQMP Section 3.2)

1.	New commercial, industrial, or mixed-use development projects that create 10,000 square feet or more of impervious surface;
2.	Automotive repair shops (This applies to facilities that are categorized in any one of the following Standard Industrial Classification (SIC) codes 5013, 5014, 5541, 7532-7534, and 7536-7539.);
3.	Restaurants where the land area of development is 5,000 square feet or more including parking area (This category is defined as facilities that sell prepared foods and drinks for consumption, including stationary lunch counters and refreshment stands selling prepared foods and drinks for immediate consumption (SIC code 5812).);
6.	Parking lots 5,000 square feet or more including associated drive aisle, and potentially exposed to urban stormwater runoff;
7.	Streets, roads. (This includes any paved surface that is 5,000 square feet or greater used for the transportation of automobiles, trucks, motorcycles, and other vehicles.); and
8.	All significant redevelopment projects where significant redevelopment is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site. Redevelopment <u>does not include</u> routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety.

II.2 Potential Stormwater Pollutants

The potential stormwater pollutants anticipated for this project are provided in the table below.

Pollutants of Concern			
Pollutant	Check one for each: E=Expected to be of concern N=Not Expected to be of concern		Additional Information and Comments
Suspended-Solid/Sediment	E ☒	N ☐	Expected since landscaping exists on-site
Nutrients	E ☒	N ☐	Expected since landscaping exists on-site
Heavy Metals	E ☐	N ☒	
Pathogens (Bacteria/Virus)	E ☒	N ☐	
Pesticides	E ☒	N ☐	Expected since landscaping exists on-site
Oil and Grease	E ☐	N ☒	
Toxic Organic Compounds	E ☒	N ☐	
Trash and Debris	E ☒	N ☐	

Table II.2: Anticipated and Potential Pollutants for the Resort Land Uses (Adapted from TGD Table 2.1)

Land Use Category and *Sub-Categories*	Pollutant							
	Suspended Solids/ Sediment	Nutrients	Metals	Bacteria & Viruses	Pesticides	Oil & Grease	Toxic Organic Compounds	Trash and Debris
Commercial/ Industrial Development	P(1)	P(1)	P(5)	P(3)	P(1)	Yes	Yes(7)	Yes
Roofs(6)	P		P	P		P		
Pedestrian Areas	P(2)			P(4)				Yes
Restaurants	P(1)(2)	P(1)	P(2)	Yes	P(1)	Yes		Yes
Parking Lots	Yes	P(1)	Yes	P(4)	P(1)	Yes	Yes	Yes
Streets	Yes	P(1)	Yes	P(4)	P(1)	Yes	Yes(7)	Yes

P=Potential pollutant

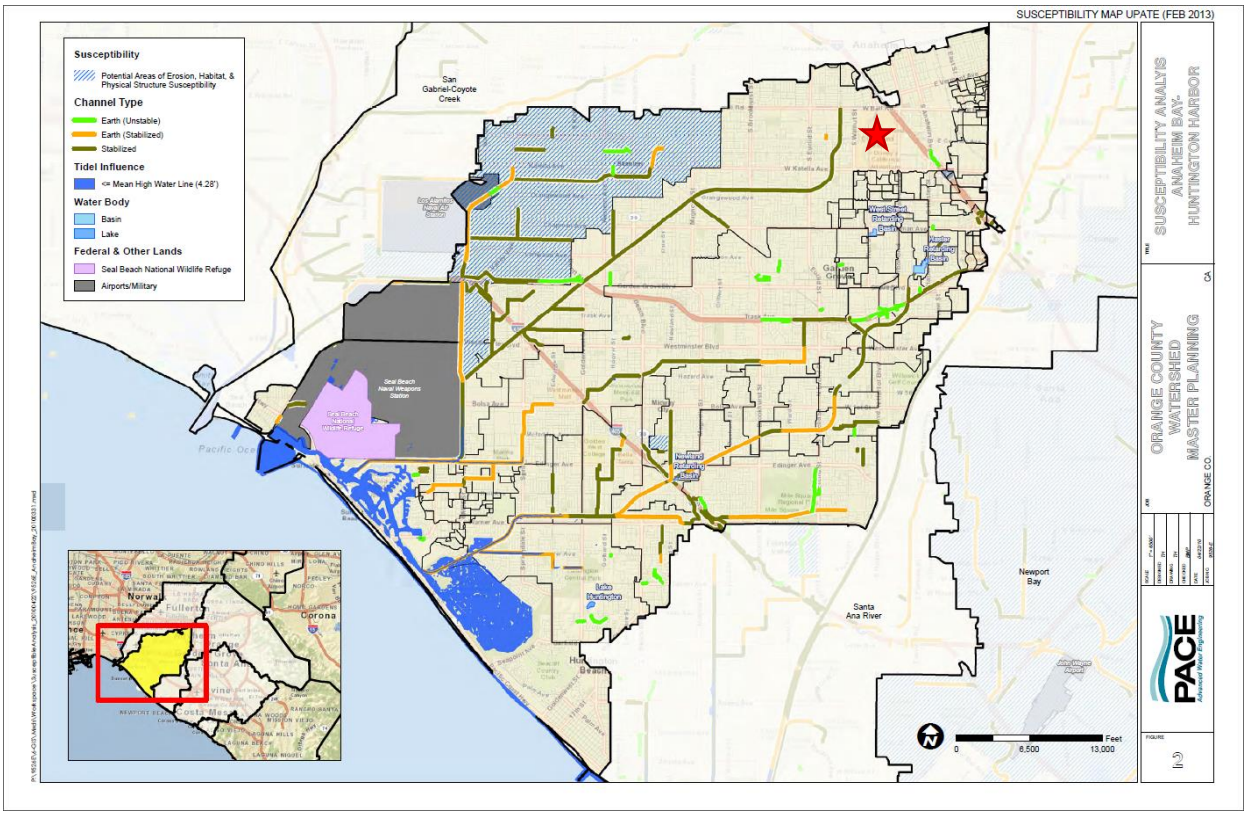
(1) A potential pollutant if landscaping exists on-site
(2) A potential pollutant if uncovered parking areas are included in the project
(3) A potential pollutant if food or animal waste products are involved
(4) Analyses of pavement runoff routinely exhibit bacterial indicators
(5) A potential pollutant if there is outdoor storage/metal roofs
(6) Assumes no HVAC or other equipment on roof top
(7) Including petroleum hydrocarbons

II.3 Hydrologic Conditions of Concern

There are no earthen streams located downstream from the project area are potentially susceptible to hydromodification impacts. *Refer to Section 2.2.3.1 in the Technical Guidance Document (TGD) for North Orange County.*

☒ No – A map from the Orange County TGD is provided below to demonstrate that the project does not discharge to any susceptible reaches between the Resort and the Pacific Ocean.

☐ Yes



There are no potential HCOCs because all downstream receiving waters are "engineered, hardened and regularly maintained to ensure design flow capacity, and no sensitive stream habitat areas will be affected." The location of the Disneyland Resort is indicated by the red star.

II.4 Post Development Drainage Characteristics

The general post development drainage characteristics for this project are described in the table below.

The site is located in a area of low infiltration rates according to the Orange County Hydrology Map, which classifies the soil as being soil group D (infiltration rate approximately 0.15 in/hr). An infiltration study was performed by Terracon Consultants, Inc for the overall Downtown Disney site that shows measured infiltration rates of 2.1"/hr to 6.7"/hr. Therefore, for this project, underground infiltration systems are proposed for the front of house areas with bioretention proposed for back of house and screened areas. For the underground systems drainage shall flow into proposed catch basins eventually infiltrating low flows with high flows draining to an existing tank with a pumped outlet located at the northeast corner of the project site which discharges to a private storm drain system located in Walnut Ave. For the bioretention basins drainage shall flow into proposed catch basins or directly into the bioretention basins eventually discharging to the existing underground storm drain tank or directly to the proposed storm drain west of the project site. See tables 5.2, 5.3 and 5.4 in Attachment E for further information and Section IV for a complete discussion of the underground infiltration systems.

There is also an existing underground infiltration trench located just east of the proposed building as shown on the proposed WQMP exhibits in Attachment C which shall be protected in place. This existing underground infiltration trench shall drain existing flows from the north and east of the project site to the existing underground tank with a pumped outlet located at the northeast corner of the project site which discharges to a private storm drain system located in Walnut Ave. In addition a portion of the existing site drains to and is treated via vegetated buffer strips (BMP TC-31) that shall be removed as part of the proposed design as shown on the WQMP exhibits in Attachment C and has been reflected in the BMP exchange information as a debit to the bank. The proposed design shall accommodate for the debit to the bank by allowing and treating run-on to the project site as illustrated in the WQMP exhibit, WQMP-02, in attachment C under DMAs A-1a, A-2a and A-3a. Debits and credits to the bank are illustrated in the WQMP exhibits in Attachment C.

The immediate downstream receiving water from the City of Anaheim's MS4 is the Anaheim Barber City Channel, which connects to the Bolsa Chica Channel and drains to Sunset-Huntington Harbour through Anaheim Bay to the Pacific Ocean.

II.5 Property Ownership/Management

The table below includes general property ownership/management information.

The project site is owned and maintained by the Disneyland Resort, and will comply with the maintenance requirements previously established for the Disneyland Resort. Maintenance procedures are on file at the City of Anaheim as part of the Anaheim Resort Specific Plan or Disneyland Resort Specific Plan Monitoring Program. No infrastructure will be transferred to any public agencies, as the project is located entirely on private property.

Section III Site Description

III.1 Physical Setting

The table below includes relevant information to the physical setting for the project.

Name of Planned Community/Planning Area (if applicable)	The Anaheim Resort
Location/Address	1150 W. Magic Way Anaheim, CA 92802
General Plan Land Use Designation	Commercial Recreation
Zoning[1]	☒ Disneyland Resort Specific Plan (92-1) or ☐ Anaheim Resort Specific Plan (92-2)
Acreage of Project Footprint	2.09 acres (Project area) 3.97 acres (Total Project area including existing treated and undeveloped areas) See tables 5.2 and 5.4 in Attachment E for further information
Predominant Soil Type	Soil Group D
Sub-watershed BMPs	Proposed infiltration gallery and pre-treatment BMPs using hydrodynamic separator and isolator rows Proposed bioretention basins with underdrain

[1] Maps of the plan areas are provided in Figures III.1 and III.2

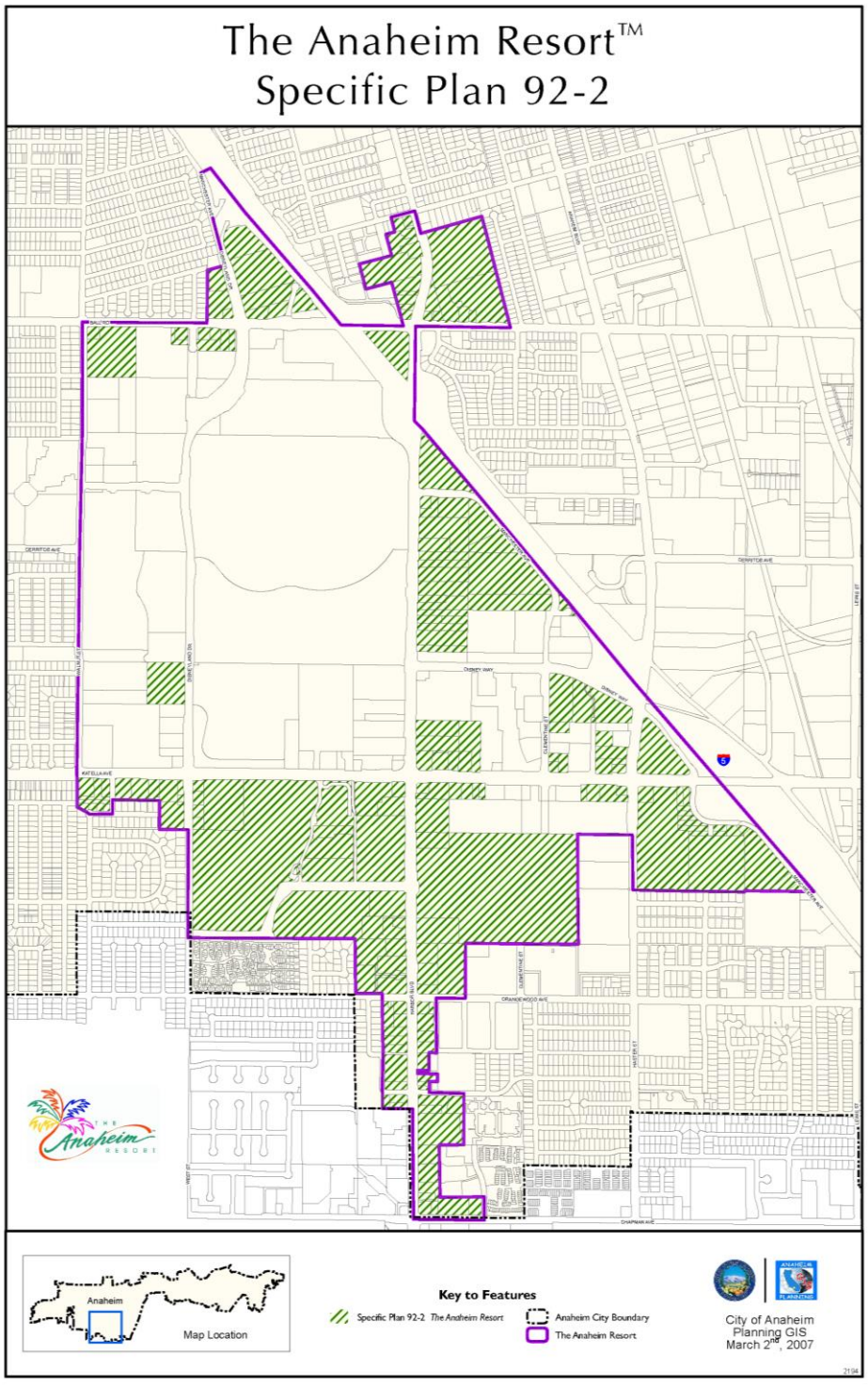


Figure III.1 – Outline of Anaheim Resort Specific Plan (92-2)

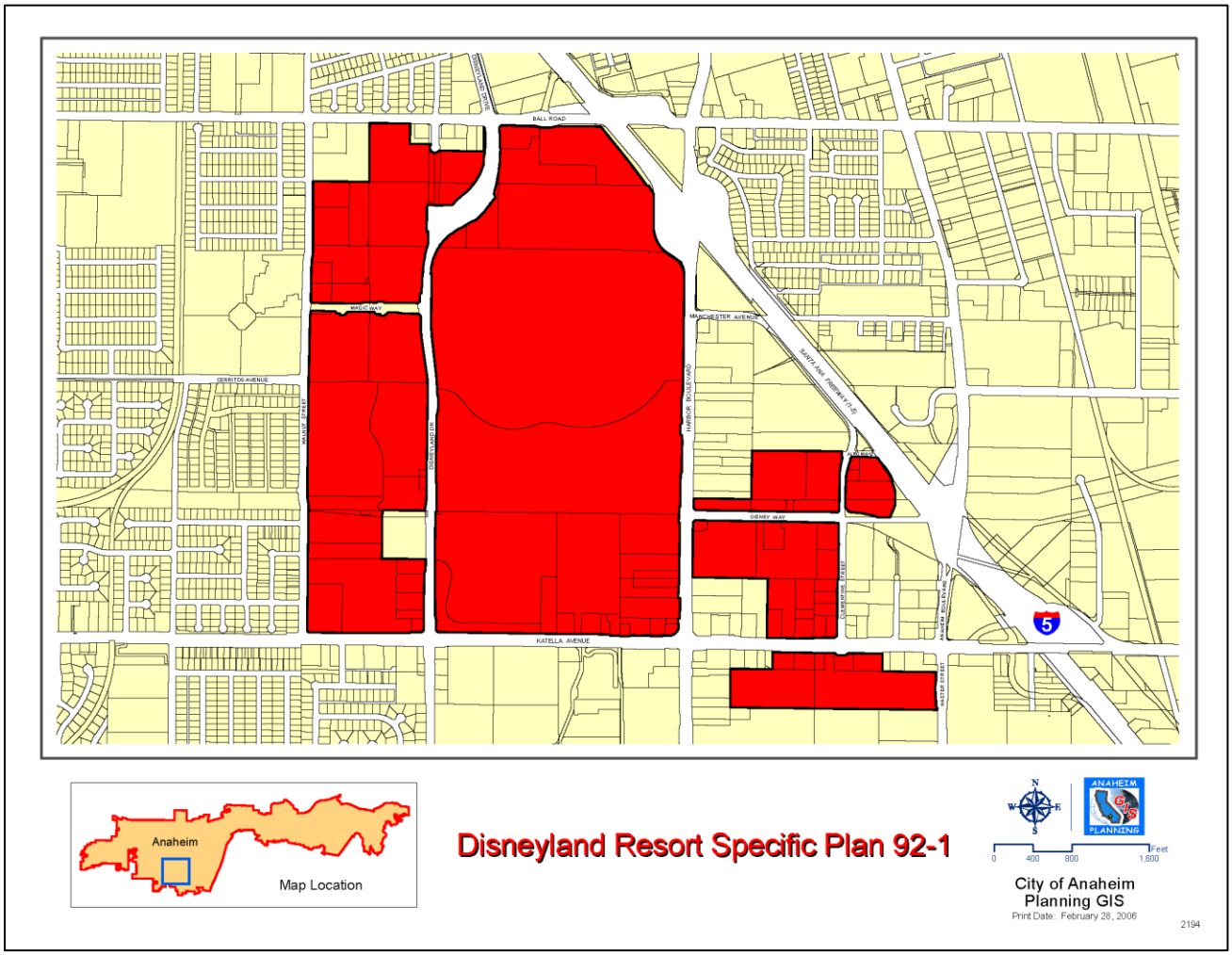


Figure III.2 – Outline of Disneyland Resort Specific Plan (92-1)

III.2 Site Characteristics

The project site's general characteristics are summarized in the following table.

Site Characteristics of Development Project Footprint	
Precipitation Zone (85th percentile, 24-hour storm depth)	Area A-1 = 0.75 inches* Area A-2 = 0.85 inches Area A-3 = 0.85 inches *Modified storm depth includes 0.1" diversion to sanitary sewer
Topography	The existing site is fully developed with uses associated with the Disneyland Hotel including the Magic Kingdom lawn, health club building and back-of-house "central shops" buildings. The majority of the existing site is covered with turf and sidewalks and metal roofs of existing facilities. The site is generally flat (2% or less), with drainage shedding into catch basins spread throughout the existing site.
Drainage Patterns/Connections	The existing site drains into existing catch basins throughout the site, which outlet westerly through storm drain laterals into Anaheim-Barber City Channel, which is a 35'-wide concrete trapezoidal channel. Anaheim-Barber City Channel flows westerly and southerly approximately 7 miles before confluencing with Bolsa Chica Channel. Bolsa Chica Channel then flows westerly and southerly approximately 9 miles before ultimately discharging into the Pacific Ocean alongside Huntington Harbor. The proposed drainage pattern is similar to the existing condition, except the project site will runoff into bioretention and Storm Chamber BMPs prior to discharging into the existing storm drain laterals.
Soil Type, Geology, and Infiltration Properties	Soil Type: D
Hydrogeologic (Groundwater) Conditions	Groundwater at the Disneyland Resort site is generally greater than 50 feet below existing grade. No historical high groundwater level was identified on the Orange County Infiltration Study Figure XVI-2e, Mapped Shallow Groundwater in the Orange County Model WQMP Technical Guidance Document (TGD) dated February 09, 2011.
Geotechnical Conditions (relevant to infiltration)	A geotechnical investigation has not been performed for the project site. Report shall be included in the project WQMP.

Off-Site Drainage	For this project, off-site drainage drains away from the property towards the public streets and storm drains, and is not comingled with project runoff. The drainage from the project site will utilize both above ground bioretention and underground infiltration systems connected to the existing on-site storm laterals which are piped to the public OCFCD Anaheim-Barber City Channel (Facility C03).
Utility and Infrastructure Information	The proposed improvements have been placed with the necessary clearances from existing utilities. Known utility lines are shown on BMP Exhibits in Attachment C.

This project includes a sub-watershed BMP location with the following general characteristics.

Site Characteristics of Sub-Watershed BMP Location	
Precipitation Zone (85th percentile, 24-hour storm depth)	Area A-1a = 0.75 inches* Area A-2a = 0.85 inches Area A-3a = 0.85 inches *Modified storm depth includes 0.1" diversion to sanitary sewer
Topography	The existing site is fully developed with uses associated with the Disneyland Hotel including the Magic Kingdom lawn, health club building and back-of-house "central shops" buildings. The majority of the existing site is covered with turf and sidewalks and metal roofs of existing facilities. The site is generally flat (2% or less), with drainage shedding into catch basins spread throughout the existing site.
Drainage Patterns/Connections	In general, the post-development drainage characteristics are the same as the existing condition as described in Section II.1. The drainage patterns within the DMAs remains the same, except the DCV will be captured and diverted into the bioretention basins and underground infiltration systems.
Soil Type, Geology, and Infiltration Properties	Soil Type: D
Hydrogeologic (Groundwater) Conditions	No historical high groundwater level was identified on the Orange County Infiltration Study Figure XVI-2e, Mapped Shallow Groundwater in the Orange County Model WQMP Technical Guidance Document (TGD) dated February 09, 2011.
Geotechnical Conditions (relevant to infiltration)	A geotechnical investigation has not been performed for the project site. Report shall be included in the project WQMP.
Utility and Infrastructure Information	Known utility lines are shown on the BMP Exhibits in Attachment C

III.3 Watershed Description

The table below includes a general description of the watershed.

Receiving Waters	Anaheim Barber City Channel, Bolsa Chica Channel, Anaheim Bay, Huntington Harbour	
303(d) Listed Impairments	Anaheim Bay – on 2012 list Dieldren (tissue), nickel, PCBs (tissue), and sediment toxicity. Bolsa Chica Channel – on 2012 list for ammonia (unionized), indicator bacteria, and pH Huntington Harbour – on 2012 list for pathogens, copper, lead, nickel, Chlordane, sediment toxicity, and PCBs (tissue).	
Applicable TMDLs	N/A	
Primary Pollutants of Concern for the Project *(Check all that apply)*	☒ Suspended Solids/Sediment ☒ Metals ☒ Pesticides ☐ Toxic Organic Compounds	☒ Nutrients ☐ Bacteria & Viruses ☒ Oil & Grease ☒ Trash and Debris
Other Pollutants of Concern for the Project *(Check all that apply)*	☐ Suspended Solids/Sediment ☐ Metals ☐ Pesticides ☒ Toxic Organic Compounds	☐ Nutrients ☒ Bacteria & Viruses ☐ Oil & Grease ☐ Trash and Debris
Environmentally Sensitive and Special Biological Significant Areas	There are no Environmentally Sensitive Areas (ESAs) or Areas of Special Biological Significance (ASBSs) within the vicinity of the projects. The closest ESA is the Santa Ana River, which is approximately 0.5 miles west of the site and the closest ASBS is the Newport Beach Marine Life Refuge, which is approximately 18 miles south of the site.	
Sub-watershed BMP Tributary Area *(Select Yes or No. If yes, provide description.)*	☐ Yes ☒ No	

Section IV Best Management Practices (BMPs)

IV.1 Project Performance Criteria

This section describes the details of the BMP selected for the project and the performance criteria used to demonstrate treatment requirements are satisfactory and in compliance with County of Orange technical guidance.

Project Performance Criteria	
List applicable Low Impact Development (LID) performance criteria. (Additional Details in Section 7.II-2.4.3 of the Model WQMP)	Priority Projects must infiltrate, harvest and use, evapotranspire, or biotreat, the 85th percentile, 24-hour storm event [Design Capture Volume (DCV)]. Infiltration, harvest and use, and/or evapotranspiration must be utilized to the extent feasible before considering biotreatment. LID requirements may be met within the project footprint as described in Section IV.3.2 below and/or at a sub-watershed scale (Section IV.3.3 below).
List applicable treatment control BMP performance criteria. (Additional Details in Section 7.II-3.2.2 from Model WQMP)	☒ LID performance criteria have been met through retention of the DCV within the project footprint and/or at a sub-watershed scale. Treatment control requirements are fully met. ☐ LID performance criteria have been met through biotreatment of the remaining DCV not feasibly retained; biotreatment BMPs have been selected to have a medium to high effectiveness for treating the primary POCs. ☐ LID performance criteria are not fully met by retention or biotreatment; treatment control requirements are met by selecting treatment control BMP to have a medium to high effectiveness for treating the primary POCs and sizing treatment control BMPs for the remaining portion of the DCV. ☐ It is not feasible to provide LID or treatment control BMPs for the entire DCV. An alternative compliance plan is prepared utilizing credits from the BMP Exchange.
Calculate LID DCV for Project. (See Master WQMP Section 3.7)	DCV = C x d x A DCV in cubic feet C = runoff coefficient d = design capture depth (in) A = total tributary area (sq ft) See Table 5.2 included in Attachment E for detailed information

IV.2. Site Design, Drainage Management Areas, and LID BMPs

The section below includes a narrative of the details on the site design and drainage management areas for the project. See Master WQMP Section 3.4 for details.

The section below includes a narrative of the details on the site design and drainage management areas for the project. See Master WQMP Section 3.4 for details.

In the post-development condition, the site is divided into the drainage management areas (DMAs) as shown on the BMP Exhibit, WQMP-02, in Attachment C.

Underground infiltration systems will be sized to treat the individual DCVs from DMAs A-1 and A-1a. DMA's A-2, A-2a, A-3 and A-3a will be treated with Bioretention (INF-3).

DMAs C-1 and C-1a shall drain to an existing underground infiltration trench (BMP TC-10) which treats the previously redeveloped areas as part of WQMP OTH 2010-00536. The existing underground infiltration trench shall be protected in place for the proposed condition and shall have all tributary storm drain affected by the proposed development rerouted to the existing infiltration trench as needed to maintain the existing drainage pattern.

DMA C-2's proposed improvements included resurfacing and routine maintenance only as needed and will be left untreated in the proposed condition.

For the Underground infiltration systems a treatment train system whereby pre-treatment BMPs are located upstream of the infiltration system. A treatment train system provides multiple opportunities to capture and pre-treat the DCV before the storm water enters the infiltration system. As a result of pre-treatment, it is anticipated that the storm water that enters the infiltration system would have less pollutants, thus minimizing the chances of clogging the infiltration system and also requiring less maintenance.

In general, the proposed treatment train system is as follows:

The DCV will be diverted to a hydrodynamic separator BMP, which can target pollutants such as Total Suspended Solids (TSS), trash, and hydrocarbons.

For on-stage areas the DCV will then be directed to a Sewer Diversion Manhole. Similar to other drainage areas within the Resort this diversion manhole will direct the first 1/10" of rainfall to the sewer. This is reflected in the calculations for each of the infiltration system DMAs in Attachment E.

The DCV will then be directed to a manhole with a deep sump. The sump will provide a second opportunity to capture sediments, especially those from very low flow to settle out, before the

storm water enters the next pre-treatment BMP, the StormTech isolator row to allow for the settling of the particles, down to a targeted particle size, before the storm water is directed to the rest of the StormTech infiltration system or similar underground infiltration system.

Calculations for the length of the proposed isolator row to allow for the settling of the sediments at a targeted pollutant size is included in Attachment E. Storm Tech MC-45000 storage chambers is proposed as the isolator row.

The Resort believes it is providing a robust pre-treatment system with redundancy for the pollutants that are expected to be generated or have a potential to be generated based on the project's land use activities (parking lot with negligible landscaping) as identified in Table 2.1 of the County of Orange TGD.

In addition, DMA A-1 also includes water features that shall be designed to overflow to sanitary sewer and shall not discharge to the site storm drain.

Assessment of Clogging Risk

Worksheet 3-D in Attachment E provides a quantitative estimate of the length of time to the intitial maintenance of the infiltration chambers to assist in validating this approach.

Based on this analysis, it appears that the system is unlikely to experience pre-mature clogging. An average factor of safety of 2.8 (see attachment E) helps alleviate uncertainty in actual conditions that the system will encounter.

The table on the following page provides an overview of the proposed infiltration systems and BMPs:

The BMPs are located at:

1) Infiltration System 1 (Storm Chamber 1): N 6,052,092 E 2,241,742
    a. Lat: 33.808025; Long: -117.927815
2) Bioretention Area A-2: N 6,052,186 E 2,241,837
    a. Lat: 33.808315; Long: -117.927387
3) Bioretention Area A-3: N 6,051,958 E 2,241,630
    a. Lat: 33.807721; Long: -117.927999

Site Design BMPs

The following table provides a list of Site Design BMPs that may be applicable for Priority Projects. Please identify each Site Design BMP included for the project, and briefly describe within the table. See Master WQMP Section 3.4.

Name	Check If Included	Brief Description
Retention Grading	☐	
Downspout Dispersion	☒	Splash blocks are proposed for all roof downspouts and drained to a nearby landscaping area
Downspout Infiltration	☐	
Amended Soils Over Tight Underlying Soils	☐	
Street Trees, Canopy Interception	☒	Street trees will be placed along street cooridors as shown in the drawings in section VI
Use of drought tolerant trees/shrubs	☐	
Minimize Use of Impervious Surfaces in Landscape Design	☒	Minimized impervious areas by not using decorative concrete in the design and reducing walkways and internal roads to minimum width possible for use
Walkways Constructed with Permeable Surfaces	☐	

Table for Summarizing DMAs and BMPs

General summary of all project DMAs and proposed BMPs. Details are provided in the next sections. See Master WQMP Section 3.6 for details.

DMA ID	Land Cover	Area, ac	% Imp	DCV Required, cu-ft	Narrative of Site Design Approach	LID Compliance Approach[1]
A-1 & A-1a	Landscape, Sidewalk and Building	1.40	76%	2,733	Infiltrate at least the required design capture volume	Sub-watershed infiltration system BMP, Infiltration System 1
A-2 & A-2a	Landscape and Sidewalk	0.13	56%	211	Infiltrate at least the required design capture volume	Sub-watershed bioretention BMP, Bioretention 1
A-3 & A-3a	Landscape and Sidewalk	0.57	27%	614	Infiltrate at least the required design capture volume	Sub-watershed bioretention BMP, Bioretention 1
C-1 & C-1a	Landscape, Sidewalk and Building	1.48	67%	N/A	Existing Treatment (see table 5.4 in Attachment E)	N/A
C-2	Asphalt and Building	0.41	100%	N/A	Undeveloped (see table 5.4 in Attachment E)	N/A

[1] Per the Resort Master WQMP, LID compliance approaches may include project-based LID BMPs (list the type), a sub-watershed LID BMP, and/or participation in the BMP Exchange, if eligible.

IV.3 LID BMP Selection and Project Conformance Analysis

The infiltration feasibility category (Categories 1 through 3; Master WQMP Section 3.6.2) for each project DMA is described in this section along with the infiltration feasibility category that applies to each project DMA. An explanation or supporting information (e.g., Geotechnical Report) are provided, if applicable, including completed worksheets (Master WQMP Appendix 3-B) in Attachment A.

IV.3.1 Infiltration Feasibility Category

Table for Summarizing Infiltration Category

DMA ID	Infiltration Feasibility Category	Explanation and Supporting Information
A-1	1	Using an infiltration rate of 1.0"/hr, the proposed infiltration BMP will be able to infiltrate the DCV within 48 hours
A-2	1	Using an infiltration rate of 3.4"/hr, the proposed infiltration BMP will be able to infiltrate the DCV within 48 hours
A-3	1	Using an infiltration rate of 3.4"/hr, the proposed infiltration BMP will be able to infiltrate the DCV within 48 hours

IV.3.2 Infiltration BMPs (Full, Biotreatment with Infiltration, Harvest or Biotreatment)

The proposed project has identified the following BMPs (see Master WQMP Section 3.6.4) to meet the requirements:

IV.3.2.1 Full Infiltration BMPs (Category 1 Feasibility Conditions)

☐ This category is not applicable to this project.

☒ This category applies to this project.

The following table identifies the infiltration BMPs to be used in project that fulfill the DCV requirements in full and as part of the proposed project footprint.

Name	Included?
Bioretention without underdrains (possible)	☐
Rain gardens	☐
Porous landscaping	☐
Infiltration planters	☐
Retention swales	☐
Infiltration trenches	☐
Infiltration basins	☐
Drywells	☐
Subsurface infiltration galleries	☒
French drains	☐
Permeable asphalt	☐
Permeable concrete	☐
Permeable concrete pavers	☐
Other:	☐
Other:	☐

Select sizing method used to derive the calculations in the following table:

☐ Resort Sizing Factor Method for Infiltration BMPs (Master WQMP Section 3.7.4) (preferred)

☒ Simple DCV method (TGD Section III.3.1)

☐ Capture efficiency method for volume-based BMPs (TGD Section III.3.2)

Table to Summarize Sizing of Infiltration BMPs

DMA ID	Area, ac	% Imp	DCV Required, cu-ft	LID BMP	DCV Provided, cu-ft	Sizing Method; Location of Worksheet/ Calculations
A-1 & 1a*	1.40	76%	2,733	Infiltration System 1	3,204	Simple Method Runoff Coefficient for Volume-Based BMP sizing; See Attachment E for calculations

*See table 5.2 in Attachment E for breakdown of each individual area

IV.3.2.2 Biotreatment with Infiltration BMPs (Category 2 Feasibility Conditions)

☐ This category is not applicable to this project.

☒ This category applies to this project.

The following table identifies the biotreatment with infiltration BMPs to be used in project

Name	Included?
Bioretention with elevated underdrains	☐
Biofiltration Planter with elevated underdrains	☐
Other: Bioretention without underdrains	☒
Other:	☐

Select sizing method used to derive the calculations in the following table:

☐ Resort Sizing Factor Method for Biotreatment with (Partial) Infiltration BMP (Master WQMP Section 3.7.4) (preferred)

☒ Simple DCV method (TGD Section III.3.1)

☐ Capture efficiency method for volume-based BMPs (TGD Section III.3.2)

Summary Table Utilizing Resort Biotreatment with Infiltration Sizing Factor

DMA ID	Area, ac	% Imp	BMP Volume Required, sq-ft[1]	LID BMP	BMP Volume Provided, sq-ft[1]	Sizing Method; Location of Worksheet/ Calculations
A-2 & 2a*	0.13	56%	211	INF-3 Bioretention Area A-2	227	Simple Method Runoff Coefficient for Volume-Based BMP sizing; See Attachment E for calculations
A-3 & 3a*	0.57	27%	614	INF-3 Bioretention Area A-3	622	Simple Method Runoff Coefficient for Volume-Based BMP sizing; See Attachment E for calculations

[1] Size expressed in surface area at mid ponding depth when using Resort Sizing Factor method. BMP profile (i.e., ponding depth, media depth, stone depth) must also be reported. Size expressed in volume (cu-ft) when using DCV or capture efficiency method.

*See table 5.2 in Attachment E for breakdown of each individual area

IV.3.2.3 Rainwater Harvesting BMPs (Category 3 Feasibility Conditions)

☒ This category is not applicable to this project.

☐ This category applies to this project.

Rainwater harvesting BMPs were considered for this project as follows:

Not Applicable

IV.3.2.4 Biotreatment BMPs (Category 3 Feasibility Conditions)

☒ This category is not applicable to this project.

☐ This category applies to this project.

The following biotreatment BMPs were identified and selected for the project's DMAs where infiltration and harvest and use are not feasible.

Name	Included?
Bioretention with underdrains	☐

Stormwater planter boxes with underdrains	☐
Rain gardens with underdrains	☐
Proprietary vegetated biotreatment systems	☐
Other:	☐
Other:	☐

Select sizing method used to derive the calculations in the following table:

☐ Resort Sizing Factor Method for Biotreatment with (Partial) Infiltration BMP (Master WQMP Section 3.7.4) (preferred) (set infiltration rate to zero when using this method for biotreatment only BMPs)

☐ Simple DCV method (TGD Section III.3.1)

☐ Capture efficiency method for volume-based BMPs (TGD Section III.3.2)

☐ Capture efficiency method for flow-based BMPs (TGD Section III.3.3)

Summary Table for Biotreatment BMPs

DMA ID	Area, ac	% Imp	BMP Surface Area Required, sq-ft[1]	LID BMP	BMP Surface Area Provided, sq-ft[1]	Sizing Method; Location of Worksheet/ Calculations

[1] Size expressed in surface area at mid ponding depth when using Resort Sizing Factor method. BMP profile (i.e., ponding depth, media depth, stone depth) must also be reported. Size expressed in volume (cu-ft) when using DCV or capture efficiency method. Size expressed in flowrate (cfs) when using flow-based sizing methods.

IV.3.3 Sub-Watershed LID BMPs

The following section summarizes the sub-watershed LID BMPs applicable to the compliance approach for stormwater runoff treatment for the project.

Sub-Watershed BMP Description

The proposed infiltration system and bioretention systems are part of the sub-watershed BMP as the DCV includes run-on or area upstream of the project footprint that area being directed to the proposed infiltration system and bioretention systems.

Sub-watershed BMP Acceptance Criteria

[Answer all with Yes, No, or N/A (Not Applicable)].

Acceptance Question	Response (Yes, No or NA)	Guidance
1. Is this a stand-alone sub-watershed BMP, being developed for future constrained projects?	☐Yes ☒No ☐N/A	If Yes, include a sub-watershed BMP Exhibit/Site Plan; skip to item No. 5
2. Will the sub-watershed BMP be constructed prior to occupancy of the development project it is associated with?	☒Yes ☐No ☐N/A	If this is a stand-alone sub-watershed BMP project, then this question is not applicable.
3. Is the sub-watershed BMP downstream of the project footprint, such that runoff from the project would be diverted to the sub-watershed BMP?	☐Yes ☒No ☐N/A	Show the location of both project and sub-watershed BMP on the BMP Exhibit/Site Plan. If this is a stand-alone sub-watershed BMP project, then this question is not applicable.
4. Is there adequate capacity remaining in the sub-watershed BMP to accommodate project runoff?	☒Yes ☐No ☐N/A	Show tabulations in the table below. Section IV.4 must also be completed
5. Is it feasible to infiltrate in the location of the sub-watershed BMP, as demonstrated via site specific geotechnical investigation?	☒Yes ☐No ☐N/A	If yes, include copy of geotechnical investigation in Attachment E. If no, provide explanation and technical justification in the Sub-Watershed BMP Description below.
6. Is an operations and maintenance plan, with funding and responsibility, defined in this WQMP or in the previous WQMP that created the sub-watershed BMP?	☒Yes ☐No ☐N/A	Explain: An operations and maintenance plan for the site shall be provided with the Final WQMP. An operations and maintenance plan for the underground infiltration galleries and storm drain Defender has been included in Attachment B

The sub-watershed BMP included in this WQMP meets the following criteria:

☒ Option 1. A new Sub-Watershed BMP is part of this project. Details are provided in Option 1 and in the table below.

☐ Option 2. A pre-existing Sub-Watershed BMP is available and operational for this project with BMP credits proposed to meet the DCV. The details are provided in Option 2 and in the table below.

The current Master WQMP Project Tracking Sheet (Master WQMP Appendix 5-A) is provided in Attachment D.

Option 1. BMP Capacity Tabulation for New Sub-watershed BMP

Parameter	Value	Guidance
Total Tributary Area to Sub-watershed BMP, ac ($A_{subwshed}$)	2.09 (Cumulative area A-1, A-2 and A-3)	Tabulate total tributary area to the diversion structure to the sub-watershed BMP. Show the BMP location and tributary are on the BMP Exhibit/Site Plan
Long Term Efficiency of Sub-watershed Runoff Volume by Sub-watershed BMP, (% Cap)	80%	Provide capture efficiency worksheet (Appendix 4-C.2)
Equivalent Developable Area, ac ($A_{developable}$)	2.09	$A_{subwshed} \times [\%cap/80\%]$
Development Project Footprint Area, ac ($A_{project}$)	1.82	Footprint of the development project contained in this WQMP
Surplus Developable Area, ac	0.27 (Cumulative area A-1a, A-2a and A-3a)	$A_{developable} - A_{project}$

Option 2. BMP Capacity Tabulation for Pre-existing Sub-watershed BMPs

Parameter	Value	Guidance
Development Project Footprint Area, ac ($A_{project}$)		Footprint of the development project contained in this WQMP
Remaining Available Capacity in Sub-watershed BMP before Project, ac ($A_{available}$)		Provide BMP Exchange Tracking Sheet to demonstrate available capacity
Remaining Available Capacity in Sub-watershed BMP after Project, ac		$A_{project} - A_{available}$

IV.3.4 Treatment Control BMPs

Treatment control BMPs can only be considered if the project conformance analysis indicates that it is not feasible to retain the full design capture volume with LID BMPs. Below is a description of the treatment control BMPs for this project, if applicable.

Treatment Control BMPs	
BMP Name	**BMP Description**

IV.3.5 Non-structural Source Control BMPs

The Disneyland Resort has identified the default non-structural source control BMPs in section 3.4.2 of the Master WQMP. Any deviations from the Master WQMP are noted below.

Non-Structural Source Control BMPs				
Identifier	**Name**	**Check One**		**If not applicable, state brief reason**
		Included	**Not Applicable**	
N1	Education for Property Owners, Tenants and Occupants	☒	☐	Per the Resort's Master WQMP
N2	Activity Restrictions	☒	☐	Per the Resort's Master WQMP
N3	Common Area Landscape Management	☒	☐	Per the Resort's Master WQMP
N4	BMP Maintenance	☒	☐	Per the Resort's Master WQMP and as noted in this project WQMP

N5	Title 22 CCR Compliance (How development will comply)	☐	☒	No hazardous waste stored as part of this project
N6	Local Industrial Permit Compliance	☐	☒	Not an industrial use
N7	Spill Contingency Plan	☐	☒	No hazardous waste stored as part of this project
N8	Underground Storage Tank Compliance	☐	☒	No underground storage tanks on project site
N9	Hazardous Materials Disclosure Compliance	☐	☒	No hazardous materials used/ stored as part of this project
N10	Uniform Fire Code Implementation	☒	☐	Per the Resort's Master WQMP
N11	Common Area Litter Control	☒	☐	Litter management managed per existing protocols described in Master WQMP
N12	Employee Training	☒	☐	Per the Resort's Master WQMP
N13	Housekeeping of Loading Docks	☐	☒	No loading docks on project site
N14	Common Area Catch Basin Inspection	☒	☐	Per the Resort's Master WQMP
N15	Street Sweeping Private Streets and Parking Lots	☒	☐	Per the Resort's Master WQMP
N16	Retail Gasoline Outlets	☐	☒	No retail gasoline outlets on project site

IV.3.6 Structural Source Control BMPs

The Disneyland Resort has identified the default structural source control BMPs in Section 3.4.2 of the Master WQMP. Any deviations from the Master WQMP are noted below.

Structural Source Control BMPs				
Identifier	**Name**	**Check One**		**If not applicable, state brief reason**
		Included	**Not Applicable**	
S1	Provide storm drain system stenciling and signage	☒	☐	Per the Resort's Master WQMP
S2	Design and construct outdoor material storage areas to reduce pollution introduction	☐	☒	No outdoor storage areas
S3	Design and construct trash and waste storage areas to reduce pollution introduction	☐	☒	No trash and waste storage areas included in this project
S4	Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	☒	☐	Per the Resort's Master WQMP
S6	Dock areas	☐	☒	No dock areas in this project
S7	Maintenance bays	☐	☒	No maintenance bays in this project
S8	Vehicle wash areas	☐	☒	No vehicle wash areas in this project
S9	Outdoor processing areas	☐	☒	No outdoor processing areas in this project Or explain
S10	Equipment wash areas	☐	☒	No equipment wash areas in this project
S11	Fueling areas	☐	☒	No fueling areas in this project
S13	Wash water control for food preparation areas	☐	☒	No food preparation areas in this project

IV.4 BMP Exchange

This section outlines the project's participation in the Resort's BMP Exchange, if applicable, per Master WQMP Section 5.2 and by using the worksheet in Master WQMP Appendix 5-B.

IV.4.1 Eligibility to Participate in BMP Exchange

Eligibility to participate in alternative compliance and use the BMP Exchange is documented per Section 5.2 of the Master WQMP and described below.

Not Applicable

IV.4.2 Credit Utilization Documentation

Documentation supporting a BMP Exchange credit request to be utilized for the project per section 5.2 of the Master WQMP is described below.

Existing BMPs currently exist onsite per the DLH Central Area Improvement WQMP, OTH2010-00536, dated July 9, 2010. Portions of these existing BMPs will either be demolished or have portions of the existing hardscape that previously generated credits diverted to the new site BMPs with the proposed project as described in Section II.4. See Attachment C "Existing WQMP Site Plan (WQMP-01)" for additional information. See Attachment E for Credit Utilization Documentation.

BMP Exchange Debit Summary from Worksheets (Appendix 5-B.2) in Attachment E				
SubArea and Existing BMP	Total A_{debit} (sq-ft)		Surface 1 Area (sq-ft)	Surface 2 Area (sq-ft)
A-1, Planter Areas (BMP TC-31)	9,179		-	9,179
C-1, Infiltration Trench (BMP TC-10)	430		-	430
C-1, Planter Areas (BMP TC-31)	210		-	210
Total	**9,819**		**-**	**9,819**

IV.4.3 Credit Generation Documentation

Documentation supporting a BMP Exchange credit being generated by the project per section 5.3 of the Master WQMP is described below.

The infiltration system and bioretention systems will be used to generate water quality credit for infiltration and volume reduction from the existing site as part of the sub-watershed BMP and for generating credit for the BMP Exchange program. A summary of the credits generated by each of the BMP systems is provided below. See Attachment E for Credit Generation Documentation.

BMP Exchange Credit Summary from Worksheets (Appendix 5-B.2) in Attachment E				
Infiltration Unit	Total A_{Credit} (sq-ft)		Surface 1 Area (sq-ft)	Surface 2 Area (sq-ft)
Storm Chamber 1 (DMA A-1a)	6,250		6,250	-
Bioretention 1 (DMA A-3a)	3,080		3,080	-
Bioretention 2 (DMA A-2a)	570		570	-
Total	**9,900**		**9,900**	**-**

IV.4.4 Summary of BMP Exchange Activity

The BMP Exchange activities associated with this project are summarized in the table below. Upon receipt of Final Project WQMP approval by the City of Anaheim, the entries listed below are shown in the latest version of the Resort's Master WQMP Project Tracking Sheet[2] (See Attachment D).

[2] The Master WQMP Project Tracking Sheet is updated with the Summary of BMP Exchange Activity information provided below and in the worksheet in Appendix 5-B. Environmental Affairs will provide the updated Master WQMP Project Tracking Sheet upon review of the Preliminary Project WQMP, prior to submittal to the City of Anaheim.

Summary of BMP Exchange Activity

Starting Balance

Credit type (enter in the appropriate column) →	Roads/Parking	Other
BMP Exchange Balance Prior to Project (sq-ft)	381,179	6,791

Credit Generation

Is the project adding to the BMP Exchange? Yes ☒ No ☐

If Yes:

Credit type (enter in the appropriate column) →	Roads/Parking	Other
Project-based BMP Credit Generated (sq-ft)	_____	_____
Sub-Watershed BMP Credit Generated (sq-ft)	0	9,900
New BMP Exchange Balance (sq-ft)	381,179	16,691

Attach Worksheet in Master WQMP Appendix 5-B to show exchange calculations.

Credit Utilization

Is the project utilizing credits from the BMP Exchange? Yes ☒ No ☐

Is the project eligible to utilize the BMP Exchange?

☒ Yes, credits are being subtracted from a sub-watershed BMP for a tributary project

☐ Yes, as part of alternative compliance. See Section IV.4.2.

Credit type (enter in the appropriate column) →	Roads/Parking	Other
BMP Exchange Credits Utilized (sq-ft)	0	9,819

Ending Balance

Has BMP Exchange sheet been modified to reflect changes? Yes ☒ No ☐

Credit type (enter in the appropriate column) →	Roads/Parking	Other
BMP Exchange Balance After Project (sq-ft)	381,179	6,872

Section V Inspection/Maintenance Responsibility for BMPs

The table below summarized the inspection, operation, and maintenance responsibilities for this project's BMPs. The Operation and Maintenance Plan specific to the selected BMPs for this project is provided in Attachment B.

BMP Inspection/Maintenance			
BMP	**Responsible Party(s)**	**Inspection/ Maintenance Activities Required**	**Minimum Frequency of Activities**
N1, Education for Property Owners, Tenants and Occupants	Director, Environmental Affairs and Conservation	Owner, tenants, and contracted personnel are provided training using specified materials.	Educational Materials updated as needed
N3, Common Area Landscape Management	Director, Horticulture and Resort Enhancement	Verify that the irrigation system is working properly; Check for broken sprinkler heads and verify proper coverage. Adjust valve run times to avoid over-watering and/or ponding in landscape areas.	Ongoing; system to be repaired or replaced as necessary
N4, BMP Maintenance	Director, Engineering Services	Verify BMP is operating as intended; verify that no damage has occurred after storm events.	Inspected and/or cleaned quarterly, and as needed
N9, Hazardous Materials Disclosure Compliance	General Manager, Security & Emergency Services	Comply with County/City ordinances on Hazardous Materials Disclosure.	Ongoing
N10, Uniform Fire Code Implementation	General Manager, Security & Emergency Services	Comply with Article 80 of the Uniform Fire Code.	Ongoing
N11, Common Area Litter Control	General Manager, Park Operations and Guest Services	Pick up debris and trash to maintain a clean site. Sweep out trash storage area(s) and pick up loose debris and trash.	Daily litter removal

N12, Employee Training	Director, Environmental Affairs and Conservation	Employees responsible for the implementation of this WQMP shall be familiar with this document and shall be provided with classes, seminars, etc. to satisfy on-going BMP training.	Training within one month of start date, annually thereafter (prior to October 1st)
N14, Common Area Catch Basin Inspection	Director, Engineering Services	Inspect drain inlets and catch basins. Ensure that area drains in landscaped areas are clear of debris and sediment.	Rainy Season: Once prior to October 1st and monthly or as needed thereafter Dry Season: As needed
N15, Street Sweeping Private Streets and Parking Lots	General Manager, Park Operations and Guest Services	Sweep parking lot using street sweepers.	Twice per week.
S1, Provide storm drain stencilling and signage	Director, Engineering Services	Verify legibility of prohibitive language markers and signs at storm drain inlets and catch basins and replace as needed.	Annually, replace as needed
S4, Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	Director, Horticulture and Resort Enhancement	Implement application methods of irrigation water to minimize runoff of excess irrigation water into the storm water conveyance system, correct as necessary.	Monthly, correct as needed
Infiltration System	Director, Engineering Services	Inspect system and measure for sediment build up at each riser and cleanout/manhole location. If measured sediment build up is between 5% and 20% of storm chamber depth, consider cleaning. If sediment exceeds 205, perform clean-up at earliest convenience.	Inspect minimum twice per year, prior to October 1st, and after the rainy season after April 1st. Clean as needed.
Hydrodynamic Separator	Director, Engineering Services	Inspect and maintain per manufacturer's recommendations	Inspect minimum twice per year, prior to October 1st, and after the rainy season after

			April 1st. Clean as needed
INF-3: Bioretention	Director, Engineering Services	Verify BMP is operating as intended; verify that no damage has occurred after storm events	Inspect minimum twice per year, prior to October 1st, and after the rainy season after April 1st. Clean as needed
7011			

Section VI BMP Exhibit (Site Plan)

VI.1 BMP Exhibit (Site Plan)

The project's BMP exhibit is included in Attachment C as required in the Orange County Model WQMP.

VI.2 Submittal and Recordation of Water Quality Management Plan

Each approved and Final Project WQMP (including BMP Exhibit, Operations and Maintenance (O&M) Plan, and Appendices) shall be submitted as required by the City of Anaheim and recorded in the Orange County Clerk-Recorder's Office, prior to close-out of grading and/or building permit.

Section VII Educational Materials

Please refer to the pre-established education and employee training material included in Appendix 3-F of the Master WQMP, dated December 2014 incorporated here by reference.

Attachment A
Infiltration BMP Feasibility Worksheet

Infiltration BMP Feasibility Worksheet for DMA No. Storm Chamber Location #1
(See section IV.2 of the WQMP Template)

	Infeasibility Criteria	*Yes*	*No*
1	**Would Infiltration BMPs pose significant risk for groundwater related concerns?** Refer to Worksheet I below for guidance on groundwater-related infiltration feasibility criteria.		**X**
Provide basis: The depth to groundwater at the Resort site is show as greater than 50 feet in Exhibit XVI-2d of the TGD. Per the Infiltration Report by Terracon dated 10/6/17, Groundwater was encountered during previous site explorations within the project area at depths ranging between 77.5 and 79.5 feet below ground surface (bgs). Based on other regional data, the historical highest groundwater level in the project vicinity is 63 feet bgs.			
2	Would Infiltration in any quantity **pose significant risk of increasing risk of geotechnical hazards that cannot be mitigated to an acceptable level**? (Yes if the answer to any of the following questions is yes, as established by a geotechnical expert)		**X**
Basis description: **Infiltration systems shall be placed a minimum of 10 ft from building foundations per Terracon infiltration Report dated Oct. 6, 2017. Storm Chamber locations proposed are more than 10 ft from building foundations.** Bioretention areas are also proposed to be located a minimum of 10 ft from the parking structure.			
3	Would infiltration of the DCV from drainage area **violate downstream water rights**?		**X**
Basis description: No water rights issues apply to the Resort.			

Infiltration BMP Feasibility Worksheet for DMA No. Storm Chamber Location #1
(See section IV.2 of the WQMP Template)

	Partial Infeasibility Criteria	*Yes*	*No*
4	**Is proposed infiltration facility located on HSG D soils** or the site geotechnical investigation identifies presence of soil characteristics which support categorization as D soils?		**X**
Basis description: Exhibit XVI-2a of the TGD shows only HSG A and B soils on the Resort's project areas.			
5	**Is measured infiltration rate below proposed facility less than 0.3 inches per hour but the site is otherwise acceptable for partial infiltration**? This calculation shall be based on the methods described in Appendix VII.		**X**
Basis description: Per the infiltration tests done by Terracon Consultants at the BMP treatment locations proposed, measured infiltration rates range between 2.1 and 6.7 in/hr within the first 5 to 10 feet of soil depth depending on the borings taken. **Storm Chamber Location #1 has an assumed infiltration rate of 2.1 in/hr**			
6	**Would reduction of over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**
Basis description: The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Reduction in flow compared to existing conditions is not of concern.			
7	**Would an increase in infiltration over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**

Infiltration BMP Feasibility Worksheet for DMA No. Storm Chamber Location #1
(See section IV.2 of the WQMP Template)

Basis description:
The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Additionally, the project infiltrates stormwater to a managed aquifer that is pumped by OCWD, so there is no risk of significantly increasing groundwater levels or changing seasonality of surface water.

Infiltration BMP Feasibility Worksheet for DMA No. Storm Chamber Location #1
(See section IV.2 of the WQMP Template)

	Continued.	*Yes*	*No*
8	**Is there substantial evidence that infiltration from the project would result in a significant increase in inflow and infiltration** (I&I) to the sanitary sewer that cannot be sufficiently mitigated? Provide narrative discussion and supporting evidence: Psomas will check if there is any information on the condition of existing sewers within the vicinity of the proposed BMP's.		**X**
Infiltration Screening Results			
Check box corresponding to result of above evaluation		*Yes*	*No*
9	If any answer from row 1-3 is yes: infiltration of any volume is **not feasible** within the DMA or equivalent. **The infiltration category for the DMA is Category 3, no infiltration.** Basis description:		**X**
10	If any answer from row 4-8 is yes, infiltration is permissible but is not presumed to be feasible for the entire DCV. **The infiltration category for the DMA is Category 2, partial infiltration.** Basis description:		**X**
11	If all answers to rows 1 through 10 are no, infiltration of the full DCV is potentially feasible, BMPs must be designed to infiltrate the full DCV to the maximum extent practicable. **The infiltration category for the DMA is Category 1, full infiltration.**	**X**	

Groundwater Quality Screening Worksheet for DMA No. Storm Chamber Location #1 (See section IV.2 of the WQMP Template)

1	What is the tributary area to the BMP? (A)	1.40	acres
2	What land use activities are present in the tributary area (list all) Existing Parking Lot and Downtown Disney Retail Space		
		Enter Yes or No Below	
3	Does the tributary area contain more than 10 percent of land uses that has elevated potential for generating elevated levels of dissolved metals, pesticides, hydrocarbons, or solvents? Example: • Outdoor maintenance yards • Fueling stations • Chemical or pesticide storage areas	No	
		Enter Yes, No, or NA Below	
4	Are pretreatment and source isolation BMPs in place for land uses with potential for contaminant spills and/or higher levels of contamination in stormwater runoff?	N/A	
5	Is the site within 250 feet of a location of contaminated soils? If yes, then infiltration should be avoided unless demonstrated to be allowable based on a site-specific study.	No	
6	What level of risk to groundwater quality is posed by infiltration of stormwater runoff? • If the answer to Line 3 and 5 is No, then the site is a low risk site. • If the answer to Line 3 is Yes, and Line 4 is No, then the site is a high risk site. • If the answer to Line 5 is Yes, then the site is a high risk site. • All other combinations, the site is a medium risk site.	**Circle as indicated to the left**: (Low) Medium High	

Guidance for BMP selection:

- **Low Risk:** Any infiltration BMP is ok; provide pretreatment for sediment
- **Medium Risk:** Infiltration is ok; BMP should include an amended media layer before infiltrating to native soil
- **High Risk:** Infiltration should be avoided.

Infiltration BMP Feasibility Worksheet for DMA No. A-2 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Infeasibility Criteria	*Yes*	*No*
1	**Would Infiltration BMPs pose significant risk for groundwater related concerns?** Refer to Worksheet I below for guidance on groundwater-related infiltration feasibility criteria.		**X**
Provide basis: The depth to groundwater at the Resort site is show as greater than 50 feet in Exhibit XVI-2d of the TGD. Per the Infiltration Report by Terracon dated 10/6/17, Groundwater was encountered during previous site explorations within the project area at depths ranging between 77.5 and 79.5 feet below ground surface (bgs). Based on other regional data, the historical highest groundwater level in the project vicinity is 63 feet bgs.			
2	Would Infiltration in any quantity **pose significant risk of increasing risk of geotechnical hazards that cannot be mitigated to an acceptable level**? (Yes if the answer to any of the following questions is yes, as established by a geotechnical expert)		**X**
Basis description: Infiltration systems shall be placed a minimum of 10 ft from building foundations per Terracon infiltration Report dated Oct. 6, 2017. Storm Chamber locations proposed are more than 10 ft from building foundations. **Bioretention areas are also proposed to be located a minimum of 10 ft from the Building.**			
3	Would infiltration of the DCV from drainage area **violate downstream water rights**?		**X**
Basis description: No water rights issues apply to the Resort.			

Infiltration BMP Feasibility Worksheet for DMA No. A-2 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Partial Infeasibility Criteria	*Yes*	*No*
4	**Is proposed infiltration facility located on HSG D soils** or the site geotechnical investigation identifies presence of soil characteristics which support categorization as D soils?		**X**
Basis description: Exhibit XVI-2a of the TGD shows only HSG A and B soils on the Resort's project areas.			
5	**Is measured infiltration rate below proposed facility less than 0.3 inches per hour but the site is otherwise acceptable for partial infiltration**? This calculation shall be based on the methods described in Appendix VII.		**X**
Basis description: Per the infiltration tests done by Terracon Consultants at the BMP treatment locations proposed, measured infiltration rates range between 2.1 and 6.7 in/hr within the first 5 to 10 feet of soil depth depending on the borings taken. **Bioretention at A-2 & A-3 have an assumed infiltration rate of 2.1 in/hr**			
6	**Would reduction of over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**
Basis description: The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Reduction in flow compared to existing conditions is not of concern.			
7	**Would an increase in infiltration over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**

Infiltration BMP Feasibility Worksheet for DMA No. A-2 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

Basis description:
The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Additionally, the project infiltrates stormwater to a managed aquifer that is pumped by OCWD, so there is no risk of significantly increasing groundwater levels or changing seasonality of surface water.

Infiltration BMP Feasibility Worksheet for DMA No. A-2 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Continued.	*Yes*	*No*
8	**Is there substantial evidence that infiltration from the project would result in a significant increase in inflow and infiltration** (I&I) to the sanitary sewer that cannot be sufficiently mitigated? Provide narrative discussion and supporting evidence: Psomas will check if there is any information on the condition of existing sewers within the vicinity of the proposed BMP's.		**X**
Infiltration Screening Results			
Check box corresponding to result of above evaluation		*Yes*	*No*
9	If any answer from row 1-3 is yes: infiltration of any volume is **not feasible** within the DMA or equivalent. **The infiltration category for the DMA is Category 3, no infiltration.** Basis description:		**X**
10	If any answer from row 4-8 is yes, infiltration is permissible but is not presumed to be feasible for the entire DCV. **The infiltration category for the DMA is Category 2, partial infiltration.** Basis description:		**X**
11	If all answers to rows 1 through 10 are no, infiltration of the full DCV is potentially feasible, BMPs must be designed to infiltrate the full DCV to the maximum extent practicable. **The infiltration category for the DMA is Category 1, full infiltration.**	**X**	

Groundwater Quality Screening Worksheet for DMA No. A-27 – Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

Infiltration BMP Feasibility Worksheet for DMA No. A-2 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

1	What is the tributary area to the BMP? (A)	0.13	acres
2	What land use activities are present in the tributary area (list all) Existing Parking Lot and Downtown Disney Retail Space		
		Enter Yes or No Below	
3	Does the tributary area contain more than 10 percent of land uses that has elevated potential for generating elevated levels of dissolved metals, pesticides, hydrocarbons, or solvents? Example: • Outdoor maintenance yards • Fueling stations • Chemical or pesticide storage areas	No	
		Enter Yes, No, or NA Below	
4	Are pretreatment and source isolation BMPs in place for land uses with potential for contaminant spills and/or higher levels of contamination in stormwater runoff?	N/A	
5	Is the site within 250 feet of a location of contaminated soils? If yes, then infiltration should be avoided unless demonstrated to be allowable based on a site-specific study.	No	
6	What level of risk to groundwater quality is posed by infiltration of stormwater runoff? • If the answer to Line 3 and 5 is No, then the site is a low risk site. • If the answer to Line 3 is Yes, and Line 4 is No, then the site is a high risk site. • If the answer to Line 5 is Yes, then the site is a high risk site. • All other combinations, the site is a medium risk site.	**Circle as indicated to the left**: (Low) Medium High	

Guidance for BMP selection:

- **Low Risk:** Any infiltration BMP is ok; provide pretreatment for sediment
- **Medium Risk:** Infiltration is ok; BMP should include an amended media layer before infiltrating to native soil
- **High Risk:** Infiltration should be avoided.

Infiltration BMP Feasibility Worksheet for DMA No. A-3 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Infeasibility Criteria	*Yes*	*No*
1	**Would Infiltration BMPs pose significant risk for groundwater related concerns?** Refer to Worksheet I below for guidance on groundwater-related infiltration feasibility criteria.		**X**
Provide basis: The depth to groundwater at the Resort site is show as greater than 50 feet in Exhibit XVI-2d of the TGD. Per the Infiltration Report by Terracon dated 10/6/17, Groundwater was encountered during previous site explorations within the project area at depths ranging between 77.5 and 79.5 feet below ground surface (bgs). Based on other regional data, the historical highest groundwater level in the project vicinity is 63 feet bgs.			
2	Would Infiltration in any quantity **pose significant risk of increasing risk of geotechnical hazards that cannot be mitigated to an acceptable level**? (Yes if the answer to any of the following questions is yes, as established by a geotechnical expert)		**X**
Basis description: Infiltration systems shall be placed a minimum of 10 ft from building foundations per Terracon infiltration Report dated Oct. 6, 2017. Storm Chamber locations proposed are more than 10 ft from building foundations. **Bioretention areas are also proposed to be located a minimum of 10 ft from the Building.**			
3	Would infiltration of the DCV from drainage area **violate downstream water rights**?		**X**
Basis description: No water rights issues apply to the Resort.			

Infiltration BMP Feasibility Worksheet for DMA No. A-3 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Partial Infeasibility Criteria	*Yes*	*No*
4	**Is proposed infiltration facility located on HSG D soils** or the site geotechnical investigation identifies presence of soil characteristics which support categorization as D soils?		**X**
Basis description: Exhibit XVI-2a of the TGD shows only HSG A and B soils on the Resort's project areas.			
5	**Is measured infiltration rate below proposed facility less than 0.3 inches per hour but the site is otherwise acceptable for partial infiltration**? This calculation shall be based on the methods described in Appendix VII.		**X**
Basis description: Per the infiltration tests done by Terracon Consultants at the BMP treatment locations proposed, measured infiltration rates range between 2.1 and 6.7 in/hr within the first 5 to 10 feet of soil depth depending on the borings taken. **Bioretention at A-2 & A-3 have an assumed infiltration rate of 2.1 in/hr**			
6	**Would reduction of over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**
Basis description: The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Reduction in flow compared to existing conditions is not of concern.			
7	**Would an increase in infiltration over predeveloped conditions cause impairments to downstream beneficial uses, such as change of seasonality of ephemeral washes or increased discharge of contaminated groundwater to surface waters?**		**X**

Infiltration BMP Feasibility Worksheet for DMA No. A-3 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

Basis description:
The Project discharges to only hardened and engineered channels between the Resort site and the Pacific Ocean. Additionally, the project infiltrates stormwater to a managed aquifer that is pumped by OCWD, so there is no risk of significantly increasing groundwater levels or changing seasonality of surface water.

Infiltration BMP Feasibility Worksheet for DMA No. A-3 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

	Continued.	*Yes*	*No*
8	**Is there substantial evidence that infiltration from the project would result in a significant increase in inflow and infiltration** (I&I) to the sanitary sewer that cannot be sufficiently mitigated? Provide narrative discussion and supporting evidence: Psomas will check if there is any information on the condition of existing sewers within the vicinity of the proposed BMP's.		**X**
Infiltration Screening Results			
Check box corresponding to result of above evaluation		*Yes*	*No*
9	If any answer from row 1-3 is yes: infiltration of any volume is **not feasible** within the DMA or equivalent. **The infiltration category for the DMA is Category 3, no infiltration.** Basis description:		**X**
10	If any answer from row 4-8 is yes, infiltration is permissible but is not presumed to be feasible for the entire DCV. **The infiltration category for the DMA is Category 2, partial infiltration.** Basis description:		**X**
11	If all answers to rows 1 through 10 are no, infiltration of the full DCV is potentially feasible, BMPs must be designed to infiltrate the full DCV to the maximum extent practicable. **The infiltration category for the DMA is Category 1, full infiltration.**	**X**	

Groundwater Quality Screening Worksheet for DMA No. A-27 – Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

Infiltration BMP Feasibility Worksheet for DMA No. A-3 - Bioretention (INF-3)
(See section IV.2 of the WQMP Template)

1	What is the tributary area to the BMP? (A)	0.56	acres
2	What land use activities are present in the tributary area (list all) Existing Parking Lot and Downtown Disney Retail Space		
		Enter Yes or No Below	
3	Does the tributary area contain more than 10 percent of land uses that has elevated potential for generating elevated levels of dissolved metals, pesticides, hydrocarbons, or solvents? Example: • Outdoor maintenance yards • Fueling stations • Chemical or pesticide storage areas	No	
		Enter Yes, No, or NA Below	
4	Are pretreatment and source isolation BMPs in place for land uses with potential for contaminant spills and/or higher levels of contamination in stormwater runoff?	N/A	
5	Is the site within 250 feet of a location of contaminated soils? If yes, then infiltration should be avoided unless demonstrated to be allowable based on a site-specific study.	No	
6	What level of risk to groundwater quality is posed by infiltration of stormwater runoff? • If the answer to Line 3 and 5 is No, then the site is a low risk site. • If the answer to Line 3 is Yes, and Line 4 is No, then the site is a high risk site. • If the answer to Line 5 is Yes, then the site is a high risk site. • All other combinations, the site is a medium risk site.	**Circle as indicated to the left**: (Low) Medium High	

Guidance for BMP selection:

- **Low Risk:** Any infiltration BMP is ok; provide pretreatment for sediment
- **Medium Risk:** Infiltration is ok; BMP should include an amended media layer before infiltrating to native soil
- **High Risk:** Infiltration should be avoided.

Worksheet H: Factor of Safety and Design Infiltration Rate and Worksheet (Storm Chamber 1)

Factor Category		Factor Description	Assigned Weight (w)	Factor Value (v)	Product (p) p = w x v
A	Suitability Assessment	Soil assessment methods	0.25	2	0.50
		Predominant soil texture	0.25	1	0.25
		Site soil variability	0.25	1	0.25
		Depth to groundwater / impervious layer	0.25	1	0.25
		Suitability Assessment Safety Factor, $S_A = \Sigma p$			1.25
B	Design	Tributary area size	0.25	2	0.50
		Level of pretreatment/ expected sediment loads	0.25	3	0.75
		Redundancy	0.25	3	0.75
		Compaction during construction	0.25	1	0.25
		Design Safety Factor, $S_B = \Sigma p$			2.25
Combined Safety Factor, $S_{Total} = S_A \times S_B$					2.8
Measured Infiltration Rate, inch/hr, $K_{observed}$ (corrected for test-specific bias)					2.8
Design Infiltration Rate, in/hr, $K_{DESIGN} = K_{Observed} / S_{Total}$					1.0

Supporting Data

Briefly describe infiltration test and provide reference to test forms:

A site specific infiltration test has been conducted near the proposed infiltration system locations.

See Attachment E for infiltration test report

The design infiltration rate used for this system located at the North west corner of the site is 2.0"/hr (i.e. with a Safety Factor = 2.8)

Note: The minimum combined adjustment factor shall not be less than 2.0 and the maximum combined adjustment factor shall not exceed 9.0.

Worksheet H: Factor of Safety and Design Infiltration Rate and Worksheet (A-2 - Bioretention - INF-3)

Factor Category		Factor Description	Assigned Weight (w)	Factor Value (v)	Product (p) p = w x v
A	Suitability Assessment	Soil assessment methods	0.25	2	0.50
		Predominant soil texture	0.25	1	0.25
		Site soil variability	0.25	1	0.25
		Depth to groundwater / impervious layer	0.25	1	0.25
		Suitability Assessment Safety Factor, $S_A = \Sigma p$			1.25
B	Design	Tributary area size	0.25	1	0.25
		Level of pretreatment/ expected sediment loads	0.25	1	0.25
		Redundancy	0.25	3	0.75
		Compaction during construction	0.25	1	0.25
		Design Safety Factor, $S_B = \Sigma p$			1.50
Combined Safety Factor, $S_{Total} = S_A \times S_B$					1.9
Measured Infiltration Rate, inch/hr, $K_{observed}$ (corrected for test-specific bias)					2.8
Design Infiltration Rate, in/hr, $K_{DESIGN} = K_{Observed} / S_{Total}$					1.5

Supporting Data

Briefly describe infiltration test and provide reference to test forms:

A site specific infiltration test has been conducted near the proposed infiltration system locations.

See Attachment E for infiltration test report

The design infiltration rate used for this system located at south of the proposed Simba Garage is 3.4"/hr (i.e. with a Safety Factor = 1.9)

Note: The minimum combined adjustment factor shall not be less than 2.0 and the maximum combined adjustment factor shall not exceed 9.0.

Worksheet H: Factor of Safety and Design Infiltration Rate and Worksheet (A-3 - Bioretention - INF-3)

Factor Category		Factor Description	Assigned Weight (w)	Factor Value (v)	Product (p) p = w x v
A	Suitability Assessment	Soil assessment methods	0.25	2	0.50
		Predominant soil texture	0.25	1	0.25
		Site soil variability	0.25	1	0.25
		Depth to groundwater / impervious layer	0.25	1	0.25
		Suitability Assessment Safety Factor, $S_A = \Sigma p$			1.25
B	Design	Tributary area size	0.25	1	0.25
		Level of pretreatment/ expected sediment loads	0.25	1	0.25
		Redundancy	0.25	3	0.75
		Compaction during construction	0.25	1	0.25
		Design Safety Factor, $S_B = \Sigma p$			1.50
Combined Safety Factor, $S_{Total} = S_A \times S_B$					1.9
Measured Infiltration Rate, inch/hr, $K_{observed}$ (corrected for test-specific bias)					2.1
Design Infiltration Rate, in/hr, $K_{DESIGN} = K_{Observed} / S_{Total}$					1.1

Supporting Data

Briefly describe infiltration test and provide reference to test forms:

A site specific infiltration test has been conducted near the proposed infiltration system locations.

See Attachment E for infiltration test report

The design infiltration rate used for this system located at the South west corner of the proposed Simba Garage is 3.4"/hr (i.e. with a Safety Factor = 1.9)

Note: The minimum combined adjustment factor shall not be less than 2.0 and the maximum combined adjustment factor shall not exceed 9.0.

Attachment B
Operation and Maintenance Plan

Operation and Maintenance Plan

BMP	Responsible Party(s)	Inspection/Maintenance Activities Required	Minimum Frequency
N1, Education for Property Owners, Tenants and Occupants	Director, Environmental Affairs and Conservation	Owner, tenants, and contracted personnel are provided training using specified materials.	Educational Materials updated as needed
N2, Activity Restrictions	General Manager, Park Operations and Guest Services	No sweeping of grass clippings, leaves, or other debris into catch basins.	Ongoing
N3, Common Area Landscape Management	Director, Horticulture and Resort Enhancement	Verify that the irrigation system is working properly; Check for broken sprinkler heads and verify proper coverage. Adjust valve run times to avoid over-watering and/or ponding in landscape areas.	Ongoing; system to be repaired or replaced as necessary
N4, BMP Maintenance	Director, Engineering Services	Verify BMP is operating as intended; verify that no damage has occurred after storm events.	Inspected and/or cleaned as noted in the BMP maintenance schedule
N11, Common Area Litter Control	General Manager, Park Operations and Guest Services	Pick up debris and trash to maintain a clean site. Sweep out trash storage area(s) and pick up loose debris and trash.	Per Resort's landscaping and site maintenance program
N12, Employee Training	Director, Environmental Affairs and Conservation	Employees responsible for the implementation of this WQMP shall be familiar with this document and shall be provided with classes, seminars, etc. to satisfy on-going BMP training.	Training within one month of start date, annually thereafter (prior to October 1st)
N14, Common Area Catch Basin Inspection	Director, Engineering Services	Inspect drain inlets and catch basins. Ensure that area drains in landscaped areas are clear of debris and sediment.	Rainy Season: Once prior to October 1st, and as needed thereafter Dry Season: As needed
N15, Street Sweeping Private Streets and Parking Lots	General Manager, Park Operations and Guest Services	Sweep parking lot using street sweepers.	Per Resort street sweeping program

S1, Provide storm drain stencilling and signage	Director, Engineering Services	Verify legibility of prohibitive language markers and signs at storm drain inlets and catch basins and replace as needed.	Inspect annually, replace as needed
S4, Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	Director, Horticulture and Resort Enhancement	Implement application methods of irrigation water to minimize runoff of excess irrigation water into the storm water conveyance system, correct as necessary.	Ongoing, correct as needed
Infiltration system	Director, Engineering Services	Inspect system and measure for sediment build up at each riser and cleanout/manhole location. If measured sediment build up is between 5%-20% of storm chamber depth, consider cleaning. If sediment exceeds 20%, perform clean up at earliest convenience.	Inspect minimum twice per year, prior to October 1st. and after the rainy season after April 1st. Clean as needed.
Hydrodynamic Separator	Director, Engineering Services	Inspect and maintain per manufacturer's recommendations.	Inspect minimum twice per year, prior to October 1st. and after the rainy season after April 1st. Clean as needed.

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Save Valuable Land and Protect Water Resources



Isolator® Row O&M Manual

StormTech® Chamber System for Stormwater Management

1.0 The Isolator® Row

1.1 INTRODUCTION

An important component of any Stormwater Pollution Prevention Plan is inspection and maintenance. The StormTech Isolator Row is a patented technique to inexpensively enhance Total Suspended Solids (TSS) removal and provide easy access for inspection and maintenance.



Looking down the Isolator Row from the manhole opening, woven geotextile is shown between the chamber and stone base.

1.2 THE ISOLATOR ROW

The Isolator Row is a row of StormTech chambers, either SC-310, SC-310-3, SC-740, DC-780, MC-3500 or MC-4500 models, that is surrounded with filter fabric and connected to a closely located manhole for easy access. The fabric-wrapped chambers provide for settling and filtration of sediment as storm water rises in the Isolator Row and ultimately passes through the filter fabric. The open bottom chambers and perforated sidewalls (SC-310, SC-310-3 and SC-740 models) allow storm water to flow both vertically and horizontally out of the chambers. Sediments are captured in the Isolator Row protecting the storage areas of the adjacent stone and chambers from sediment accumulation.

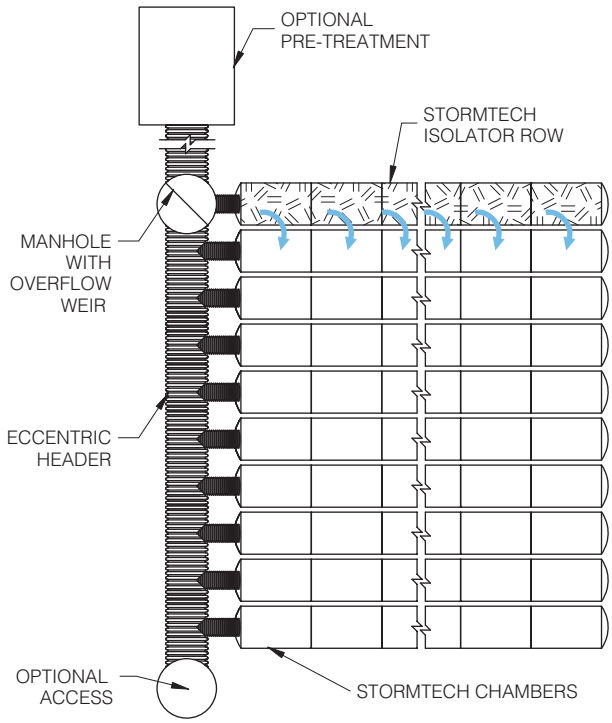
Two different fabrics are used for the Isolator Row. A woven geotextile fabric is placed between the stone and the Isolator Row chambers. The tough geotextile provides a media for storm water filtration and provides a durable surface for maintenance operations. It is also designed to prevent scour of the underlying stone and remain intact during high pressure jetting. A non-woven fabric is placed over the chambers to provide a filter media for flows passing through the perforations in the sidewall of the chamber. The non-woven fabric is not required over the DC-780, MC-3500 or MC-4500 models as these chambers do not have perforated side walls.

The Isolator Row is typically designed to capture the "first flush" and offers the versatility to be sized on a volume basis or flow rate basis. An upstream manhole not only provides access to the Isolator Row but typically includes a high flow weir such that storm water flowrates or volumes that exceed the capacity of the Isolator Row overtop the over flow weir and discharge through a manifold to the other chambers.

The Isolator Row may also be part of a treatment train. By treating storm water prior to entry into the chamber system, the service life can be extended and pollutants such as hydrocarbons can be captured. Pre-treatment best management practices can be as simple as deep sump catch basins, oil-water separators or can be innovative storm water treatment devices. The design of the treatment train and selection of pretreatment devices by the design engineer is often driven by regulatory requirements. Whether pretreatment is used or not, the Isolator Row is recommended by StormTech as an effective means to minimize maintenance requirements and maintenance costs.

Note: See the StormTech Design Manual for detailed information on designing inlets for a StormTech system, including the Isolator Row.

StormTech Isolator Row with Overflow Spillway
(not to scale)



2.0 Isolator Row Inspection/Maintenance

2.1 INSPECTION

The frequency of Inspection and Maintenance varies by location. A routine inspection schedule needs to be established for each individual location based upon site specific variables. The type of land use (i.e. industrial, commercial, residential), anticipated pollutant load, percent imperviousness, climate, etc. all play a critical role in determining the actual frequency of inspection and maintenance practices.

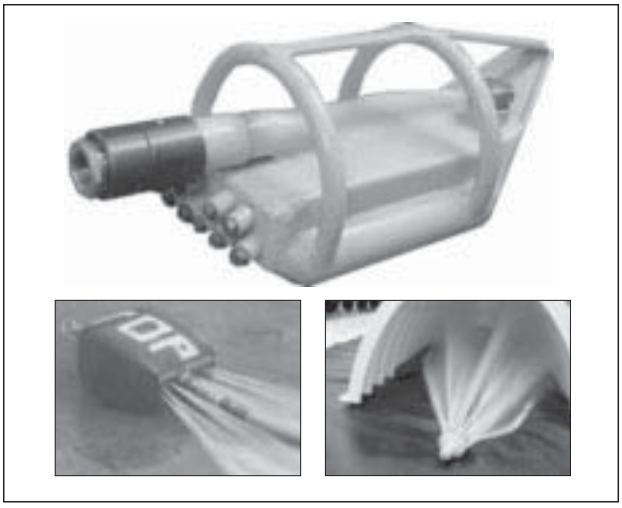
At a minimum, StormTech recommends annual inspections. Initially, the Isolator Row should be inspected every 6 months for the first year of operation. For subsequent years, the inspection should be adjusted based upon previous observation of sediment deposition.

The Isolator Row incorporates a combination of standard manhole(s) and strategically located inspection ports (as needed). The inspection ports allow for easy access to the system from the surface, eliminating the need to perform a confined space entry for inspection purposes.

If upon visual inspection it is found that sediment has accumulated, a stadia rod should be inserted to determine the depth of sediment. When the average depth of sediment exceeds 3 inches throughout the length of the Isolator Row, clean-out should be performed.

2.2 MAINTENANCE

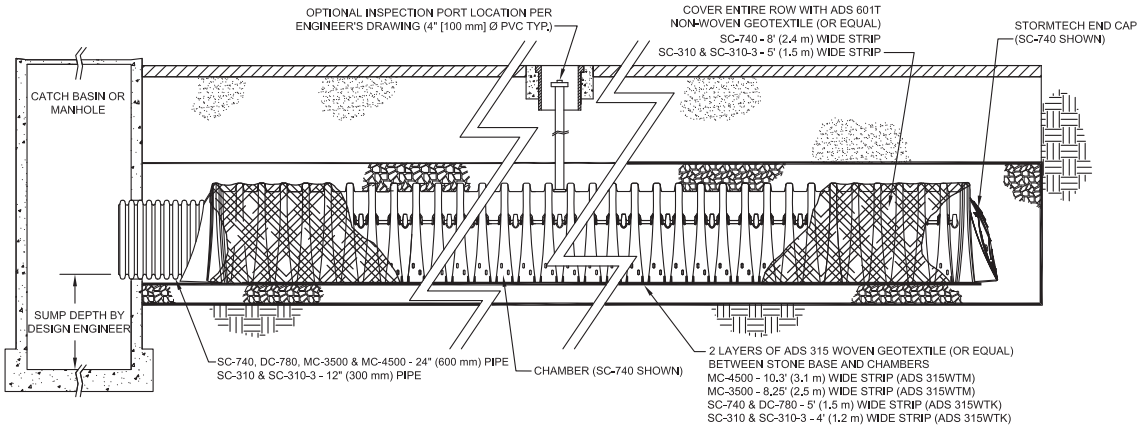
The Isolator Row was designed to reduce the cost of periodic maintenance. By "isolating" sediments to just one row, costs are dramatically reduced by eliminating the need to clean out each row of the entire storage bed. If inspection indicates the potential need for maintenance, access is provided via a manhole(s) located on the end(s) of the row for cleanout. If entry into the manhole is required, please follow local and OSHA rules for a confined space entries.



Examples of culvert cleaning nozzles appropriate for Isolator Row maintenance. (These are not StormTech products.)

Maintenance is accomplished with the JetVac process. The JetVac process utilizes a high pressure water nozzle to propel itself down the Isolator Row while scouring and suspending sediments. As the nozzle is retrieved, the captured pollutants are flushed back into the manhole for vacuuming. Most sewer and pipe maintenance companies have vacuum/JetVac combination vehicles. Selection of an appropriate JetVac nozzle will improve maintenance efficiency. Fixed nozzles designed for culverts or large diameter pipe cleaning are preferable. Rear facing jets with an effective spread of at least 45" are best. Most JetVac reels have 400 feet of hose allowing maintenance of an Isolator Row up to 50 chambers long. **The JetVac process shall only be performed on StormTech Isolator Rows that have AASHTO class 1 woven geotextile (as specified by StormTech) over their angular base stone.**

StormTech Isolator Row (not to scale)



NOTE: NON-WOVEN FABRIC IS ONLY REQUIRED OVER THE INLET PIPE CONNECTION INTO THE END CAP FOR DC-780, MC-3500 AND MC-4500 CHAMBER MODELS AND IS NOT REQUIRED OVER THE ENTIRE ISOLATOR ROW.

3.0 Isolator Row Step By Step Maintenance Procedures

Step 1) Inspect Isolator Row for sediment

A) Inspection ports (if present)

i. Remove lid from floor box frame

ii. Remove cap from inspection riser

iii. Using a flashlight and stadia rod, measure depth of sediment and record results on maintenance log.

iv. If sediment is at, or above, 3 inch depth proceed to Step 2. If not proceed to step 3.

B) All Isolator Rows

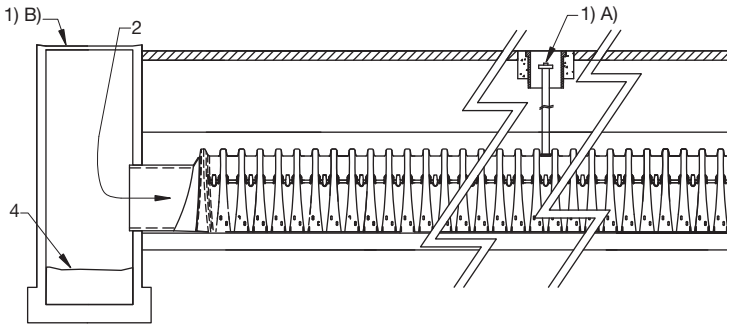
i. Remove cover from manhole at upstream end of Isolator Row

ii. Using a flashlight, inspect down Isolator Row through outlet pipe

1. Mirrors on poles or cameras may be used to avoid a confined space entry
2. Follow OSHA regulations for confined space entry if entering manhole

iii. If sediment is at or above the lower row of sidewall holes (approximately 3 inches) proceed to Step 2. If not proceed to Step 3.

StormTech Isolator Row (not to scale)



Step 2) Clean out Isolator Row using the JetVac process

A) A fixed culvert cleaning nozzle with rear facing nozzle spread of 45 inches or more is preferable

B) Apply multiple passes of JetVac until backflush water is clean

C) Vacuum manhole sump as required

Step 3) Replace all caps, lids and covers, record observations and actions

Step 4) Inspect & clean catch basins and manholes upstream of the StormTech system

Sample Maintenance Log

Date	Stadia Rod Readings		Sediment Depth (1) - (2)	Observations/Actions	Inspector
	Fixed point to chamber bottom (1)	Fixed point to top of sediment (2)			
3/15/01	6.3 ft.	none		New installation. Fixed point is CI frame at grade	djm
9/24/01		6.2	0.1 ft.	Some grit felt	sm
6/20/03		5.8	0.5 ft.	Mucky feel, debris visible in manhole and in Isolator row, maintenance due	rv
7/7/03	6.3 ft.		0	System jetted and vacuumed	djm

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Operation and Maintenance Manual

Downstream Defender®

Vortex Separator for Stormwater Treatment

Stormwater Solutions

Turning Water Around ...®

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DISCLAIMER: Information and data contained in this manual is exclusively for the purpose of assisting in the operation and maintenance of Hydro International plc's Downstream Defender®. No warranty is given nor can liability be accepted for use of this information for any other purpose. Hydro International plc have a policy of continuous product development and reserve the right to amend specifications without notice.

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Downstream Defender® by Hydro International

The Downstream Defender® is an advanced Hydrodynamic Vortex Separator designed to provide high removal efficiencies of settleable solids and their associated pollutants, oil, and floatables over a wide range of flow rates.

The Downstream Defender® has unique, flow-modifying internal components developed from extensive full-scale testing, CFD modeling and over thirty years of hydrodynamic separation experience in wastewater, combined sewer and stormwater applications. These internal components distinguish the Downstream Defender® from simple swirl-type devices and conventional oil/grit separators by minimizing turbulence and headlosses, enhancing separation, and preventing washout of previously stored pollutants.

The high removal efficiencies and inherent low headlosses of the Downstream Defender® allow for a small footprint making it a compact and economical solution for the treatment of non-point source pollution.

See page 12 for more about Hydro International's Stormwater BMP Maintenance Contractor Certification Program.

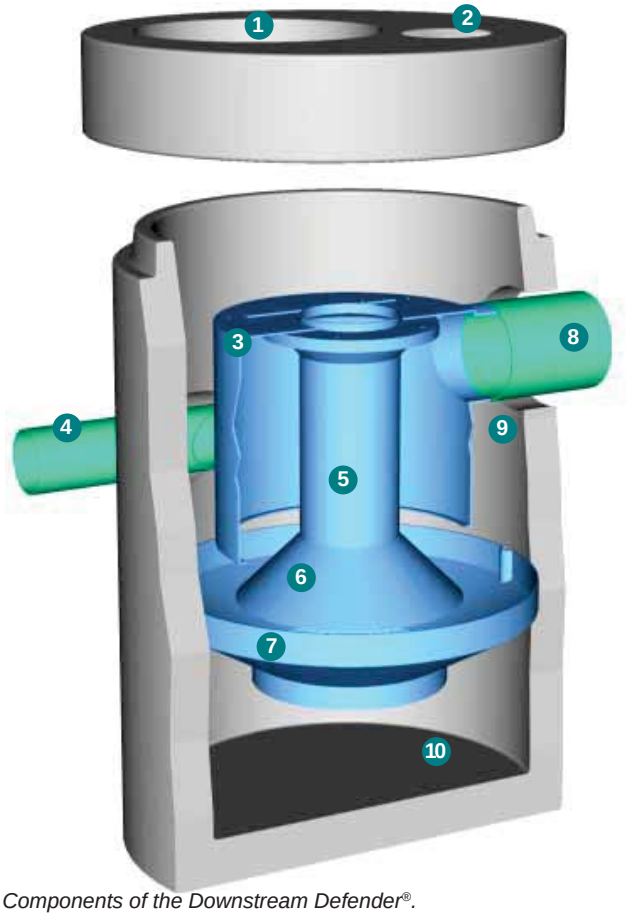


Fig.1 Components of the Downstream Defender®.

Benefits of the Downstream Defender®

- Removes sediment, floatables, oil and grease
- No pollutant washouts
- Small footprint
- No loss of treatment capacity between clean-outs
- Low headloss
- Efficient over a wide range of flows
- Easy to install
- Low maintenance

Applications

- New developments and retrofits
- Utility yards
- Streets and roadways
- Parking lots
- Pre-treatment for filters, infiltration and storage
- Industrial and commercial facilities
- Wetlands protection
- Pretreatment to Low Impact Development practices

Downstream Defender® Components

1. Central Access Port (all models)
2. Floatables Access Port (6-ft/1.8m, 8-ft/2.4m, 10-ft/3.0m and 12-ft/3.7m models only)
3. Dip Plate with Integral Floatables Lid
4. Tangential Inlet
5. Center Shaft
6. Center Cone
7. Benching Skirt
8. Outlet Pipe
9. Floatables Storage Zone
10. Isolated Sediment Storage Zone

Operation

Introduction

The Downstream Defender® operates on simple fluid hydraulics. It is self-activating, has no moving parts, no external power requirement and is manufactured from durable non-corrosive components. No manual procedures are required to operate the unit and maintenance is limited to monitoring accumulations of stored pollutants and periodic clean-outs. The Downstream Defender® has been designed to allow for easy and safe access for inspection/monitoring and clean-out procedures. Entry into the unit or removal of the internal components is not necessary for maintenance, thus safety concerns related to confined-space-entry are avoided.

Pollutant Capture and Retention

The internal components of the Downstream Defender® have been designed to protect the oil/floatables and sediment storage volumes so that separator performance is not reduced as pollutants accumulate between clean-outs (Fig.2). The Downstream Defender® vessel remains wet between storm events. Oil and floatables are stored on the water surface in the outer annulus separate from the sediment storage volume in the sump of the unit providing the option for separate oil disposal, and accessories such as adsorbant pads. Since the oil/floatables and sediment storage volumes are isolated from the active separation region, the potential for re-suspension and washout of stored pollutants between clean-outs is minimized.

Wet Sump

The sump of the Downstream Defender® retains a standing water level between storm events. The water in the sump prevents stored sediment from solidifying in the base of the unit. (The clean-out procedure becomes more difficult and labor intensive if the system allows fine sediment to dry-out and consolidate. Dried sediment must be manually removed by maintenance crews. This is a labor intensive operation in a hazardous environment.)

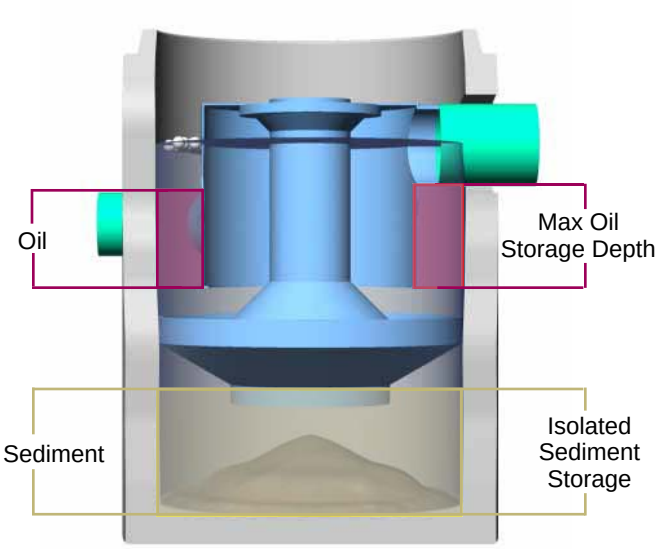


Fig.2 Pollutant storage volumes of the Downstream Defender®.

Blockage Protection

The Downstream Defender® has large clear openings and no internal restrictions or weirs, minimizing the risk of blockage and hydraulic losses. In addition to increasing the system headloss, orifices and internal weirs can increase the risk of blockage within the unit.

Maintenance

Overview

The Downstream Defender® protects the environment by removing a wide range of pollutants from stormwater runoff. Periodic removal of these captured pollutants is essential to the continuous, long-term functioning of the Downstream Defender®. The Downstream Defender® will capture and retain sediment and oil until the sediment and oil storage volumes are full to capacity. When sediment and oil storage capacities are reached, the Downstream Defender® will no longer be able to store removed sediment and oil. Maximum pollutant storage capacities are provided in Table 1.

Hydro International recommends that maintenance crews watch the Downstream Defender® maintenance training video at **www.hydro-int.com/us/products/downstream-defender**. Maintenance providers are also encouraged to participate in Hydro International's Maintenance Contractor Certification Program (see page 12).



Fig.3 Watch the Downstream Defender® instructional maintenance video at **www.hydro-int.com/us/products/downstream-defender**.

The Downstream Defender® allows for easy and safe inspection, monitoring and clean-out procedures. A commercially or municipally owned sump-vac is used to remove captured sediment and floatables. Access ports are located in the top of the manhole. On the 6-ft (1.8m), 8-ft (2.4m), 10-ft (3.0m) and 12-ft (3.7m) units, the floatables access port is above the outlet pipe between the concrete manhole wall and the dip plate. The sediment removal access ports for all Downstream Defender® models are located directly over the hollow center shaft.

Maintenance events may include Inspection, Oil & Floatables Removal, and Sediment Removal. Maintenance events do not require entry into the Downstream Defender®, nor do they require the internal components of the Downstream Defender® to be removed. In the case of inspection and floatables removal, a vactor truck is not required. However, a vactor truck is required if the maintenance event is to include oil removal and/or sediment removal.

Determining Your Maintenance Schedule

The frequency of cleanout is determined in the field after installation. During the first year of operation, the unit should be inspected every six months to determine the rate of sediment and floatables accumulation. A simple probe such as a Sludge Judge® can be used to determine the level of accumulated solids stored in the sump. This information can be recorded in the maintenance log (see page 9) to establish a routine maintenance schedule.

The vactor procedure, including both sediment and oil/floatables removal, for a 6-ft (1.8m) Downstream Defender® typically takes less than 30 minutes and removes a combined water/oil volume of about 500 gallons (1900 liters).

Inspection Procedures

Inspection is a simple process that does not involve entry into the Downstream Defender®. Maintenance crews should be familiar with the Downstream Defender® and its components prior to inspection.

Scheduling

- It is important to inspect your Downstream Defender® every six months during the first year of operation to determine your site-specific rate of pollutant accumulation
- Typically, inspection may be conducted during any season of the year
- Sediment removal is not required unless sediment depths exceed 75% of maximum clean-out depths stated in Table 1

Recommended Equipment

- Safety Equipment and Personal Protective Equipment (traffic cones, work gloves, etc.)
- Crow bar or other tool to remove grate or lid
- Pole with skimmer or net
- Sediment probe (such as a Sludge Judge®)
- Trash bag for removed floatables
- Downstream Defender® Maintenance Log

Table 1. Downstream Defender® Pollutant Storage Capacities and Max. Cleanout Depths.

Unit Diameter		Total Oil Storage		Oil Clean-out Depth		Total Sediment Storage		Sediment Clean-out Depth		Max. Liquid Volume Removed	
(ft)	(m)	(gal)	(L)	(in)	(cm)	(yd^3)	(m^3)	(in)	(cm)	(gal)	(L)
4	1.2	70	265	<16	<41	0.70	0.53	<18	<45	384	1,454
6	1.8	216	818	<23	<58	2.10	1.61	<24	<61	1,239	4,690
8	2.4	540	2,044	<33	<84	4.65	3.56	<30	<76	2,884	10,917
10	3.0	1,050	3,975	<42	<107	8.70	6.65	<36	<91	5,546	20,994
12	3.7	1,770	6,700	<49	<125	14.70	11.24	<42	<107	9,460	35,810

NOTES

1. Refer to Dowmstream Defender® Clean-out Detail (Fig.2) for measurement of depths.

2. Oil accumulation is typically less than sediment, however, removal of oil and sediment during the same service is recommended.

3. Remove floatables first, then remove sediment storage volume.

4. Sediment removal is not required unless sediment depths exceed 75% of maximum clean-out depths stated in Table 1.


Fig.4


Fig.5


Fig.6

Inspection Procedures

1. Set up any necessary safety equipment around the access port or grate of the Downstream Defender® as stipulated by local ordinances. Safety equipment should notify passing pedestrian and road traffic that work is being done.

2. Remove the lids to the manhole (Fig. 4). NOTE: The 4-ft (1.2m) Downstream Defender® will only have one lid.

3. Without entering the vessel, look down into the chamber to inspect the inside. Make note of any irregularities. See Fig.7 and 8 for typical inspection views.

4. Without entering the vessel, use the pole with the skimmer net to remove floatables and loose debris from the outer annulus of the chamber.

5. Using a sediment probe such as a Sludge Judge®, measure the depth of sediment that has collected in the sump of the vessel (Fig.5).

6. On the Maintenance Log (see page 9), record the date, unit location, estimated volume of floatables and gross debris removed, and the depth of sediment measured. Also note any apparent irregularities such as damaged components or blockages.

7. Securely replace the grate or lid.

8. Take down safety equipment.

9. Notify Hydro International of any irregularities noted during inspection.

Floatables and Sediment Cleanout

Floatables cleanout is typically done in conjunction with sediment removal. A commercially or municipally owned sump-vac is used to remove captured sediment and floatables (Fig.6).

Floatables and loose debris can also be netted with a skimmer and pole. The access port located at the top of the manhole provides unobstructed access for a vactor hose and skimmer pole to be lowered to the base of the sump.

Scheduling

- Floatables and sump cleanout are typically conducted once a year during any season.
- If sediment depths are greater than 75% of maximum clean-out depths stated in Table 1, sediment removal is required.
- Floatables and sump cleanout should occur as soon as possible following a spill in the contributing drainage area.


Fig.7 View over center shaft into sediment storage zone.


Fig.8 View of outer annulus of floatables and oil collection zone.

Recommended Equipment

- Safety Equipment (traffic cones, etc)
- Crow bar or other tool to remove grate or lid
- Pole with skimmer or net (if only floatables are being removed)
- Sediment probe (such as a Sludge Judge®)
- Vactor truck (6-inch/150mm diameter flexible hose recommended)
- Downstream Defender® Maintenance Log

Floatables and Sediment Clean Out Procedures

1. Set up any necessary safety equipment around the access port or grate of the Downstream Defender® as stipulated by local ordinances. Safety equipment should notify passing pedestrian and road traffic that work is being done.
2. Remove the lids to the manhole NOTE: The 4-ft (1.2m) Downstream Defender® will only have one lid.
3. Without entering the vessel, look down into the chamber to inspect the inside. Make note of any irregularities.
4. Using the Floatables Port for access, remove oil and floatables stored on the surface of the water with the vactor hose or the skimmer net (Fig.9, top).
5. Using a sediment probe such as a Sludge Judge®, measure the depth of sediment that has collected in the sump of the vessel and record it in the Maintenance Log (Pg.9).
6. Once all floatables have been removed, drop the vactor hose to the base of the sump via the Central Access Port. Vactor out the sediment and gross debris off the sump floor (Fig.6 and 9).
7. Retract the vactor hose from the vessel.
8. On the Maintenance Log provided by Hydro International, record the date, unit location, estimated volume of floatables and gross debris removed, and the depth of sediment measured. Also note any apparent irregularities such as damaged components or blockages.
9. Securely replace the grate or lid.

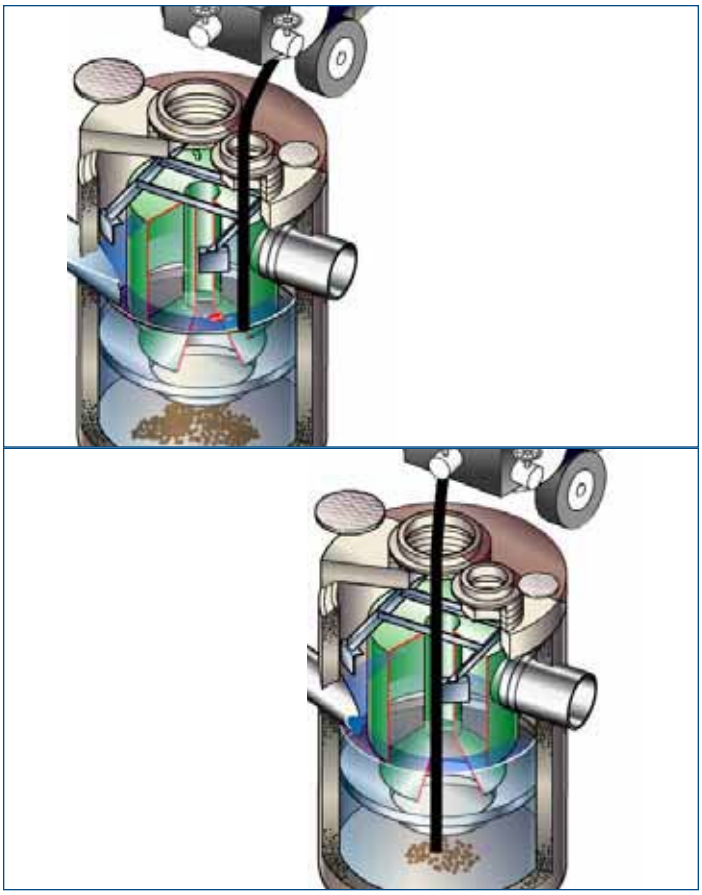


Fig.9 Floatables and sediment are removed with a vactor hose

Maintenance at a Glance

Activity	Frequency
Inspection	- Regularly during first year of installation - Every 6 months after the first year of installation
Oil and Floatables Removal	- Once per year, with sediment removal - Following a spill in the drainage area
Sediment Removal	- Once per year or as needed - Following a spill in the drainage area
NOTE: For most cleanouts it is not necessary to remove the entire volume of liquid in the vessel. Only removing the first few inches of oils/floatables and the sediment storage volume is required.	

Downstream Defender® Installation Log

HYDRO INTERNATIONAL REFERENCE NUMBER:	
SITE NAME:	
SITE LOCATION:	
OWNER:	CONTRACTOR:
CONTACT NAME:	CONTACT NAME:
COMPANY NAME:	COMPANY NAME:
ADDRESS:	ADDRESS:
TELEPHONE:	TELEPHONE:
FAX:	FAX:

INSTALLATION DATE: / /

MODEL (CIRCLE ONE): **4-FT (1.2m)** **6-FT (1.8m)** **8-FT (2.4m)** **10-FT (3m)** **12-FT (3.7m)**

Hydro International (Stormwater), 94 Hutchins Drive, Portland ME 04102
Tel: (207) 756-6200 Fax: (207) 756-6212 Web: www.hydro-int.com

Downstream Defender® Maintenance Log

Site Name: _____ Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: _____ Phone Number: _____

Site Status: _____

Date: _____ Time: _____ Site conditions*: _____

**(Stable, Under Construction, Needing Maintenance, etc.)*

Date	Initials	Depth of Floatables and Oils Removed	Sediment Depth Measured Prior to Removal	Site Activity and Comments

*Note: Sediment removal is not required unless sediment depths exceed 75% of maximum clean-out depths stated in Table 1.

Notes

Hydro International (Stormwater), 94 Hutchins Drive, Portland ME 04102
Tel: (207) 756-6200 Fax: (207) 756-6212 Web: www.hydro-int.com

Downstream Defender® Inspection Log

Site Name: _____ Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: _____ Phone Number: _____

Site Status: _____

Date: _____ Time: _____ Site conditions*: _____

**(Stable, Under Construction, Needing Maintenance, etc.)*

Inspection Frequency Key: A=annual; M=monthly; S=after major storms

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Debris Removal				
Adjacent area free of debris?	M			
Inlets and Outlets free of debris?	M			
Chamber free of debris?	M			
Vegetation				
Surrounding area fully stabilized? (no evidence of eroding material in Downstream Defender®)	A			
Grass mowed?	M			
Water retention where required				
Water holding chamber(s) at normal pool?	M			
Evidence of erosion?	A			
Sediment Deposition				
Sedimentation sump not more than 50% full?	A			
Structural Components				
Any evidence of structural deterioration?	A			
Rim & cover in good condition?	A			
Spalling or cracking of structural parts?	A			
Outlet/Overflow Spillway	A			
Other				
Noticeable odors?	A			
Evidence of flow bypassing facility?	A			

Inspector Comments: _____

_____

_____

_____

Overall Condition of Downstream Defender® : ☐ Acceptable ☐ Unacceptable

***"Acceptable" would mean properly functioning; "unacceptable" would mean damaged or required further maintenance.*

If any of the above Inspection Items are checked "Yes" for "Maintenance Needed", list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

The next routine inspection is schedule for approximately: (date) _____

Inspected by: (signature) _____

Inspected by: (printed) _____

inspired by

Hydro International Certification Program

for Stormwater BMP Maintenance Providers









The Hydro International Stormwater BMP Maintenance Certification verifies that a stormwater BMP maintenance provider has been trained on the proper inspection and maintenance procedures for Hydro International's manufactured stormwater treatment products.

Maintenance providers who complete this complimentary web-based program become a Hydro International Preferred Stormwater BMP Maintenance Partner. Become a Hydro International certified Stormwater BMP maintenance provider today.

Learn more at **http://www.hydro-int.com/us/products/service-parts**

Stormwater Solutions

94 Hutchins Drive
Portland, ME 04102

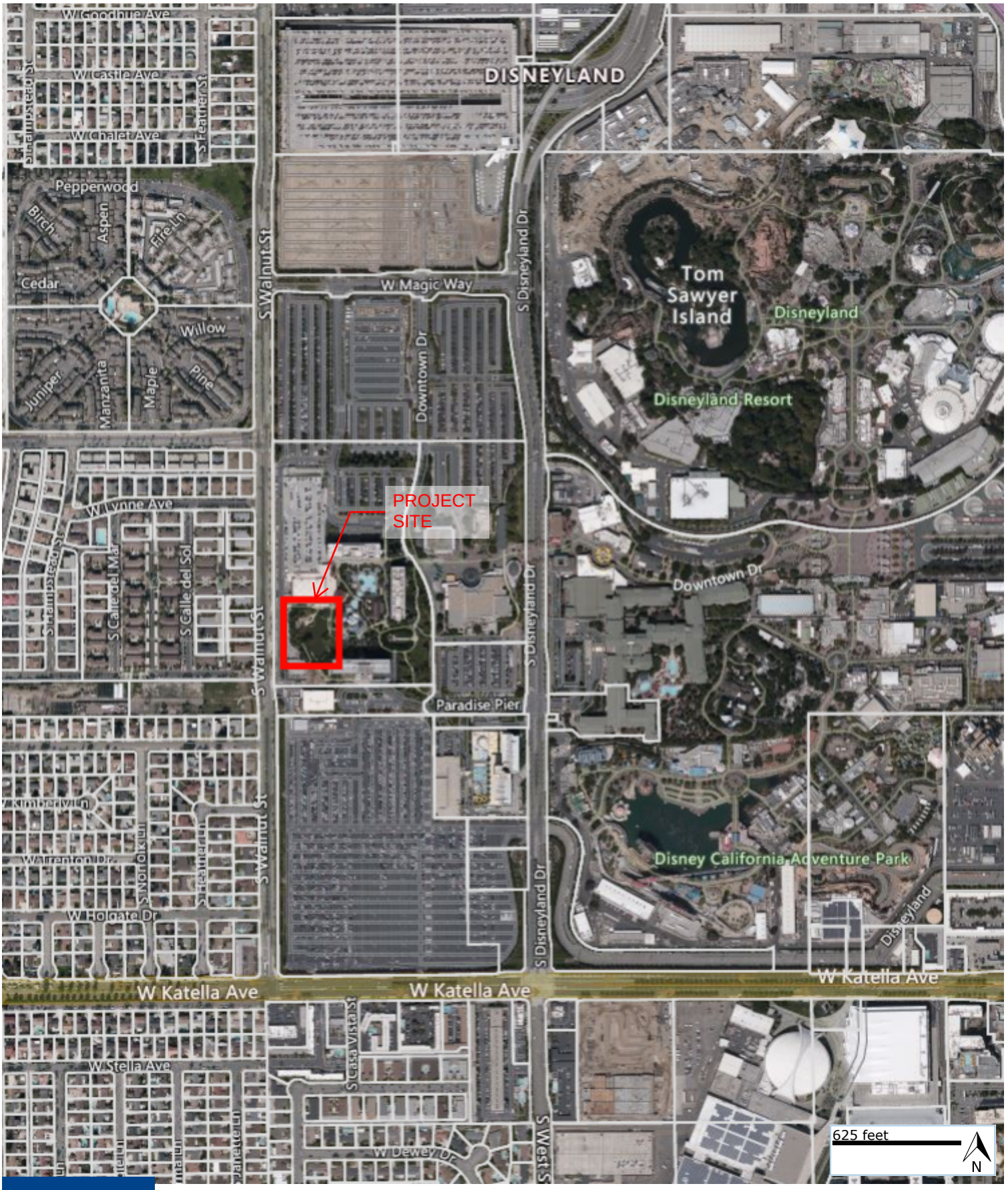
Tel: (207) 756-6200
Fax: (207) 756-6212
stormwaterinquiry@hydro-int.com

www.hydro-int.com

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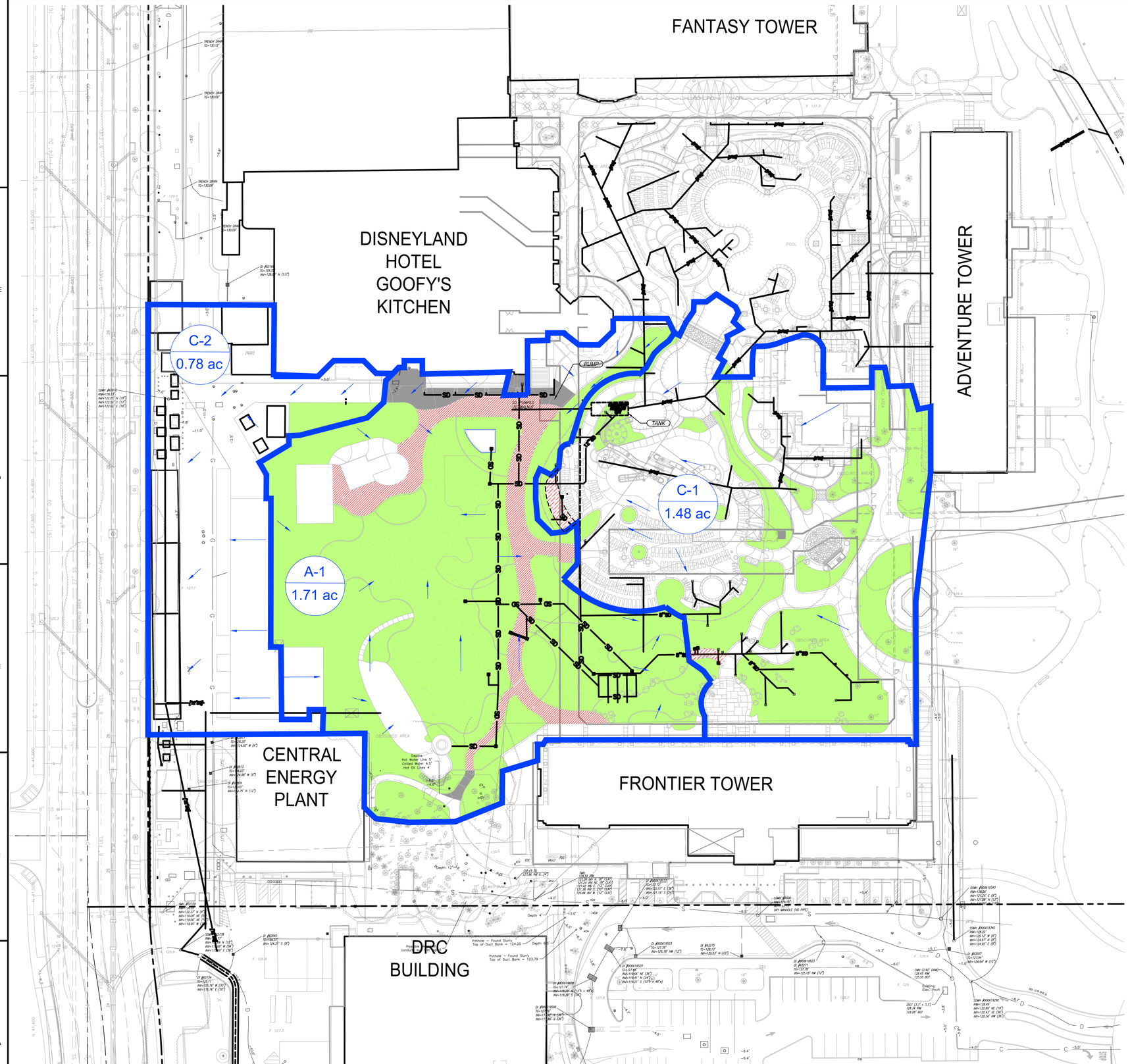
Attachment C
BMP Exhibit (Site Plan)



VICINITY MAP

PSOMAS

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LEGEND

- SUBWATERSHED BOUNDARY
- SUBAREA BOUNDARY
- LOT LINE
- RIGHT OF WAY LINE
- CENTERLINE AS NOTED

A-1
2.91 ac

- DRAINAGE SUB-AREA LABEL
- SUB-AREA SIZE (acres)
  3.97 acres total

SD — EXISTING STORM DRAIN PIPE

EASEMENT

TANK EXISTING UNDERGROUND STORM DRAIN TANK

PUMP PUMP ROOM

EXISTING HARDSCAPE TREATED BY TC-10 TO BE TREATED BY PROPOSED PROJECT STORMTECH SYSTEM: 0.01 ACRES

EXISTING PERVIOUS AREA

EXISTING IMPERVIOUS TREATMENT AREA (BMP TC-31) TO BE DEMOLISHED AND DIVERTED TO NEW BMP PER PROPOSED WQMP SITE PLAN = 7520 SF

EXISTING IMPERVIOUS TREATMENT AREA (BMP TC-31) TO BE DIVERTED TO NEW BMP PER PROPOSED WQMP SITE PLAN = 1869 SF

EXISTING IMPERVIOUS TREATMENT AREA (BMP TC-10) TO BE DEMOLISHED AND DIVERTED TO NEW BMP PER PROPOSED WQMP SITE PLAN = 430 SF

DRAINAGE SUB-AREA	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL EX. CREDITS LOST (SF)
A-1	51,100	23,200	74,300	9,179
C-1	21,300	43,200	64,500	640
C-2	1,170	32,980	34,150	0
TOTAL	73,570	99,380	172,950	9,819

30' 15' 0' 30' 60'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

NO.	DATE	DESCRIPTION
01	01/21/20	FINAL SITE PLAN

NOTICE
THE DATA IN THIS DOCUMENT INCORPORATE PROPRIETARY RIGHTS OF DISNEYLAND RESORT, 1313 HARBOR BLVD, P.O. BOX 2232, ANAHEIM, CALIFORNIA 92803. BY ACCEPTANCE OF THIS DOCUMENT, THE RECIPIENT CONFIRMS AND AGREES THAT IT SHALL NOT BE DUPLICATED, IN WHOLE OR IN PART, AND DISCLOSED TO OTHERS, WITHOUT THE WRITTEN CONSENT OF DISNEY, AND
CONTRACTOR SHALL VERIFY ALL CONDITIONS ON JOB SITE & NOTIFY THE CONSTRUCTION MANAGER OF ANY DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION.
© Disney

DESIGN MANAGER: □E □N □AND A□□□AL□
DRAWN: □D
CHECKED: M□
APPROVED BY:
APPROVAL SIGNATURE:
DATE: 01/21/2020 E.F.No.

PSOMAS
3 HUTTON CENTRE DRIVE, SUITE 200, SANTA ANA, CA 92707
(714) 751-7373 Fax (714) 545-8883

PROJECT DESIGNED FOR:
Walt Disney IMAGINEERING

PROJECT AREA: TIME SHARE PROJECT AT DISNEYLAND HOTEL
UNIT NAME: TBD
SHEET TITLE: □□EL M□NA□□ EX□□NG □A□E□ □□AL□□ MANAGEMEN□ □LAN
PHASE: FSP
PROJECT DESCRIPTION NO.:
DRAWING NO.: □□M□-01
REVISION NO.:

A0

FANTASY TOWER

ADVENTURE TOWER

(FF=131.55)
DISNEYLAND HOTEL
GOOFY'S KITCHEN

A-1a
0.16 ac

A-2a
0.07 ac

C-2
0.41 ac

A-2
0.05 ac

C-1
1.44 ac

C-1a
0.03 ac

A-1
1.24 ac

FF=132.50

CENTRAL ENERGY PLANT
(FF=136.00)

FRONTIER TOWER
(FF=132.00)

A-3
0.53 ac

A-3a
0.04 ac

DRC BUILDING

STORM CHAMBER 1

INF-3 OR BIO-7 BIORETENTION 1

INF-3 OR BIO-7 BIORETENTION 2

TANK

PUMP

TC-10

LEGEND

- SUBWATERSHED BOUNDARY
- SUBAREA BOUNDARY
- LOT LINE
- RIGHT OF WAY LINE
- CENTERLINE AS NOTED
- SD — PROPOSED STORM DRAIN LATERAL
- A-1 / 2.91 ac — DRAINAGE SUB-AREA LABEL; SUB-AREA SIZE (acres) 3.97 acres total
- BIOFILTER (INF-3)
- SD — EXISTING STORM DRAIN PIPE
- UNDERGROUND INFILTRATION SYSTEM
- PERVIOUS AREA
- PROPOSED WATER FEATURE

ADDITIONAL
1. STORM DRAIN SYSTEM STENCILING AND SIGNAGE
2. EFFICIENT IRRIGATION AND LANDSCAPE DESIGN

ENHANCEMENT
- STORMTECH — STORMTECH INFILTRATION SYSTEM
- TC-10 — EXISTING UNDERGROUND INFILTRATION TRENCH TO REMAIN
- TANK — EXISTING UNDERGROUND STORM DRAIN TANK
- BIO-7 — MODULAR WETLAND
- INF-3 — INFILTRATION BASIN
- PUMP — PUMP ROOM

NON-STRUCTURAL
- N1 — LANDSCAPE MAINTENANCE
- N11 — LITTER CONTROL
- N14 — CATCH BASIN AND INLET INSPECTION
- N15 — STREET SWEEPING

DRAINAGE SUB-AREA	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL CREDITS GENERATED (SF)
A-1	14,350	39,800	54,150	0
A-1a	550	6,250	6,800	6,250
A-2	2,300	0	2,300	0
A-2a	120	3,080	3,200	3,080
A-3	17,100	6,150	23,250	0
A-3a	1,130	570	1,700	570
C-1	21,100	41,425	62,525	0
C-1a	0	1,325	1,325	0
C-2	0	17,725	17,725	0
TOTAL	56,650	116,300	172,950	9,819

30' 15' 0' 30' 60'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

THE DATA IN THIS DOCUMENT INCORPORATE PROPRIETARY RIGHTS OF DISNEYLAND RESORT, 1313 HARBOR BLVD, P.O. BOX 2232, ANAHEIM, CA 92803-3232. BY ACCEPTANCE OF THIS DOCUMENT, RECIPIENT AGREES TO CONFERENCE AND AGREES THAT IT SHALL NOT BE DUPLICATED, IN WHOLE OR IN PART, AND DISCLOSED TO OTHERS, WITHOUT THE WRITTEN CONSENT OF DISNEY, AND

CONTRACTOR SHALL VERIFY ALL CONDITIONS ON JOB SITE & NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION.

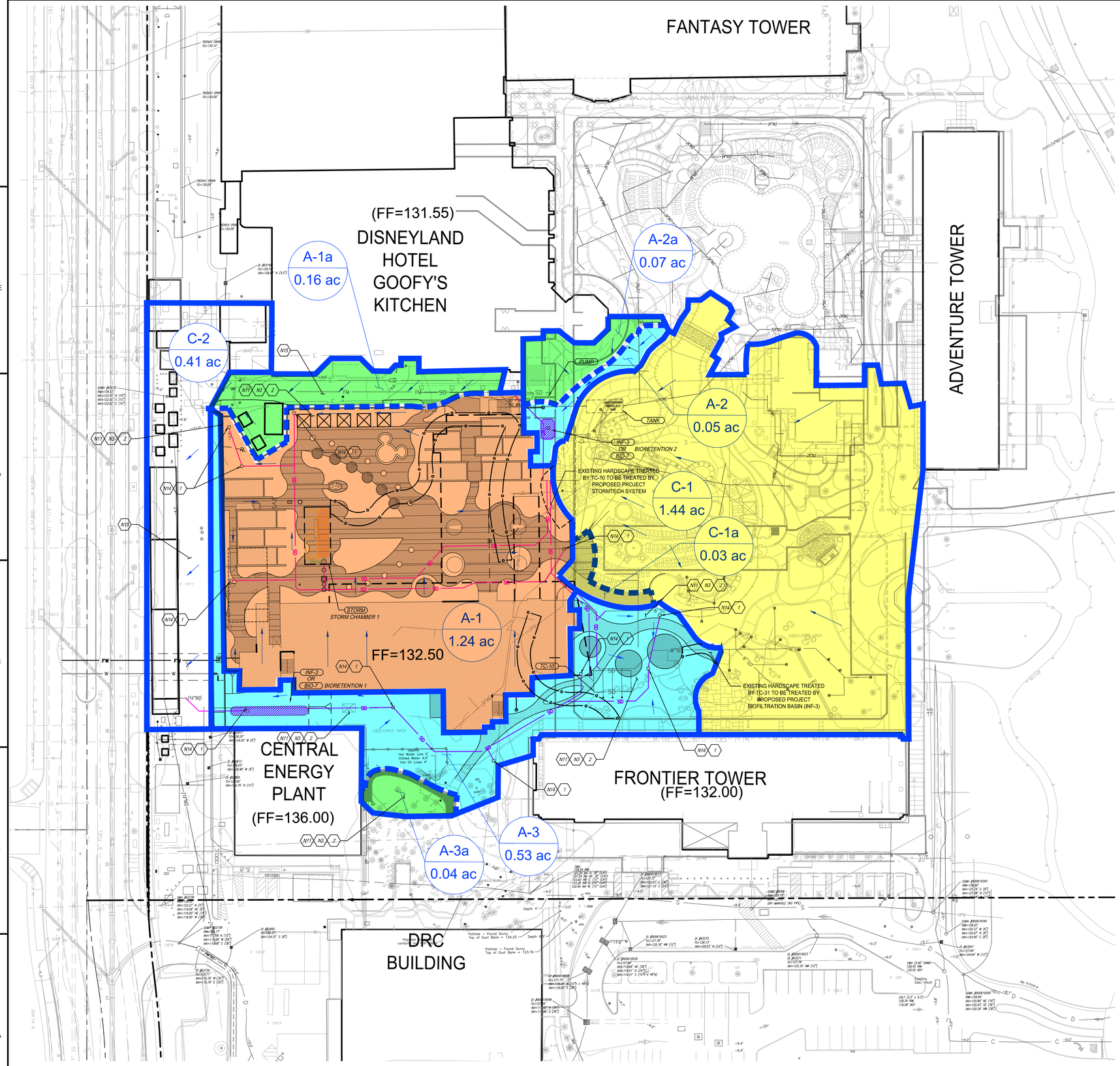
DESIGN MANAGER:	INITIALS	DATE	DESCRIPTION
DRAWN:		01/21/20	FINAL SITE PLAN
CHECKED:			
APPROVED BY:			
APPROVAL SIGNATURE:		E.F No.	

PSOMAS
3 HUTTON CENTRE DRIVE, SUITE 200, SANTA ANA, CA 92707
(714) 751-7373 Fax (714) 545-8883

PROJECT DESIGNED FOR: Walt Disney IMAGINEERING

PROJECT AREA: TIME SHARE PROJECT AT DISNEYLAND HOTEL
UNIT NAME: TBD
SHEET TITLE: PRELIMINARY GRADING AND DRAINAGE MANAGEMENT PLAN
PHASE: FSP
PROJECT DESCRIPTION NO.:
DRAWING NO.: M-02
REVISION NO:

A0



LEGEND

- LIMITS OF WORK
- SUBWATERSHED BOUNDARY
- SUBAREA BOUNDARY
- LOT LINE
- RIGHT OF WAY LINE
- CENTERLINE AS NOTED
- SD — PROPOSED STORM DRAIN LATERAL
- A-1 / 2.91 ac — DRAINAGE SUB-AREA LABEL; SUB-AREA SIZE (acres) 3.97 acres total
- BIOFILTER (INF-3)
- SD — EXISTING STORM DRAIN PIPE
- UNDERGROUND INFILTRATION SYSTEM

STORM DRAIN SYSTEM STENCILING AND SIGNAGE

EFFICIENT IRRIGATION AND LANDSCAPE DESIGN

- STORMTECH — STORMTECH INFILTRATION SYSTEM
- TC-10 — EXISTING UNDERGROUND INFILTRATION TRENCH TO REMAIN
- TANK — EXISTING UNDERGROUND STORM DRAIN TANK
- BIO-7 — MODULAR WETLAND
- INF-3 — INFILTRATION BASIN
- PUMP — PUMP ROOM

- N2 — LANDSCAPE MAINTENANCE
- N17 — LITTER CONTROL
- N14 — CATCH BASIN AND INLET INSPECTION
- N15 — STREET SWEEPING

- Credit Deducted — Existing Vegetated Buffer Strip (BMP TC-31) to be Removed: 9,389 sq ft impervious surface
- Credit Deducted — Existing Hardscape treated by TC-10 to be treated by Proposed project Stormtech System: 430 sq ft impervious surface
- Treated (Storm Tech system): 1.24 acres
- Credit Generated — Run-on treated by Sub-Watershed BMP (Storm Tech system): 9,900 sq ft impervious surface
- Existing Treatment to Remain (TC-10 & TC-31): 1.47 acres
- Treated (INF-3 or Bio-7): 0.58 acres
- Untreated & Undeveloped (see Table 5.2 for further details): 0.61 acres

Credit Surplus = +81 sq ft

DRAINAGE SUB-AREA	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL CREDITS GENERATED (SF)
A-1	14,350	39,800	54,150	0
A-1a	550	6,250	6,800	6,250
A-2	2,300	0	2,300	0
A-2a	120	3,080	3,200	3,080
A-3	17,100	6,150	23,250	0
A-3a	1,130	570	1,700	570
C-1	21,100	41,425	62,525	0
C-1a	0	1,325	1,325	0
C-2	0	17,725	17,725	0
TOTAL	56,650	116,300	172,950	9,819

30' 15' 0' 30' 60'

GRAPHIC SCALE

Note: For reduced sized prints, original scale is in inches

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CONTRACTOR SHALL VERIFY ALL CONDITIONS ON JOB SITE & NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION.

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01	01/21/20	FINAL SITE PLAN	

DESIGNED BY: DA□E
DRAWN: □□
CHECKED: M□
INITIALS
DESIGN MANAGER: □D
APPROVED BY:
APPROVAL SIGNATURE:
APPROVAL SIGNATURE:
DATE: 01/21/2020
E.F.No.

PSOMAS
3 HUTTON CENTRE DRIVE, SUITE 200, SANTA ANA, CA 92707
(714) 751-7373 Fax (714) 545-8883

PROJECT DESIGNED FOR:

Walt Disney IMAGINEERING

PROJECT AREA: TIME SHARE PROJECT AT DISNEYLAND HOTEL
UNIT NAME: TBD
SHEET TITLE: □□EL□M□NA□ □□□□□□ED □A□E□ □□AL□□ MANAGEMEN□ □LAN
PHASE: FSP
PROJECT DESCRIPTION NO.:
DRAWING NO.: □ □M□-03
REVISION NO:

A0

Attachment D
Master WQMP Project Tracking Sheet

BMP Exchange Tracking Form (Post-2014)

Revision Date: 1/18/2020

	Project/DMA Tracking						DMA Characteristics				Credit Utilization (Debits)			Credit Generation or Banking					Credit Availability (Calculated)		BMP Exchange Balance (Calculated)	
	One line for each DMA. If there are multiple DMAs per project, use one line per DMA. Include only DMAs that either utilize or generate credits						Include general characteristics for each DMA				Tracks the debits to the BMP Exhange for project not meeting the DCV. Attach Worksheet 5-B.1 for each project or DMA. Enter as a negative number.			Tracks the credits generated for the BMP Exchange. Attach Worksheet 5-B.2 for each project or DMA					Credit available for use by project. Running total based on previous project debits and credits.		BMP Exchange Balance for all projects. Cannot be negative at any time.	
Site ID No	Priority Project Name	Project WQMP #	DMA ID	Status	Completion Date. List chronologically. Estimated future completion date for planned projects	Previously Submitted and Reviewed? (update for each new submittal)	DMA Area (sq-ft)	DMA Impervious Area (sq-ft)	Surface Type 1 Impervious Area (sq-ft) - Parking Lot and comparable	Surface Type 2 Area Impervious Area (sq-ft) - Pedestrian, roofs and comparable.	Credits Utilized? (Y/N)	Surface Type 1 Credits Utilized (sq-ft) A_{Debit1}	Surface Type 2 Credits Utilized (sq-ft) A_{Debit2}	Credits Generated? (Y/N)	Type of Credit Generating Project. Retrofit, excess area treated, subwatershed BMP	BMP ID Generating Credits	Surface Type 1 Credits Generated (sq-ft) $A_{Credit1}$	Surface Type 2 Credits Generated (sq-ft) $A_{Credit2}$	Surface Type 1 Available Credits (sq-ft) $A_{Available1}$	Surface Type 2 Available Credits (sq-ft) $A_{Available2}$	Surface Type 1 Credits (sq-ft) $Tot_{A1} = A_{Available1} + A_{Credit1} + A_{Debit1}$	Surface Type 2 Credits (sq-ft) $Tot_{A2} = A_{Available2} + A_{Credit2} + A_{Debit2}$
1	DCA BOH Bldgs 2,4 & 6	2009-00485	DB-005	Constructed and verified	10/6/2009	Approved	-	-	-			0	0	Y	Excess Area	Porous Pavement	313	-	0	0	313	-
4	Fantasyland BOH	2010-00508	DB-001	Constructed and verified	8/1/2010	Approved								Y	Retrofit	Infiltration		1,445	313	-	313	1,445
5	Fantasyland BOH	2010-00508	DB-001	Constructed and verified	8/1/2010	Approved								Y	Retrofit	Filtration		1,979	313	1,445	313	3,424
6	Pongo Lot	2008-00476	Dist. 25	Constructed and verified	1/4/2010	Approved								Y	Excess Area	Infiltration	213,880		313	3,424	214,193	3,424
7	Buzz Lot	2008-00476	Dist. 25	Constructed and verified	1/4/2010	Approved								Y	Excess Area	Filtration/ Infiltration	312,325		214,193	3,424	526,518	3,424
9	DLH Central Improvement Area	OTH2010-0536	DB-002	Constructed and verified	11/1/2011	Approved								Y	Excess Area	Biofiltration/ Infiltration		2,437	526,518	3,424	526,518	5,861
12	Transportation Service Center	2015-00793	DB-001	Constructed and verified	3/18/2016	Approved	34,000	34,000	34,000	-	Y	-34,000	0	N	Not Applicable	Not Applicable			526,518	5,861	492,518	5,861
13	Environmental Activity Center	Not required	N/A	Constructed and verified	3/18/2016	N/A	19,428	19,428	19,428	-	N	0	0	Y	Voluntary Treatment	Infiltration	10,823		492,518	5,861	503,341	5,861
14	Emergency Operations Center	2015-00770	N/A	Constructed and verified	8/20/2015	Approved	69,123	62,658	62,658	-	N	0	0	Y	Treated Runon Not A Part of Project	Infiltration	32,050	-	503,341	5,861	535,391	5,861
15	Frontierland - Rivers of America	OTH-2016-00861	N/A	Under Construction	7/7/2017	Approved	372,874	33,787	33,787		Y	-33,787		N	-	-			535,391	5,861	501,604	5,861
16	Frontierland - BOH Utility Loop & Road	OTH- 2016-00860	N/A	Under Construction	7/7/2017	Approved	113,256	95,832	95,832		Y	-95,832		N	-				501,604	5,861	405,772	5,861
17	BCML Parking Lot (Retrofit)	OTH2016-00884		Constructed and verified	4/4/2017	Approved	420,790	420,790	420,790	-	N	0	0	Y	Subwatershed BMP/Retrofit	Infiltration	394,654	-	405,772	5,861	800,426	5,861
18	DTD - Sunset	OTH2016-00912	N/A	Constructed and verified	12/22/2016	Approved	10,160	10,160	10,160	-	Y	-10,160		N					800,426	5,861	790,266	5,861
19	Parking Structure Project Sunset (Pinocchio Lot)	OTH2016-00913	N/A	Constructed and verified	12/15/2016	Approved	20,660	20,660	20,600	-	Y	-20,660	0	N					790,266	5,861	769,606	5,861
20	PEMB 1008 and 1010 - BOH Utility Loop and Road (500S Package 4)	OTH2016-00860	TBD	Constructed and verified	1/20/2017	Approved	40,342	40,342	40,342	-	Y	-40,342	0	N					769,606	5,861	729,264	5,861
21	Frontierland Expansion - 1000D- Area Development	OTH2017-00968	Various	Constructed and verified	7/1/2017	Approved	520,365	438,576	438,576	-	Y	-438,576	0	N					729,264	5,861	290,688	5,861
22	It's A Small World Area Development	OTH2017-01017	Various	Constructed and verified	4/30/2018	Approved	21,204	19,168	19,168	-	Y	-4,952	0	N			-	-	290,688	5,861	285,736	5,861
23	BCML K9 Kennel Building	OTH2015-0070	N/A	Constructed and verified	11/18/2016	Approved	6,191	6,191	6,191	-	Y	-6,191	0	N					285,736	5,861	279,545	5,861
24	Dumbo Queue Exhancement	OTH2018-01042	A, B	Constructed and verified	1/25/2018	Approved	10,693	9,974	-	9,974	N	-4,113	-5,861	N			-	-	279,545	5,861	275,432	-

	One line for each DMA. If there are multiple DMAs per project, use one line per DMA. Include only DMAs that either utilize or generate credits						Include general characteristics for each DMA				Tracks the debits to the BMP Exhange for project not meeting the DCV. Attach Worksheet 5-B.1 for each project or DMA. Enter as a negative number.			Tracks the credits generated for the BMP Exchange. Attach Worksheet 5-B.2 for each project or DMA					Credit available for use by project. Running total based on previous project debits and credits.		BMP Exchange Balance for all projects. Cannot be negative at any time.	
Site ID No	Priority Project Name	Project WQMP #	DMA ID	Status	Completion Date. List chronologically. Estimated future completion date for planned projects	Previously Submitted and Reviewed? (update for each new submittal)	DMA Area (sq-ft)	DMA Impervious Area (sq-ft)	Surface Type 1 Impervious Area (sq-ft) - Parking Lot and comparable	Surface Type 2 Area Impervious Area (sq-ft) - Pedestrian, roofs and comparable.	Credits Utilized? (Y/N)	Surface Type 1 Credits Utilized (sq-ft) A_{Debit1}	Surface Type 2 Credits Utilized (sq-ft) A_{Debit2}	Credits Generated? (Y/N)	Type of Credit Generating Project. Retrofit, excess area treated, subwatershed BMP	BMP ID Generating Credits	Surface Type 1 Credits Generated (sq-ft) $A_{Credit1}$	Surface Type 2 Credits Generated (sq-ft) $A_{Credit2}$	Surface Type 1 Available Credits (sq-ft) $A_{Available1}$	Surface Type 2 Available Credits (sq-ft) $A_{Available2}$	Surface Type 1 Credits (sq-ft) $Tot_{A1} = A_{Available1} + A_{Credit1} + A_{Debit1}$	Surface Type 2 Credits (sq-ft) $Tot_{A2} = A_{Available2} + A_{Credit2} + A_{Debit2}$
25	Frontierland Diversion Equivalent Area Adjustment (Site ID Nos. 15, 16, 20 and 21)	See above	Various	Final Submiital to COA	5/20/2019	Approved	608,537	N/A	N/A	-	N	0	0	Y	Diversion of 1/10th of an inch to sanitary sewer	Diversion to sanitary sewer	107,593		275,432	-	383,025	-
26	Adjustment for DTD Sunset (No.18) CREDIT due to Cleo Project	OTH 2018-01033 and OTH 2015-00912	N/A	Under Construction	5/11/2018	Approved	N/A	N/A	N/A		N	0	0	Y	Credit redeveloped area now treated		10,160		383,025	-	393,185	-
27	Building 500-2019 Refurbishment	OTH2019-01125	N/A	Final Submittal Pending to COA	TBD	Resubmittal April-2019	7,948	7,948	7,948	-	Y	-7,948	0	N					393,185	-	385,237	-
28	Manchester Cast Member Parking Lot (Sybron)	OTH2019-01130	Various	Final Submiited to COA	3/7/2019	Submitted	519,671	508,781	465,221	43,560	Y	-118,413	0	Y	Subwatershed BMP	Infiltration	119,354		385,237	-	386,178	-
29	Stitch Lot	OTH2019-01126	1	Under Construction	4/8/2019	Approved	113,169	82,851	66,827	16,024	Y	-23,190	-5,019	Y	Subwatershed BMP	Infiltration	51,265	5,019	386,178	-	414,253	-
30	KCML SP-3/BOH RRs & Cast Support, Improvements 2019	OTH2019-01141	1	Final Submitted to COA	4/11/2019	Resubmittal April-2019	7,030	7,030		7,030	Y	-7,030	0	N					414,253	-	407,223	-
31	Golden State Expansion	OTH2019-01158	Various	Under Construction	5/1/2020	Approved	114,316	114,316	114,316	-	Y	-140,360	0	Y	Subwatershed BMP	Infiltration	114,316	-	407,223	-	381,179	-
32	Golden State Expansion	OTH2019-01158	Various	Under Construction	5/1/2020	Approved	175,160	140,360	-	140,360	N	0		Y	Diversion of 1/10th of an inch to sanitary sewer	Diversion to sanitary sewer of imperv. Area	-	16,506	381,179	-	381,179	16,506
33	Pixie Hollow Modifications at Tomorrowland	TBD	Various	Preliminary Submittal to COA	12/11/2019	Submitted	20,740	11,010		11,010	Y		-9,715	N			-		381,179	16,506	381,179	6,791
34	Timeshare Project at Disneyland Hotel	TBD	Various	Preliminary Submittal to COA	TBD	Submitted	91,040	60,997		60,997	N			Y	Excess Area; Run-on			9,900	381,179	6,791	381,179	16,691
35	DLH Central Improvement Area	OTH2010-0536 Revised (also see no. 34)	Various	Preliminary Submittal to COA	TBD	Submitted	155,550	47,195		47,195	Y		-9,819	N					381,179	16,691	381,179	6,872

Attachment E
Supporting Worksheets and Documents

Table 5.2 Proposed Infiltration BMP Sizing Table

BMP Designation / Drainage Area	BMP Type	% Impervious = a_i x 100	C = (0.75 x ai) + 0.15	design capture storm depth, d	Drainage Area, A	Design Capture Volume, DCV	Proposed BMP Area, A_{BMP}	Sub-surface Storage Depth, D_1	Surface Ponding Depth, D_2	Proposed BMP/self retaining Storage Volume, V_{BMP-S}	Design Infiltration Rate, K_{design}	Draw-down Rate, Qinf	Draw-down Period, T_{DD}	Proposed BMP Treatment Volume, V_{BMP-T}	Intensity, i	Water Quality Treatment Flowrate, Q_{tr}
				(inches)	*(acres)*	*(ft^3)*	*(SF)*	*(ft)*	*(ft)*	*(ft^3)*	*(in/hr)*	*cfs*	*(hrs)*	*(ft^3)*	*in/hr*	*cfs*
A-1	Infiltration System 1	74%	0.70	0.75	1.24	**2,367**	800	**N/A**	**N/A**	**3,204**	1.00	0.02	**48**	3,204	0.22	**0.19**
A-1a ****	Infiltration System 1	92%	0.84	0.75	0.16	**366**	**See A-1 above**									
A-2	Biretention (INF-3)	0%	0.15	0.85	0.05	**23**	142	2.75	0.50	227	**1.10**	**0.004**	17	**227**	**0**	N/A
A-2a ****	Biretention (INF-3)	96%	0.87	0.85	0.07	**188**	**See A-2 above**									
A-3	Biretention (INF-3)	26%	0.35	0.85	0.53	**564**	389	2.75	0.50	622	**1.50**	**0.014**	13	**622**	**0**	N/A
A-3a ****	Biretention (INF-3)	34%	0.40	0.85	0.04	**50**	**See A-3 above**									
TOTAL		67%	0.65		2.09	**3,558**	800			**3,204**				3,204		

Note: Stormwater Quality Design Capture Volume (DCV or Vdesign) was determined using Method (I) outlined in the 2011 Orange County Model Water Quality Management Plan (WQMP)

$V_{BMP-S} = ((n \times D_1) + D_2) \times A_{BMP}$ where n is the porosity (% of voids) = 0.40 or 40%

$K_{design} = K_{media}/2$ where K_{media} is the rate from the infiltration test (the infiltration rate of the soil media per worksheet H for each system)

$V_{BMP-T} = ((K_{design})/12) \times T_{DD}) \times A_{BMP} + (D_2 \times A_{BMP})$

* Volume Per Chamber per StormTech Specifications

** Volume Per End Cap per StormTech Specifications

***Total Imperviousness includes untreated areas in Table 5.3

****Sub Watershed Area included in above item to accommodate Improved but Untreated Areas (See Table 5.5)

Table 5.3 StormTech Sizing

BMP Designation / Drainage Area	StormTech Sizing					
	DCV	# of Chambers	Chamber Type	Volume of Stone + Voids	Volume per Chamber	Provided Storage Volume
	(ft^3)			*(ft^3)*	*(ft^3)*	*(ft^3)*
A-1	**2,733**	15 Chambers 4 End Caps	MC-4500	331	162.6* 108.6**	**3,204**
A-1a ****	**See A-1 above**					
A-2						
A-2a ****						
A-3						
A-3a ****						
TOTAL						

Table 5.4 - Existing Treatment & Undeveloped

BMP Designation / Drainage Area	BMP Type	% Impervious = a_i x 100	C = (0.75 x ai) + 0.15	design capture storm depth, d	Drainage Area, A
				(inches)	*(acres)*
C-1	Existing Treatment **(Note 2)**	66%	0.65	0.85	1.44
C-1a	Existing Treatment **(Note 1 & 2)**	100%	0.90	0.85	0.03
Total	*Existing Treatment*				*1.47*
C-2	Undeveloped **(Note 1)**	100%	0.90	0.85	0.41
Total	*Undeveloped*				*0.41*
TOTAL		67%			1.88

Note 1: Proposed improvements in area include resurfacing & routine maintenance (See WQMP Site Plan for more information)
Note 2: Area currently Treated by Existing BMP per separate, approved plan
***Total Imperviousness includes Treated Areas in Table 5.2

STORM CHAMBER NO 1

Appendix 3-D Infiltration Clogging Estimator			Disneyland Resort Master WQMP
User Inputs			
Input	**Value**	**Rationale for Selected Value**	**User Guidance**
Total Tributary Area to BMP (acres)	1.4		Use total DMA area including any run-on areas. Excluding any hydrologically- isolated areas (e.g. isolated pervious or self-sustained areas))
Imperviousnss of Contributing Area (%)	76%		The DMA value should be used. 100% should be used if not known. This provides the most conservative estimate.
Estimated TSS Concentration from Tribuary Area (mg/L)	65	See TSS Guidance sheet for Justification	See 'TSS Guidance' tab
Average Annual Preciptation (inches)	13		13 inches is typical for Anaheim based on gages from surrounding cities (http://www.ocalmanac.com/Weather/we02.htm)
Average Annual BMP Sediment Capture Rate (%)	80%	Off-Line BMP	See 'Capture Rate Guidance' tab
Sediment Removal Effectiveness of Pretreatment (%)	75%	GULD for Basic Treatment or Better -Accounts for Isolator Row and Defender	See 'Pretreatment Guidance' tab
BMP Footprint (square feet)	800		Use the estimated footprint for BMP computed for sizing/design from Section 3.7
Load to Required Rehabilitative Maintenance (lb/square foot)	1	Subsurface BMP	See 'Load to Clog Guidance' tab
Intermediate Computed Values			
Computed Parameter	**Value**	**Calculation Description**	
Runoff Coefficient	0.72	c= 0.75 * imperviousness + 0.15	
Average Annual Sediment Load to BMP Surface (lb/year)	39	Load=(1-pretreatment rate) * Prec * Acre * c * caprate * TSS * 43560 * 62.4 lb/cu-ft water / (12 in/ft * 10^6 ppm)	
Load per BMP Area (lb/sq-ft/yr)	0.048	Sediment load per year/BMP area	
Results			
Computed Parameter	**Value**	**Calculation Description**	
Estimated Time to Rehabilitative Maintenance (years)	**21**	(BMParea*LoadtoClog)/AvgAnnualSedLoad	Recommend at least 10 years. If less than 10, adjust design, isolate pervious areas, improve pretreatment, increase footprint, etc. A longer design life may be appropriate for underground facilities that are costly and challenging to maintain.

STORM CHAMBER NO 1

Land Use Description	TSS (mg/L)
Commercial/Industrial with <10% pervious area (moderate vehicle traffic)	80
Commercial/Industrial with 10-25% pervious area (moderate vehicle traffic)	120
Rooftops	14
Pedestrian areas with little to no vehicle traffic and <25% pervious area	50
Roads/parking lots with medium to high vehicle traffic and <25% pervious area	120
Any landuse with >25% pervious area	at least 200 (recommend isolation of the pervious area)

Values are approximate averages of monitoring data from Los Angeles County

Aggregate Land Use TSS Concentration Calculator - use this where the tributary area contains multiple land uses (replace values in blue cells)

Land Use Description	Area (acres)	Imperviousness (%)	Impervious Area (ac)	TSS concentration(mg/L) (input from table above)
Pedestrian areas with little to no vehicle traffic and <25% pervious area	0.83	63%	0.5229	120
Rooftops	0.57	100%	0.57	14
RESULT	1.4	78%	1.0929	**65**

INFILTRATION SYSTEM SIZING CALCULATIONS

Volume and Footprint Calculations

User Inputs

Chamber Model:	MC-4500
Outlet Control Structure:	No
Project Name:	
Engineer:	N/A
Project Location:	
Measurement Type:	Imperial
Required Storage Volume:	3053 cubic ft.
Stone Porosity:	40%
Stone Foundation Depth:	9 in.
Stone Above Chambers:	12 in.
Average Cover Over Chambers:	24 in.
Design Constraint Dimensions:	(20 ft. x 60 ft.)

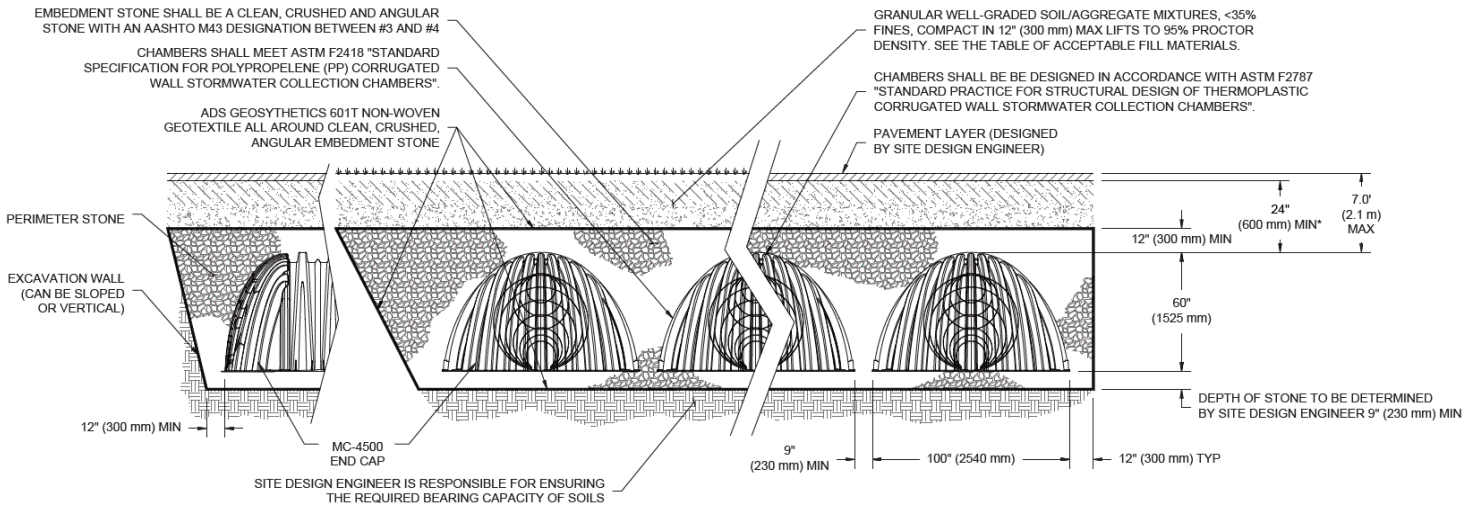
Results

System Volume and Bed Size

Installed Storage Volume:	3204.22 cubic ft.
Storage Volume Per Chamber:	106.50 cubic ft.
Number Of Chambers Required:	15
Number Of End Caps Required:	4
Chamber Rows:	2
Maximum Length:	43.09 ft.
Maximum Width:	19.42 ft.
Approx. Bed Size Required:	800.01 square ft.

System Components

Amount Of Stone Required:	135.55 cubic yards
Volume Of Excavation (Not Including Fill):	200.00 cubic yards



*MINIMUM COVER TO BOTTOM OF FLEXIBLE PAVEMENT. FOR UNPAVED INSTALLATIONS WHERE RUTTING FROM VEHICLES MAY OCCUR, INCREASE COVER TO 30" (750 mm).

INF-3: Bioretention with no Underdrain

Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. The facilities normally consist of a ponding area, mulch layer, planting soils, and plants. As stormwater passes down through the planting soil, pollutants are filtered, adsorbed, and biodegraded by the soil and plants. For areas with low permeability native soils or steep slopes, bioretention areas can be designed with an underdrain system that routes the treated runoff to the storm drain system rather than depending entirely on infiltration.

Also known as:

- *Rain gardens*
- *Infiltration planter*



Bioretention
Source: Geosyntec Consultants

Feasibility Screening Considerations

- Bioretention with no underdrains shall pass infiltration infeasibility screening criteria to be considered for use.

Opportunity Criteria

- Land use may include commercial, residential, mixed use, institutional, and subdivisions. Bioretention may also be applied in parking lot islands, cul-de-sacs, traffic circles, road shoulders, and road medians.
- Drainage area is ≤ 5 acres, preferrably ≤ 1 acre.
- Area available for infiltration.
- Soils are adequate for infiltration or can be amended to improve infiltration capacity. Site slope is less than 15 percent.

OC-Specific Design Criteria and Considerations

☐ Placement of BMPs should observe geotechnical recommendations with respect to geological hazards (e.g. landslides, liquefaction zones, erosion, etc.) and set-backs (e.g., foundations, utilities, roadways, etc.)

☐ Depth to mounded seasonally high groundwater shall not be less than 5 feet.

☐ If sheet flow is conveyed to the treatment area over stabilized grassed areas, the site must be graded in such a way that minimizes erosive conditions; sheet flow velocities should not exceed 1 foot per second.

☐ Ponding depth should not exceed 18 inches; fencing may be required if ponding depth exceeds 6 inches to mitigate the risk of drowning.

☐ Planting/storage media shall be based on the recommendations contained in MISC-1: Planting/Storage Media

☐ The minimum amended soil depth is 1.5 feet (3 feet is preferred).

☐ The maximum drawdown time of the planting soil is 48 hours.

- ☐ Infiltration pathways may need to be restricted due to the close proximity of roads, foundations, or other infrastructure. A geomembrane liner, or other equivalent water proofing, may be placed along the vertical walls to reduce lateral flows. This liner should have a minimum thickness of 30 mils.
- ☐ Plant materials should be tolerant of summer drought, ponding fluctuations, and saturated soil conditions for 48 hours; native plant species and/or hardy cultivars that are not invasive and do not require chemical fertilizers or pesticides should be used to the maximum extent feasible.
- ☐ The bioretention area should be covered with 2-4 inches (average 3 inches) of mulch at startup and an additional placement of 1-2 inches of mulch should be added annually.
- ☐ An optional gravel drainage layer may be installed below planting media to augment storage volume.
- ☐ An overflow device is required at the top of the ponding depth.
- ☐ Dispersed flow or energy dissipation (i.e. splash rocks) for piped inlets should be provided at basin inlet to prevent erosion.

Simple Sizing Method for Bioretention with no Underdrain

If the Simple Design Capture Volume Sizing Method described in **Appendix III.3.1** is used to size a bioretention area with underdrains, the user calculates the DCV and designs the system with geometry required to draw down the DCV in 48 hours. The sizing steps are as follows:

Step 1: Determine the Bioretention Design Capture Volume

Calculate the DCV using the Simple Design Capture Volume Sizing Method described in **Appendix III.3.1**.

Step 2: Determine the 48-hour Ponding Depth

The depth of effective storage depth that can be drawn down in 48 hours can be calculated using the following equation:

$$d_{48} = K_{DESIGN} \times 4$$

Where:

d_{48} = bioretention 48-hour effective depth, ft

K_{DESIGN} = bioretention design infiltration rate, in/hr (See **Appendix VII**)

This is the maximum effective depth of the basin below the overflow device to achieve drawdown in 48 hours. Effective depth includes ponding water and media/aggregate pore space.

Step 3: Design System Geometry to Provide d_{48}

Design system geometry such that

$$d_{48} \geq d_{EFFECTIVE} = (d_P + n_M d_M + n_G d_G)$$

Where:

d_{48} = depth of water that can drain in 48 hours

$d_{EFFECTIVE}$ = total effective depth of water stored in bioretention area, ft

d_P = bioretention ponding depth, ft (should be less than or equal to 1.5 ft)

n_M = bioretention media porosity

d_M = bioretention media depth, ft

n_G = bioretention gravel layer porosity; 0.35 may be assumed where other information is not available

d_G = bioretention gravel layer depth, ft

Step 4: Calculate the Required Infiltrating Area

The required infiltrating area (i.e. measured at the media surface) can be calculated using the following equation:

$A = DCV / d_{EFFECTIVE}$

Where:

A = required infiltrating area, sq-ft (measured as the media surface area)

DCV = design capture volume, cu-ft (see Step 1)

$d_{EFFECTIVE}$ = total effective depth of water stored in bioretention area, ft (from Step 3)

This does not include the side slopes, access roads, etc. which would increase bioretention footprint.

Capture Efficiency Method for Bioretention with no Underdrain

If BMP geometry has already been defined and deviates from the 48 hour drawdown time, the designer can use the Capture Efficiency Method for Volume-Based, Constant Drawdown BMPs (See **Appendix III.3.2**) to determine the fraction of the DCV that must be provided to manage 80 percent of average annual runoff volume. This method accounts for drawdown time different than 48 hours.

Step 1: Determine the drawdown time associated with the selected basin geometry

$DD = (d_{EFFECTIVE} / K_{DESIGN}) \times 12$ in/ft

Where:

DD = time to completely drain infiltration basin ponding depth, hours

$d_{EFFECTIVE} \leq (d_P + n_M d_M + n_G d_G)$

d_P = bioretention ponding depth, ft (should be less than or equal to 1.5 ft)

n_M = bioretention media porosity

d_M = bioretention media depth, ft

n_G = bioretention gravel layer porosity; 0.35 may be assumed where other information is not available

d_G = bioretention gravel layer depth, ft

K_{DESIGN} = basin design infiltration rate, in/hr (See **Appendix VII**)

Step 2: Determine the Required Adjusted DCV for this Drawdown Time

Use the Capture Efficiency Method for Volume-Based, Constant Drawdown BMPs (See **Appendix III.3.2**) to calculate the fraction of the DCV the basin must hold to achieve 80 percent capture of average annual stormwater runoff volume based on the basin drawdown time calculated above.

Step 4: Check that the Bioretention Effective Depth Drains in no Greater than 96 Hours

$DD = (d_{EFFECTIVE} / K_{DESIGN}) \times 12$

Where:

DD = time to completely drain bioretention facility, hours

$d_{EFFECTIVE}$ = total effective depth of water stored in bioretention area, ft (from Step 3)

K_{DESIGN} = basin design infiltration rate, in/hr (See **Appendix VII**)

If DD_{ALL} is greater than 96 hours, adjust bioretention media depth and/or gravel layer depth until DD is less than 96 hours. This duration is based on preventing extended periods of saturation from causing plant mortality.

Step 5: Determine the Basin Infiltrating Area Needed

The required infiltrating area (i.e. the surface area of the top of the media layer) can be calculated using the following equation:

$A = DCV / d_{EFFECTIVE}$

Where:

A = required infiltrating area, sq-ft (measured at the media surface)

DCV = design capture volume, adjusted for drawdown time, cu-ft (see Step 1)

$d_{EFFECTIVE}$ = total effective depth of water stored in bioretention area, ft (from Step 3)

This does not include the side slopes, access roads, etc. which would increase bioretention footprint. If the area required is greater than the selected basin area, adjust surface area or adjust ponding depth and recalculate required area until the required area is achieved.

Configuration for Use in a Treatment Train

- Bioretention areas may be preceeded in a treatment train by HSCs in the drainage area, which would reduce the required volume of the bioretention cell.
- Bioretention areas can be incorporated in a treatment train to provide enhanced water quality treatment and reductions in runoff volume and rate. For example, runoff can be collected from a roadway in a vegetated swale that then flows to a bioretention area. Similarly, bioretention could be used to manage overflow from a cistern.

Additional References for Design Guidance

- CASQA BMP Handbook for New and Redevelopment: http://www.cabmphandbooks.com/Documents/Development/TC-32.pdf
- SMC LID Manual (pp 68): http://www.lowimpactdevelopment.org/guest75/pub/All_Projects/SoCal_LID_Manual/SoCalLID_Manual_FINAL_040910.pdf
- Los Angeles County Stormwater BMP Design and Maintenance Manual, Chapter 5: http://dpw.lacounty.gov/DES/design_manuals/StormwaterBMPDesignandMaintenance.pdf
- San Diego County LID Handbook Appendix 4 (Factsheet 7): http://www.sdcounty.ca.gov/dplu/docs/LID-Appendices.pdf
- Los Angeles Unified School District (LAUSD) Stormwater Technical Manual, Chapter 4. http://www.laschools.org/employee/design/fs-studies-and-reports/download/white_paper_report_material/Storm_Water_Technical_Manual_2009-opt-red.pdf?version_id=76975850

  County of Los Angeles Low Impact Development Standards Manual, Chapter 5: http://dpw.lacounty.gov/wmd/LA_County_LID_Manual.pdf

Downstream Defender®

High-Level Treatment in a Small Footprint

Product Profile

The Downstream Defender® is an advanced vortex separator used to treat stormwater runoff in pretreatment or stand-alone applications. Its unique flow-modifying internal components distinguish the Downstream Defender® from conventional and simple swirl separators that typically bypass untreated peak flows to prevent washout of captured pollutants. Its wide treatment flow range, low headloss, small footprint and low-profile make it a compact and economical solution for capturing nonpoint source pollution.

Components

1. Inlet to Precast Vortex Chamber
2. Cylindrical Baffle
3. Center Shaft
4. Outlet Pipe
5. Sediment Storage Sump
6. Access Lid

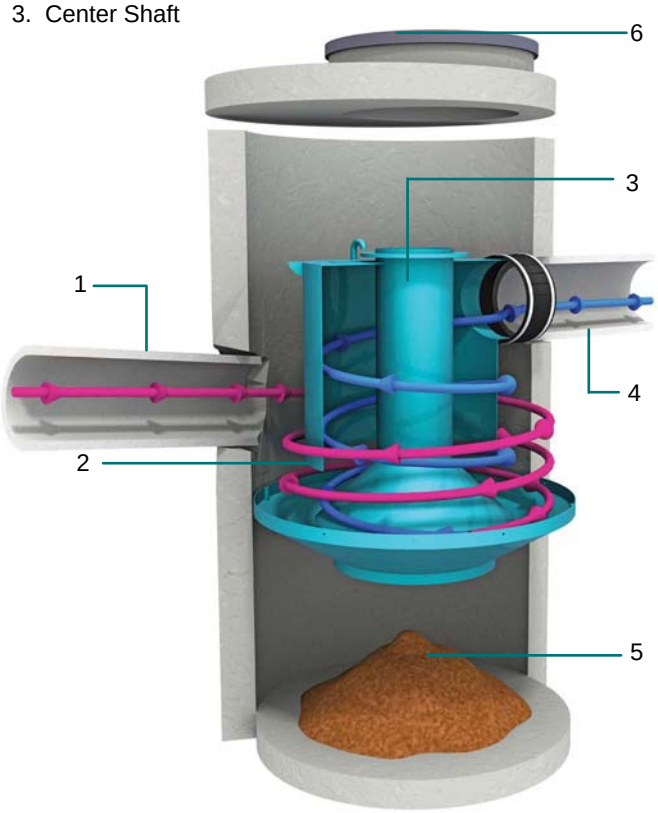


Fig.1 The Downstream Defender® has internal components designed to maximize pollutant capture and minimize pollutant washout.

Applications

- Removal of total suspended solids (TSS), floatable trash and petroleum products from stormwater runoff
- New construction or redevelopment of commercial and residential sites
- Pollutant hotspots such as maintenance yards, parking lots, gas stations, streets, highways, airports and transportation hubs
- Site constrained LID or green infrastructure based developments
- LEED® development projects

Advantages

- Special internal components maximize pollutant capture and minimize footprint, headloss and washout
- Captures and retains a wide range of TSS particles
- High peak treatment flow rates
- Treats the entire storm with no washout or untreated bypass flows
- Low maintenance requirements - no dredging required, and no screens or media to block
- Variable inlet/outlet angles for ease of site layout

How it Works

Advanced hydrodynamic vortex separation is a complex hydraulic process that augments gravity separation with low-energy rotary forces. The flow modifying internal components used in the Downstream Defender® harness the energy from vortex flow and maximize the time for separation to occur while deflecting high scour velocities (**Fig.1**).

Polluted stormwater is introduced tangentially into the side of the precast vortex chamber to establish rotational flow. A cylindrical baffle with an inner center shaft creates an outer (magenta arrow) and inner (blue arrow) spiraling column of flow and ensures maximum residence time for pollutant travel between the inlet and outlet.

Oil, trash and other floating pollutants are captured and stored on the surface of the outer spiraling column. Low energy vortex motion directs sediment into the protected sump region. Only after following a long three-dimensional flow path is the treated stormwater discharged from the outlet pipe. Maintenance ports at ground level provide access for easy inspection and clean-out.

Downstream Defender®

Drainage Profile

The Downstream Defender® is designed with a submerged tangential inlet to minimize turbulence within the device. Turbulence increases system headlosses and reduces performance by keeping pollutant particles in suspension.

The inlet elevation of the Downstream Defender® is located one inlet pipe diameter lower than the elevation of the outlet invert (**Fig.2**). This arrangement ensures that influent flows are introduced to the treatment chamber quiescently below the water surface elevation, minimizing turbulence.

The unique flow-modifying internal components also minimize hydraulic losses. There are no internal weirs or orifices; large clear openings ensure low headloss at peak flow rates with little risk of blockages that cause upstream flooding.

Inspection and Maintenance

Nobody maintains our systems better than we do. To ensure optimal, ongoing device performance, be sure to recommend Hydro International as a preferred service and maintenance provider to your clients.



Call **1 (800) 848-2706** to schedule an inspection and cleanout or learn more at **hydro-int.com/service**

Sizing & Design

The Downstream Defender® can be used to meet a wide range of stormwater treatment objectives. It is available in 5 precast models that fit easily into the drainage network (**Table 1)**. Selection and layout of the appropriate Downstream Defender® model depends on site hydraulics, site constraints and local regulations. Both online (**Fig.3a)** and offline (**Fig.3b**) configurations are common.

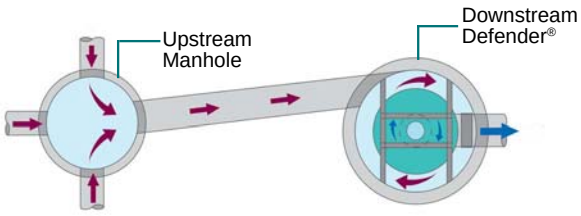


Fig.3a The Downstream Defender® in an online configuration.

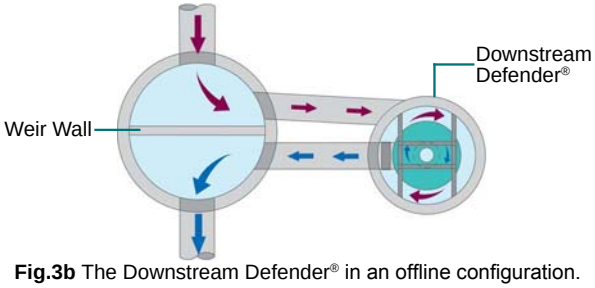


Fig.3b The Downstream Defender® in an offline configuration.

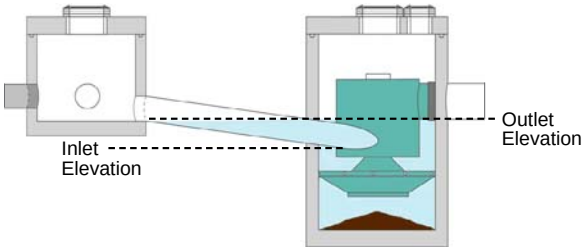


Fig.2 The Downstream Defender® has a submerged inlet that reduces headloss and improves efficiency of pollutant capture.



Free *Stormwater Sizing Tool*

This simple online tool will recommend the best separator, model size and online/offline arrangement based on site-specific data entered by the user.

Go to hydro-int.com/sizing to access the tool.

Table 1. Downstream Defender® Design Chart.

Model Number and Diameter		Peak Treatment Flow Rate		Maximum Pipe Diameter		Oil Storage Capacity		Sediment Storage Capacity		Minimum Distance from Outlet Invert to Top of Rim		Standard Height from Outlet Invert to Sump Floor	
(ft)	(m)	(cfs)	(L/s)	(in)	(mm)	(gal)	(L)	(yd^3)	(m^3)	(ft)	(m)	(ft)	(m)
4	1.2	3.0	85	12	300	70	265	0.70	0.53	2.8	0.85	4.1	1.25
6	1.8	8.0	227	18	450	216	818	2.10	1.61	3.2	0.98	5.9	1.80
8	2.4	15.0	425	24	600	540	2,044	4.65	3.56	4.2	1.28	7.7	2.35
10	3.0	25.0	708	30	750	1,050	3,975	8.70	6.65	5.0	1.52	9.4	2.85
12*	3.7	38.0	1,076	36	900	1,770	6,700	14.70	11.24	5.6	1.71	11.2	3.41

*Not available in all areas. Contact Hydro International for details.

Hydro International, 94 Hutchins Drive, Portland, ME 04102
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Email: stormwaterinquiry@hydro-int.com Web: www.hydro-int.com

Technical Abstract

Downstream Defender® - Sizing For Different Sediment Distributions

NJCAT Verified Sediment Removal for Particle Sizes Down To: 250 µm, 150 µm, 75 µm & 50 µm.

Abstract

The performance of hydrodynamic stormwater separators are usually quoted for 80% removal of Total Suspended Solids (TSS). As stormwater regulations have evolved to account for both water quality treatment and water quantity volume control, so has the use of treatment train systems incorporating multiple processes such as storage, flow control, TSS removal, and infiltration. The treatment for TSS may then be part of a progressive solution with options as to how much TSS to remove and whether to target finer or coarser sediments, depending on the water quality required before for final discharge or infiltration.

To support this approach Hydro International has undertaken to provide an increased range of removal data for differing TSS blends for the Downstream Defender using industry accepted protocols and verified by New Jersey Corporation for Advanced Technology (NJCAT).

Downstream Defender

The Downstream Defender is an advanced vortex separator designed to utilize the principles of swirl-enhanced gravity separation to remove TSS, trash and hydrocarbons from stormwater runoff. It is installed underground as a permanent part of the storm drain line to reduce the overall load of oils, solids and floatables conveyed through the storm drain to receiving waters.

Flow modifying internal components (Fig. 1) differentiate the Downstream Defender from conventional gravity-based and other vortex separators. The Downstream Defender has a tangential inlet to introduce a rotational flow path to the precast treatment chamber while flow-modifying internal components stabilize the swirling flow path to reduce turbulence and enhance sediment, oil, and trash removal, while preventing washout of previously captured material.

Capable of providing high pollutant removals for a wide range of flow rates with minimal head loss, the Downstream Defender is an economical solution for constrained sites. Its proven efficiency ensures the longevity and simplifies the maintenance of subsurface storage, infiltration and filtration practices.

Fine Sediment Removal Test Material

The feed sediment used for the removal efficiency testing was high purity silica (SiO2 99.8%) supplied by two different commercial silica suppliers, blended in the proportions to produce a wide range of particle sizes distributed from less than 10 µm to over 1000 µm, with a D_{50} = 63 µm. This provides a loading bias towards finer particle sizes and produces more conservative results. In the presence of the independent observer, composited samples were sealed, signed, and packaged for independent transport to the outside laboratory for analysis.

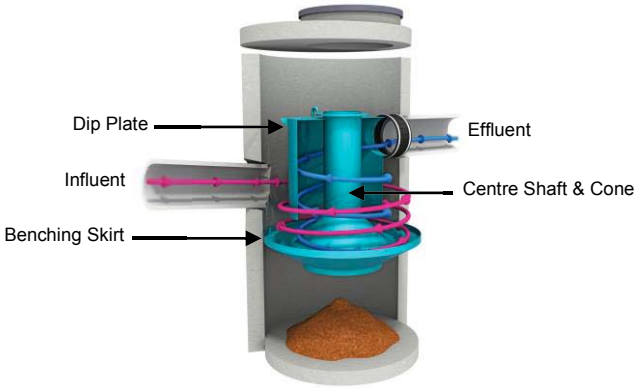


Fig.1 The unique internal components of the Downstream Defender enhanced pollutant removal performance and prevent washout

The independent laboratory, GeoTesting Express, analyzed the test sand particle size distribution (PSD) of each of the samples using ASTM D 422-63. The samples were then averaged to produce an overall measure of the test sediment. Because the goal was to verify the removal rate of the Downstream Defender for various PSD ranges, the test sand was also graded into subset PSD ranges are expressed as in Fig. 2. Each subset is expressed as a separate PSD “Down To” the smallest particle size in that subset, as a fraction of subset’s total mass.

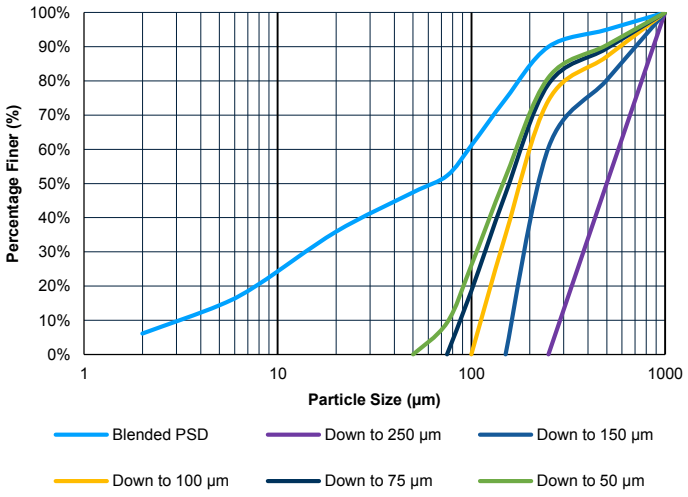


Fig.2 Particle Size Distribution of Test Sediment and Subset PSD Blends

Downstream Defender®

Laboratory Testing Arrangement

The laboratory setup consisted of a recirculating closed loop system with an 8-inch (200 mm) submersible Flygt pump that conveyed water from a 23,000 gal (87,064 L) reservoir through a PVC pipe network to the 4-ft (1.2m) Downstream Defender (Fig.3). The flow rate of the pump was controlled by a GE Fuji Electric AF-300 P11 Adjustable Frequency Drive and measured by an EMCO Flow Systems 4411e Electromagnetic Flow Transmitter.

The Downstream Defender sump measures 18 inches (457 mm) in height from the bottom of the internal components. It was fitted with a false bottom positioned 9 inches (229 mm) from the true sump bottom to simulate a 50% full condition to ensure a conservative test result.

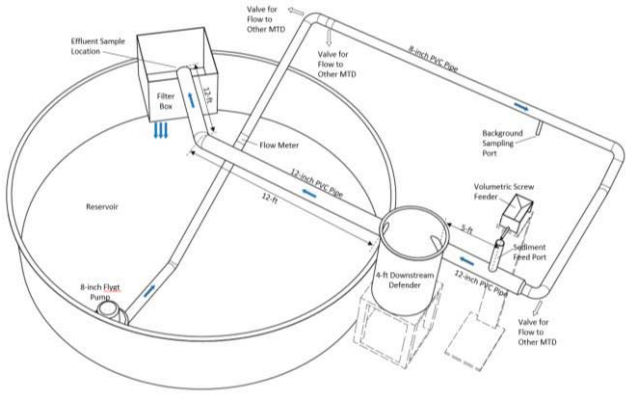


Fig.3 Set-up of the Portland, Maine hydraulic testing facility

Performance Test Procedures and Targets

Removal efficiency testing was conducted in accordance with standard laboratory protocols for hydrodynamic separators. Captured sediment was removed from the sump between each flow rate trial. These results are summarized below and the full report can be viewed at: http://www.njcat.org/uploads/newDocs/DDVerificationReportFinal.pdf

A total of five flow rates were tested: 0.27 cfs (7.7 L/s), 0.54 cfs (15.3 L/s), 0.82 cfs (23.2 L/s), 1.07 cfs (30.3 L/s), and 1.38 cfs (39.2 L/s).

Up to the maximum tested flow rate of 1.38 cfs (39.1 L/s), the target treatment goals were to remove at least:

- 95% of all test sediment down to 250 µm
- 94% of all test sediment down to 150 µm
- 90% of all test sediment down to 100 µm
- 85% of all test sediment down to 75 µm
- 81% of all test sediment down to 50 µm

Performance Results

The Downstream Defender performed well under the full range of tested flows with over 95% removal of all test sediment subsets at the low flow test of 0.27 cfs (7.6 L/s), and over 80% removal of all subsets at the high flow limit of 1.38 cfs (39.1 L/s).

The results for all tests were plotted on a flow vs. removal efficiency graph and a best fit curve produced (Fig. 4). These results confirm the efficiency of the Downstream Defender for pollutant capture over a wide range of tested flow rates.

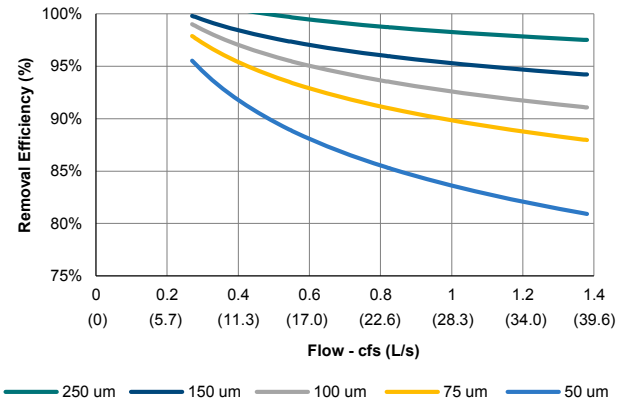


Fig.4 Removal Efficiency Results of the 4-ft Downstream Defender "Down To Particle Size"

Downstream Defender Sizing for 80% TSS

Table 1 gives the treatment flow rates for different sized Downstream Defender units based on surface load rate scaling of the test unit, for a minimum 80% TSS removal down to the particle size listed.

For design purposes the selected model's Treatment Flow Rate must be equal or greater to the site's required Water Quality Flow Rate for the site in question.

The peak flow rate and maximum pipe size must be considered to determine whether an online or offline configuration is appropriate. Refer to the Downstream Defender product information brochure for visit www.hydro-int.com/us for more information.

Down To Particle Size (µm) – Treatment Flow Rate										
Model	50 µm		75 µm(1)		100 µm(1)		150 µm(1)		250 µm(1)	
ft. (m)	(cfs)	(L/s)	(cfs)	(L/s)	(cfs)	(L/s)	(cfs)	(L/s)	(cfs)	(L/s)
4 (1.2)	1.38	39.1	2.20	62.4	2.85	80.7	3.00	85.0	3.00	85.0
6 (1.8)	3.11	88.0	4.96	140.3	6.41	181.6	8.00	226.5	8.00	226.5
8 (2.4)	5.52	156.2	8.82	249.6	11.40	322.9	15.00	424.8	15.00	424.8
10 (3.0)	8.62	244.1	13.73	388.8	17.73	502.1	25.00	707.9	25.00	707.9
12 (3.6)	12.42	351.7	19.98	565.8	25.79	730.3	38.00	1076.0	38.00	1076.0

Table 1. Downstream Defender flow rates for Min. 80% removal for the PSD range down to the listed minimum particle size, using linear regression and surface load rate scaling.

(1) Maximum hydraulic capacity of the Downstream Defender is reached for all PSDs over 50 µm with greater than 80% TSS removal.

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Email: stormwaterinquiry@hydro-int.com Web: www.hydro-int.com

Stormwater Solutions

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Subject: StormTech Isolator Row – Pollutant Removal

The following information is intended to provide a general overview of the pollutant removal capability of the StormTech Isolator™ Row, which is a patented filtration type BMP manufactured by StormTech, LLC. The Isolator Row is covered under US Patent No.: US 6,991,734 B1.

I. Description:

The Isolator Row is a row or rows of StormTech thermoplastic chambers that are wrapped in filter fabric and installed below grade. Stormwater enters the chambers and must pass through the filter fabric media where sediments and other contaminants are filtered out as stormwater exits the Isolator Row through the fabric.

Some of the unique features of the Isolator Row that contribute to its effectiveness and practicality include:

- Vast filtration area
- Large sediment storage volume
- Entire bottom area accessible for cleaning without obstructions within the row
- A state-of-the-art structural design that meets AASHTO safety factors for both live loads and permanent dead loads

II. Applicable Sites:

The Isolator Row can be effectively used for essentially all developed sites. The most common applications are highly impervious sites such as paved parking areas, roads as well as developed sites that include grassy or other landscaped areas. It is not intended to be used for construction sediments.

III. Isolator Row Testing:

September 2010 – The University of New Hampshire Stormwater Center released the “Final Report on Field Verification Testing of the StormTech Isolator Row Treatment Unit”. Testing consisted of determining the water quality performance for multiple stormwater pollutants in accordance with TARP Tier II protocol. Testing was done for a system only consisting of the StormTech Isolator Row. Data was recorded for 23 storm events. Results are shown in Table 1.

July 2013 – The City of Charlotte, North Carolina released the “Cherry Garden Senior Apartments StormTech Chambers Stormwater Treatment Structure Final Monitoring Report”. Testing was done for a system including a StormTech Isolator Row along with additional StormTech Chambers. Data was recorded for 14 storm events. Results are shown in Table 1.

Table 1: StormTech Isolator Row 3rd Party Pollutant Removal Efficiency Data

Pollutant	University of New Hampshire (Isolator Row Only) Median	City of Charlotte, North Carolina (StormTech system with Isolator Row)
Total Suspended Solids	85%	89.6%
Total Phosphorus	44%	68.1%
Total Nitrogen	Not Tested	37.1%
Total Zinc	58%	76.1%
Total Petroleum Hydrocarbons	91%	Not Tested
TKN	Not Tested	59.5%
Suspended Sediment Concentration	89%	94.0%
Ammonia Nitrogen	Not Tested	71.5%
Turbidity	Not Tested	61.9%

IV. Product Performance:

Pollutant removal is achieved by sizing Isolator Rows to treat the water quality flow rate at a specific flow rate not to exceed 2.5 gpm/sqft of bottom area using two layers of ADS 315WT or approved equal woven geotextile.

Table 2: Water Quality Flow Rate per StormTech Isolator Row Chamber

Model	Specific Flow Rate	Bottom Area	Flow Per Chamber
StormTech SC-310	2.5 gpm/sf	17.7 sf	0.10 cfs
StormTech SC-740	2.5 gpm/sf	27.8 sf	0.15 cfs
StormTech DC-780	2.5 gpm/sf	27.8 sf	0.15 cfs
StormTech MC-3500	2.5 gpm/sf	43.2 sf	0.24 cfs
StormTech MC-4500	2.5 gpm/sf	30.1 sf	0.16 cfs

Sincerely,

Bill De Jong, P.E.
Engineered Product Manager
Advanced Drainage Systems
Phone: (714) 394-8922
e-mail: bill.dejong@ads-pipe.com

APPENDIX F

HYDROLOGY REPORT

PRELIMINARY HYDROLOGY REPORT

For:

Timeshare Project at The Disneyland Hotel

Site Address:

1150 W. Magic Way

Anaheim, CA 92802

APN: 129-321-16

Prepared for:

The Disneyland Resort

1313 S. Harbor Blvd.

Anaheim, CA 92802

PREPARED BY:

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PSOMAS
3 Hutton Centre Drive, Suite 200
Santa Ana, California 92707
(714) 751-7373

January 21, 2020

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- b. Soil Map

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1. GENERAL DISCUSSION

INTRODUCTION

This report has been prepared for Walt Disney Parks and Resorts U.S., Inc, for the construction and operation of a new timeshare property at the Disneyland Hotel complex. The existing site is developed with uses associated with the Disneyland Hotel, including the Magic Kingdom lawn, health club building, and back-of-house "central shops" buildings. The proposed project will create a new timeshare property at the Disneyland Hotel within the Hotel District of the Disneyland Resort Specific Plan area. The total tributary area is 6.07 acres and is greater than the proposed project area.

The project tributary area is 6.07 acres split into six separate subareas. The north half of the proposed site including the building drains to a Storm Chamber for low flows and to an existing underground storm drain tank for high flows. The south half of the proposed site south of the proposed building will drain to a proposed bioretention facility for low flows and to an existing storm drain within the service road west of the proposed building for high flows. A small portion of the proposed site at the northeast corner will drain to a proposed bioretention facility for low flows and to an existing underground storm drain tank for high flows. Two additional areas will drain existing flows from the existing site to the east to an existing underground storm drain tank. The runoff from all six subareas eventually will discharge into the Orange County Flood Control District (OCFCD) Anaheim-Barber City Channel facility C03, which is a 35'-wide concrete trapezoidal channel which eventually discharges into Huntington Beach Harbor. Further details on the proposed drainage facilities can be found on the Hydrology Maps in section 4.

The purpose of this report is to provide hydrologic and hydraulic calculations for the proposed design of the project site by analyzing the existing and proposed condition peak flows throughout the site. The peak flows from the 25-year storm event were analyzed for the tributary area in the existing and proposed conditions, covering the entire proposed site. Ground surface cover consists of asphalt concrete pavement, landscaping and concrete walks.

The primary objectives of this report are as follows:

1. Delineate the drainage area tributary to each proposed drainage inlet and concentration points;
2. Perform hydrologic analysis using the Orange County Rational Method to determine the design flows for sizing the proposed drainage facilities;
3. Provide hydraulic calculations to verify the operation of the proposed drainage facilities; and
4. Confirm that there is no impact on the downstream storm drain.
5. Mitigate additional flows to limit all proposed flows to not exceed existing condition.

HYDROLOGY

Hydrologic calculations for the design of the storm drain facilities were performed in accordance with the guidelines specified in the Orange County Hydrology Manual. The hydrology for the project was performed for the 25-year frequency storm. This report was prepared on the assumption that the existing downstream storm drain system is adequate to accept drainage from this project.

The proposed drainage design is intended to maintain the existing drainage patterns by matching proposed tributary acreages to existing at the points of connections with public improvements. The hydrology maps included in this report summarize the existing and proposed acreages as well as 25 yr flows at each discharge location around the site. The calculations show that there is a net zero change in tributary area to the storm drain system within the southern property and Harbor Blvd.

METHODOLOGY

The Rational Method, as described in the Orange County Hydrology Manual, was used to calculate the on-site existing and proposed peak storm runoff. Computations of these hydrology calculations were provided through the "RATSCx" hydrology computer program by Advanced Engineering Software. The hydrology calculations are based on Soil Group A (see Soil Map in this report). Soil Group A soils consist of sand, loay sand or sandy loam types of soils. Generally these soils have a low runoff potential and high infiltration rates.

The attached hydrology maps depict the accumulated runoff for the tributary area.

The "RATSCx" hydrology computer program by Advanced Engineering Software uses the following land use designations to define how pervious an area is.

Land Use Designation	**% Pervious**
Commercial	10%
Mobile Home Park	25%
Apartments	20%
Condominiums	35%
11+ Dwellings/acre	20%
8-10 Dwellings/acre	40%
5-7 Dwellings/acre	50%
3-4 Dwellings/acre	60%
2 Dwellings/acre	70%
1 Dwellings/acre	80%
.4 Dwelling/acre	90%
School	60%

Public Park	85%

HYDRAULICS

Results from the Rational Method hydrology calculations were used to prepare flow capacity calculations for the proposed storm drain pipes. The Manning's Equation was used to size all storm drain pipes.

STORM WATER QUALITY

The storm water quality for the project will be handled through the use of storm drain chambers and bioretention. The storm drain chamber and bioretention were designed to handle the storm water quality design capture volume (DCV), according to the Technical Guidance Document for the 2011 Model Water Quality Management Plan (WQMP). Detailed discussion of the post construction water quality measures to be implemented by this project can be found in the Project pWQMP prepared by Psomas.

SUMMARY

The existing commercial development is being replaced by a new timeshare property. Flows will mimic the existing condition and will flow towards the existing storm drain system located on the property to the southwest. One proposed storm chamber infiltration facility and two bioretention basins shall be used to treat the runoff. The proposed condition drainage patterns and flows will mimic the existing condition, in that the flows will be directed to the same general locations. The site will be designed to mimic the existing conditions as closely as possible and provide zero increase or reduction to the overall acreage tributary to each of the storm drains along Walnut Street. The existing imperviousness of the site will increase by 9% to 69% between the existing and proposed conditions. The proposed site will include storm chamber facilities and bioretention which will further mitigate the peak flows.

The peak flows are summarized in the following tables:

Existing Condition Summary Tables

25 year storm

Subarea	Area (ac)	Q_{25} (cfs)
A-1	0.15	0.55
A-2	0.61	1.94
A-3	1.81	5.93
A-4	0.72	2.33
A-5	0.11	0.36

A-6	1.92	6.22
Confluence A-1 to A-6	5.32	17.06
A-7	0.75	2.09
TOTAL (all underlines)	**6.07**	**19.15**

Proposed Condition Summary Tables

25 year storm

Subarea	Area (ac)	Q_{10} (cfs)
A-1	0.12	0.52
A-2	1.22	4.28
A-3	0.38	1.05
A-4	1.45	3.94
A-5	1.92	5.03
Confluence A-1 to A-5	5.09	13.31
A-6	0.98	2.29
TOTAL (all underlines)	**6.07**	**14.12**

2. HYDROLOGY CALCULATIONS

25-year

a. Existing Condition – w/ Hydraulics
b. Proposed Condition – w/ Hydraulics

25-Year Storm

Existing Condition

```
_____________________________________________________________________________
*****************************************************************************
             RATIONAL METHOD HYDROLOGY COMPUTER PROGRAM PACKAGE
            (Reference: 1986 ORANGE COUNTY HYDROLOGY CRITERION)
          (c) Copyright 1983-2012 Advanced Engineering Software (aes)
              Ver. 19.0  Release Date: 06/01/2012  License ID 1286

                           Analysis prepared by:




 ************************** DESCRIPTION OF STUDY **************************
* PASCAL                                                                  *
* EXISTING HYDROLOGY A-1 TO A-6                                           *
* 25 YEAR                                                                 *
 *************************************************************************

  FILE NAME: PASCEX1.DAT
  TIME/DATE OF STUDY: 21:57 01/09/2020
=============================================================================
  USER SPECIFIED HYDROLOGY AND HYDRAULIC MODEL INFORMATION:
=============================================================================
                     --*TIME-OF-CONCENTRATION MODEL*--

  USER SPECIFIED STORM EVENT(YEAR) =   25.00
  SPECIFIED MINIMUM PIPE SIZE(INCH) =   3.00
  SPECIFIED PERCENT OF GRADIENTS(DECIMAL) TO USE FOR FRICTION SLOPE = 0.01
  *DATA BANK RAINFALL USED*
  *ANTECEDENT MOISTURE CONDITION (AMC) II ASSUMED FOR RATIONAL METHOD*

  *USER-DEFINED STREET-SECTIONS FOR COUPLED PIPEFLOW AND STREETFLOW MODEL*
     HALF-  CROWN TO   STREET-CROSSFALL:   CURB  GUTTER-GEOMETRIES:  MANNING
     WIDTH  CROSSFALL  IN-  / OUT-/PARK-  HEIGHT  WIDTH  LIP   HIKE  FACTOR
NO.   (FT)     (FT)    SIDE / SIDE/ WAY    (FT)    (FT)  (FT)  (FT)    (n)
===  =====  =========  =================  ======  ===== ====== ===== =======
  1   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150
  2   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150

  GLOBAL STREET FLOW-DEPTH CONSTRAINTS:
    1. Relative Flow-Depth =  0.00 FEET
       as (Maximum Allowable Street Flow Depth) - (Top-of-Curb)
    2. (Depth)*(Velocity) Constraint =  6.0 (FT*FT/S)
  *SIZE PIPE WITH A FLOW CAPACITY GREATER THAN
   OR EQUAL TO THE UPSTREAM TRIBUTARY PIPE.*
  *USER-SPECIFIED MINIMUM TOPOGRAPHIC SLOPE ADJUSTMENT NOT SELECTED

*****************************************************************************
  FLOW PROCESS FROM NODE     10.00 TO NODE     11.00 IS CODE =  21
-----------------------------------------------------------------------------
  >>>>>RATIONAL METHOD INITIAL SUBAREA ANALYSIS<<<<<
  >>USE TIME-OF-CONCENTRATION NOMOGRAPH FOR INITIAL SUBAREA<<
=============================================================================
  INITIAL SUBAREA FLOW-LENGTH(FEET) =   126.00
  ELEVATION DATA: UPSTREAM(FEET) =    136.00  DOWNSTREAM(FEET) =    130.15

  Tc = K*[(LENGTH** 3.00)/(ELEVATION CHANGE)]**0.20
  SUBAREA ANALYSIS USED MINIMUM Tc(MIN.) =    6.228
```

```
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  4.260
  SUBAREA Tc AND LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS   Tc
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN  (MIN.)
  RESIDENTIAL
  ".4 DWELLING/ACRE"         D        0.15      0.20     0.900    75    6.23
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.900
  SUBAREA RUNOFF(CFS) =      0.55
  TOTAL AREA(ACRES) =      0.15   PEAK FLOW RATE(CFS) =      0.55

****************************************************************************
  FLOW PROCESS FROM NODE     11.00 TO NODE     12.00 IS CODE =  41
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING USER-SPECIFIED PIPESIZE (EXISTING ELEMENT)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   128.65  DOWNSTREAM(FEET) =   125.60
  FLOW LENGTH(FEET) =   108.00   MANNING'S N =  0.010
  DEPTH OF FLOW IN  12.0 INCH PIPE IS   7.5 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.07
  GIVEN PIPE DIAMETER(INCH) =  12.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       0.55
  PIPE TRAVEL TIME(MIN.) =   1.69    Tc(MIN.) =    7.91
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     12.00 =     234.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     12.00 TO NODE     12.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =    7.91
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.720
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  RESIDENTIAL
  ".4 DWELLING/ACRE"         D        0.61      0.20     0.900    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.900
  SUBAREA AREA(ACRES) =    0.61      SUBAREA RUNOFF(CFS) =    1.94
  EFFECTIVE AREA(ACRES) =      0.76   AREA-AVERAGED Fm(INCH/HR) =  0.18
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.90
  TOTAL AREA(ACRES) =        0.8       PEAK FLOW RATE(CFS) =       2.42

****************************************************************************
  FLOW PROCESS FROM NODE     12.00 TO NODE     12.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =    7.91
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.720
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  RESIDENTIAL
  "8-10 DWELLINGS/ACRE"      D        1.81      0.20     0.400    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.400
  SUBAREA AREA(ACRES) =    1.81      SUBAREA RUNOFF(CFS) =    5.93
```

```
  EFFECTIVE AREA(ACRES) =      2.57   AREA-AVERAGED Fm(INCH/HR) =  0.11
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.55
  TOTAL AREA(ACRES) =        2.6       PEAK FLOW RATE(CFS) =       8.35

****************************************************************************
  FLOW PROCESS FROM NODE     12.00 TO NODE     13.00 IS CODE =  41
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING USER-SPECIFIED PIPESIZE (EXISTING ELEMENT)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   125.60  DOWNSTREAM(FEET) =   124.22
  FLOW LENGTH(FEET) =   102.00   MANNING'S N =  0.010
  ASSUME FULL-FLOWING PIPELINE
  PIPE-FLOW VELOCITY(FEET/SEC.) =  10.63
  PIPE FLOW VELOCITY = (TOTAL FLOW)/(PIPE CROSS SECTION AREA)
  GIVEN PIPE DIAMETER(INCH) =  12.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       8.35
  PIPE TRAVEL TIME(MIN.) =   0.16    Tc(MIN.) =    8.07
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     13.00 =     336.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     13.00 TO NODE     13.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =    8.07
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.678
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  RESIDENTIAL
  "8-10 DWELLINGS/ACRE"      D        0.72      0.20     0.400    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.400
  SUBAREA AREA(ACRES) =    0.72      SUBAREA RUNOFF(CFS) =    2.33
  EFFECTIVE AREA(ACRES) =      3.29   AREA-AVERAGED Fm(INCH/HR) =  0.10
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.52
  TOTAL AREA(ACRES) =        3.3       PEAK FLOW RATE(CFS) =      10.59

****************************************************************************
  FLOW PROCESS FROM NODE     13.00 TO NODE     14.00 IS CODE =  41
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING USER-SPECIFIED PIPESIZE (EXISTING ELEMENT)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   124.22  DOWNSTREAM(FEET) =   123.15
  FLOW LENGTH(FEET) =   117.00   MANNING'S N =  0.010
  ASSUME FULL-FLOWING PIPELINE
  PIPE-FLOW VELOCITY(FEET/SEC.) =  13.48
  PIPE FLOW VELOCITY = (TOTAL FLOW)/(PIPE CROSS SECTION AREA)
  GIVEN PIPE DIAMETER(INCH) =  12.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =      10.59
  PIPE TRAVEL TIME(MIN.) =   0.14    Tc(MIN.) =    8.22
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     14.00 =     453.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     14.00 TO NODE     14.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
```

```
 MAINLINE Tc(MIN.) =    8.22
 *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.641
 SUBAREA LOSS RATE DATA(AMC  II):
  DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS
      LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
 APARTMENTS                 D        2.03      0.20     0.200    75
 SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
 SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.200
 SUBAREA AREA(ACRES) =    2.03      SUBAREA RUNOFF(CFS) =    6.58
 EFFECTIVE AREA(ACRES) =      5.32   AREA-AVERAGED Fm(INCH/HR) =  0.08
 AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.40
 TOTAL AREA(ACRES) =        5.3       PEAK FLOW RATE(CFS) =      17.06
================================================================================
 END OF STUDY SUMMARY:
 TOTAL AREA(ACRES)     =        5.3  TC(MIN.) =      8.22
 EFFECTIVE AREA(ACRES) =      5.32  AREA-AVERAGED Fm(INCH/HR)=  0.08
 AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap = 0.395
 PEAK FLOW RATE(CFS)   =      17.06
================================================================================
================================================================================
 END OF RATIONAL METHOD ANALYSIS
```

```
_____________________________________________________________________________
*****************************************************************************
             RATIONAL METHOD HYDROLOGY COMPUTER PROGRAM PACKAGE
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              Ver. 19.0  Release Date: 06/01/2012  License ID 1286

                           Analysis prepared by:




 ************************** DESCRIPTION OF STUDY **************************
* PASCAL                                                                  *
* EXISTING HYDROLOGY A-7                                                  *
* 25 YEAR                                                                 *
 *************************************************************************

  FILE NAME: PASCEX2.DAT
  TIME/DATE OF STUDY: 22:02 01/09/2020
=============================================================================
  USER SPECIFIED HYDROLOGY AND HYDRAULIC MODEL INFORMATION:
=============================================================================
                     --*TIME-OF-CONCENTRATION MODEL*--

  USER SPECIFIED STORM EVENT(YEAR) =   25.00
  SPECIFIED MINIMUM PIPE SIZE(INCH) =   3.00
  SPECIFIED PERCENT OF GRADIENTS(DECIMAL) TO USE FOR FRICTION SLOPE = 0.01
  *DATA BANK RAINFALL USED*
  *ANTECEDENT MOISTURE CONDITION (AMC) II ASSUMED FOR RATIONAL METHOD*

  *USER-DEFINED STREET-SECTIONS FOR COUPLED PIPEFLOW AND STREETFLOW MODEL*
     HALF-  CROWN TO   STREET-CROSSFALL:   CURB  GUTTER-GEOMETRIES:  MANNING
     WIDTH  CROSSFALL  IN-  / OUT-/PARK-  HEIGHT  WIDTH  LIP   HIKE  FACTOR
NO.   (FT)     (FT)    SIDE / SIDE/ WAY    (FT)    (FT)  (FT)  (FT)    (n)
===  =====  =========  =================  ======  ===== ====== ===== =======
  1   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150
  2   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150

  GLOBAL STREET FLOW-DEPTH CONSTRAINTS:
    1. Relative Flow-Depth =  0.00 FEET
       as (Maximum Allowable Street Flow Depth) - (Top-of-Curb)
    2. (Depth)*(Velocity) Constraint =  6.0 (FT*FT/S)
  *SIZE PIPE WITH A FLOW CAPACITY GREATER THAN
   OR EQUAL TO THE UPSTREAM TRIBUTARY PIPE.*
  *USER-SPECIFIED MINIMUM TOPOGRAPHIC SLOPE ADJUSTMENT NOT SELECTED

*****************************************************************************
  FLOW PROCESS FROM NODE     16.00 TO NODE     16.00 IS CODE =   7
-----------------------------------------------------------------------------
  >>>>>USER SPECIFIED HYDROLOGY INFORMATION AT NODE<<<<<
=============================================================================
  USER-SPECIFIED VALUES ARE AS FOLLOWS:
  TC(MIN.) =    8.22   RAINFALL INTENSITY(INCH/HR) =  3.64
  EFFECTIVE AREA(ACRES) =     5.32
  TOTAL AREA(ACRES) =     5.32        PEAK FLOW RATE(CFS) =     17.06
  AREA-AVERAGED Fm(INCH/HR) =   0.10  AREA-AVERAGED Fp(INCH/HR) =   0.40
  AREA-AVERAGED Ap =  0.25
```

```
  NOTE: EFFECTIVE AREA IS USED AS THE TOTAL CONTRIBUTING AREA FOR ALL
        CONFLUENCE ANALYSES.

****************************************************************************
  FLOW PROCESS FROM NODE     16.00 TO NODE     18.00 IS CODE =  31
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING COMPUTER-ESTIMATED PIPESIZE (NON-PRESSURE FLOW)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   122.59  DOWNSTREAM(FEET) =   119.94
  FLOW LENGTH(FEET) =   226.00   MANNING'S N =  0.013
  DEPTH OF FLOW IN  51.0 INCH PIPE IS  39.0 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.46
  ESTIMATED PIPE DIAMETER(INCH) =  51.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =      17.06
  PIPE TRAVEL TIME(MIN.) =   2.57    Tc(MIN.) =   10.79
  LONGEST FLOWPATH FROM NODE     16.00 TO NODE     18.00 =     226.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     18.00 TO NODE     18.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =   10.79
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.121
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  COMMERCIAL                 D        0.75      0.20     0.100    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.100
  SUBAREA AREA(ACRES) =    0.75      SUBAREA RUNOFF(CFS) =    2.09
  EFFECTIVE AREA(ACRES) =      6.07   AREA-AVERAGED Fm(INCH/HR) =  0.09
  AREA-AVERAGED Fp(INCH/HR) =  0.39  AREA-AVERAGED Ap =  0.23
  TOTAL AREA(ACRES) =        6.1       PEAK FLOW RATE(CFS) =      17.06
  NOTE: PEAK FLOW RATE DEFAULTED TO UPSTREAM VALUE
============================================================================
  END OF STUDY SUMMARY:
  TOTAL AREA(ACRES)     =        6.1  TC(MIN.) =     10.79
  EFFECTIVE AREA(ACRES) =      6.07  AREA-AVERAGED Fm(INCH/HR)=  0.09
  AREA-AVERAGED Fp(INCH/HR) =  0.39  AREA-AVERAGED Ap = 0.235
  PEAK FLOW RATE(CFS)   =      17.06
============================================================================
============================================================================
  END OF RATIONAL METHOD ANALYSIS
```

25-Year Storm

Proposed Condition

```
_____________________________________________________________________________
*****************************************************************************
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              Ver. 19.0  Release Date: 06/01/2012  License ID 1286

                           Analysis prepared by:




 ************************** DESCRIPTION OF STUDY **************************
* PASCAL                                                                  *
* PROPOSED HYDROLOGY A-1 TO A-5                                           *
* 25 YEAR                                                                 *
 *************************************************************************

  FILE NAME: PASCPR1.DAT
  TIME/DATE OF STUDY: 17:28 01/14/2020
=============================================================================
  USER SPECIFIED HYDROLOGY AND HYDRAULIC MODEL INFORMATION:
=============================================================================
                     --*TIME-OF-CONCENTRATION MODEL*--

  USER SPECIFIED STORM EVENT(YEAR) =   25.00
  SPECIFIED MINIMUM PIPE SIZE(INCH) =  12.00
  SPECIFIED PERCENT OF GRADIENTS(DECIMAL) TO USE FOR FRICTION SLOPE = 0.01
  *DATA BANK RAINFALL USED*
  *ANTECEDENT MOISTURE CONDITION (AMC) II ASSUMED FOR RATIONAL METHOD*

  *USER-DEFINED STREET-SECTIONS FOR COUPLED PIPEFLOW AND STREETFLOW MODEL*
     HALF-  CROWN TO   STREET-CROSSFALL:   CURB  GUTTER-GEOMETRIES:  MANNING
     WIDTH  CROSSFALL  IN-  / OUT-/PARK-  HEIGHT  WIDTH  LIP   HIKE  FACTOR
NO.   (FT)     (FT)    SIDE / SIDE/ WAY    (FT)    (FT)  (FT)  (FT)    (n)
===  =====  =========  =================  ======  ===== ====== ===== =======
  1   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150

  GLOBAL STREET FLOW-DEPTH CONSTRAINTS:
    1. Relative Flow-Depth =  0.00 FEET
       as (Maximum Allowable Street Flow Depth) - (Top-of-Curb)
    2. (Depth)*(Velocity) Constraint =  6.0 (FT*FT/S)
  *SIZE PIPE WITH A FLOW CAPACITY GREATER THAN
   OR EQUAL TO THE UPSTREAM TRIBUTARY PIPE.*
  *USER-SPECIFIED MINIMUM TOPOGRAPHIC SLOPE ADJUSTMENT NOT SELECTED

*****************************************************************************
  FLOW PROCESS FROM NODE     10.00 TO NODE     10.50 IS CODE =  21
-----------------------------------------------------------------------------
  >>>>>RATIONAL METHOD INITIAL SUBAREA ANALYSIS<<<<<
  >>USE TIME-OF-CONCENTRATION NOMOGRAPH FOR INITIAL SUBAREA<<
=============================================================================
  INITIAL SUBAREA FLOW-LENGTH(FEET) =    63.00
  ELEVATION DATA: UPSTREAM(FEET) =    132.50  DOWNSTREAM(FEET) =    131.20

  Tc = K*[(LENGTH** 3.00)/(ELEVATION CHANGE)]**0.20
  SUBAREA ANALYSIS USED MINIMUM Tc(MIN.) =    5.000
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  4.824
```

```
  SUBAREA Tc AND LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS   Tc
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN  (MIN.)
  MOBILE HOME PARK           D        0.12      0.20     0.250    75    5.00
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.250
  SUBAREA RUNOFF(CFS) =      0.52
  TOTAL AREA(ACRES) =      0.12   PEAK FLOW RATE(CFS) =      0.52

****************************************************************************
  FLOW PROCESS FROM NODE     10.50 TO NODE     11.00 IS CODE =  41
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING USER-SPECIFIED PIPESIZE (EXISTING ELEMENT)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   129.20  DOWNSTREAM(FEET) =   126.40
  FLOW LENGTH(FEET) =   194.00   MANNING'S N =  0.010
  DEPTH OF FLOW IN  12.0 INCH PIPE IS   7.8 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   0.95
  GIVEN PIPE DIAMETER(INCH) =  12.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       0.52
  PIPE TRAVEL TIME(MIN.) =   3.39    Tc(MIN.) =    8.39
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     11.00 =     257.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     11.00 TO NODE     11.00 IS CODE =  82
----------------------------------------------------------------------------
  >>>>>ADD SUBAREA RUNOFF TO MAINLINE, AT MAINLINE Tc,<<<<<
  >>>>>(AND COMPUTE INITIAL SUBAREA RUNOFF)<<<<<
============================================================================
  INITIAL SUBAREA FLOW-LENGTH(FEET) =   182.00
  ELEVATION DATA: UPSTREAM(FEET) =    127.50  DOWNSTREAM(FEET) =    126.40

  Tc = K*[(LENGTH** 3.00)/(ELEVATION CHANGE)]**0.20
  SUBAREA ANALYSIS USED MINIMUM Tc(MIN.) =    7.483
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.839
  SUBAREA Tc AND LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS   Tc
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN  (MIN.)
  MOBILE HOME PARK           D        1.22      0.20     0.250    75    7.48
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.250
  SUBAREA AREA(ACRES) =    1.22   INITIAL SUBAREA RUNOFF(CFS) =    4.16

  ** ADD SUBAREA RUNOFF TO MAINLINE AT MAINLINE Tc:
  MAINLINE Tc(MIN.) =    8.39
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.599
  SUBAREA AREA(ACRES) =    1.22      SUBAREA RUNOFF(CFS) =    3.90
  EFFECTIVE AREA(ACRES) =      1.34   AREA-AVERAGED Fm(INCH/HR) =  0.05
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.25
  TOTAL AREA(ACRES) =        1.3       PEAK FLOW RATE(CFS) =       4.28

****************************************************************************
  FLOW PROCESS FROM NODE     11.00 TO NODE     12.00 IS CODE =  31
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING COMPUTER-ESTIMATED PIPESIZE (NON-PRESSURE FLOW)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   126.40  DOWNSTREAM(FEET) =   123.98
  FLOW LENGTH(FEET) =   229.00   MANNING'S N =  0.010
```

```
  DEPTH OF FLOW IN  27.0 INCH PIPE IS  19.0 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.43
  ESTIMATED PIPE DIAMETER(INCH) =  27.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       4.28
  PIPE TRAVEL TIME(MIN.) =   2.67    Tc(MIN.) =   11.06
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     12.00 =     486.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     12.00 TO NODE     12.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =   11.06
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.078
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  COMMERCIAL                 D        0.38      0.20     0.100    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.100
  SUBAREA AREA(ACRES) =    0.38      SUBAREA RUNOFF(CFS) =    1.05
  EFFECTIVE AREA(ACRES) =      1.72   AREA-AVERAGED Fm(INCH/HR) =  0.04
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.22
  TOTAL AREA(ACRES) =        1.7       PEAK FLOW RATE(CFS) =       4.70

****************************************************************************
  FLOW PROCESS FROM NODE     12.00 TO NODE     13.00 IS CODE =  31
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING COMPUTER-ESTIMATED PIPESIZE (NON-PRESSURE FLOW)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   123.98  DOWNSTREAM(FEET) =   123.96
  FLOW LENGTH(FEET) =     3.00   MANNING'S N =  0.010
  DEPTH OF FLOW IN  30.0 INCH PIPE IS  21.9 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.23
  ESTIMATED PIPE DIAMETER(INCH) =  30.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       4.70
  PIPE TRAVEL TIME(MIN.) =   0.04    Tc(MIN.) =   11.10
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     13.00 =     489.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     13.00 TO NODE     13.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =   11.10
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  3.072
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  MOBILE HOME PARK           D        1.45      0.20     0.250    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.250
  SUBAREA AREA(ACRES) =    1.45      SUBAREA RUNOFF(CFS) =    3.94
  EFFECTIVE AREA(ACRES) =      3.17   AREA-AVERAGED Fm(INCH/HR) =  0.05
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.23
  TOTAL AREA(ACRES) =        3.2       PEAK FLOW RATE(CFS) =       8.63

****************************************************************************
  FLOW PROCESS FROM NODE     13.00 TO NODE     14.00 IS CODE =  31
```

```
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING COMPUTER-ESTIMATED PIPESIZE (NON-PRESSURE FLOW)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   123.96  DOWNSTREAM(FEET) =   123.15
  FLOW LENGTH(FEET) =    82.00   MANNING'S N =  0.010
  DEPTH OF FLOW IN  36.0 INCH PIPE IS  24.8 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.66
  ESTIMATED PIPE DIAMETER(INCH) =  36.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =       8.63
  PIPE TRAVEL TIME(MIN.) =   0.82    Tc(MIN.) =   11.92
  LONGEST FLOWPATH FROM NODE     10.00 TO NODE     14.00 =     571.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     14.00 TO NODE     14.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =   11.92
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  2.950
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap     SCS
       LAND USE           GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  APARTMENTS                D        1.92      0.20     0.200    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.200
  SUBAREA AREA(ACRES) =    1.92      SUBAREA RUNOFF(CFS) =    5.03
  EFFECTIVE AREA(ACRES) =      5.09   AREA-AVERAGED Fm(INCH/HR) =  0.04
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap =  0.22
  TOTAL AREA(ACRES) =        5.1       PEAK FLOW RATE(CFS) =      13.31
============================================================================
  END OF STUDY SUMMARY:
  TOTAL AREA(ACRES)     =        5.1  TC(MIN.) =     11.92
  EFFECTIVE AREA(ACRES) =      5.09  AREA-AVERAGED Fm(INCH/HR)=  0.04
  AREA-AVERAGED Fp(INCH/HR) =  0.20  AREA-AVERAGED Ap = 0.220
  PEAK FLOW RATE(CFS)   =      13.31
============================================================================
============================================================================
  END OF RATIONAL METHOD ANALYSIS
```

```
******************************************************************************
             RATIONAL METHOD HYDROLOGY COMPUTER PROGRAM PACKAGE
            (Reference: 1986 ORANGE COUNTY HYDROLOGY CRITERION)
          (c) Copyright 1983-2012 Advanced Engineering Software (aes)
              Ver. 19.0  Release Date: 06/01/2012  License ID 1286

                           Analysis prepared by:



 ************************** DESCRIPTION OF STUDY **************************
* PASCAL                                                                  *
* PROPOSED HYDROLOGY A-6                                                  *
* 25 YEAR                                                                 *
 ***************************************************************************

  FILE NAME: PASCPR2.DAT
  TIME/DATE OF STUDY: 17:30 01/14/2020
==============================================================================
  USER SPECIFIED HYDROLOGY AND HYDRAULIC MODEL INFORMATION:
==============================================================================
                     --*TIME-OF-CONCENTRATION MODEL*--

  USER SPECIFIED STORM EVENT(YEAR) =   25.00
  SPECIFIED MINIMUM PIPE SIZE(INCH) =  12.00
  SPECIFIED PERCENT OF GRADIENTS(DECIMAL) TO USE FOR FRICTION SLOPE = 0.01
  *DATA BANK RAINFALL USED*
  *ANTECEDENT MOISTURE CONDITION (AMC) II ASSUMED FOR RATIONAL METHOD*

  *USER-DEFINED STREET-SECTIONS FOR COUPLED PIPEFLOW AND STREETFLOW MODEL*
     HALF-  CROWN TO   STREET-CROSSFALL:   CURB  GUTTER-GEOMETRIES:  MANNING
     WIDTH  CROSSFALL  IN-  / OUT-/PARK-  HEIGHT  WIDTH  LIP   HIKE  FACTOR
NO.   (FT)     (FT)    SIDE / SIDE/ WAY    (FT)    (FT)  (FT)  (FT)    (n)
===  =====  =========  =================  ======  ===== ====== ===== =======
  1   30.0     20.0    0.018/0.018/0.020   0.67    2.00 0.0312 0.167 0.0150

  GLOBAL STREET FLOW-DEPTH CONSTRAINTS:
    1. Relative Flow-Depth =  0.00 FEET
       as (Maximum Allowable Street Flow Depth) - (Top-of-Curb)
    2. (Depth)*(Velocity) Constraint =  6.0 (FT*FT/S)
  *SIZE PIPE WITH A FLOW CAPACITY GREATER THAN
   OR EQUAL TO THE UPSTREAM TRIBUTARY PIPE.*
  *USER-SPECIFIED MINIMUM TOPOGRAPHIC SLOPE ADJUSTMENT NOT SELECTED

******************************************************************************
  FLOW PROCESS FROM NODE     20.00 TO NODE     20.00 IS CODE =   7
------------------------------------------------------------------------------
  >>>>>USER SPECIFIED HYDROLOGY INFORMATION AT NODE<<<<<
==============================================================================
  USER-SPECIFIED VALUES ARE AS FOLLOWS:
  TC(MIN.) =   11.92   RAINFALL INTENSITY(INCH/HR) =  2.95
  EFFECTIVE AREA(ACRES) =     5.09
  TOTAL AREA(ACRES) =     5.10        PEAK FLOW RATE(CFS) =     13.31
  AREA-AVERAGED Fm(INCH/HR) =   0.08  AREA-AVERAGED Fp(INCH/HR) =   0.40
  AREA-AVERAGED Ap =  0.19
  NOTE: EFFECTIVE AREA IS USED AS THE TOTAL CONTRIBUTING AREA FOR ALL
```

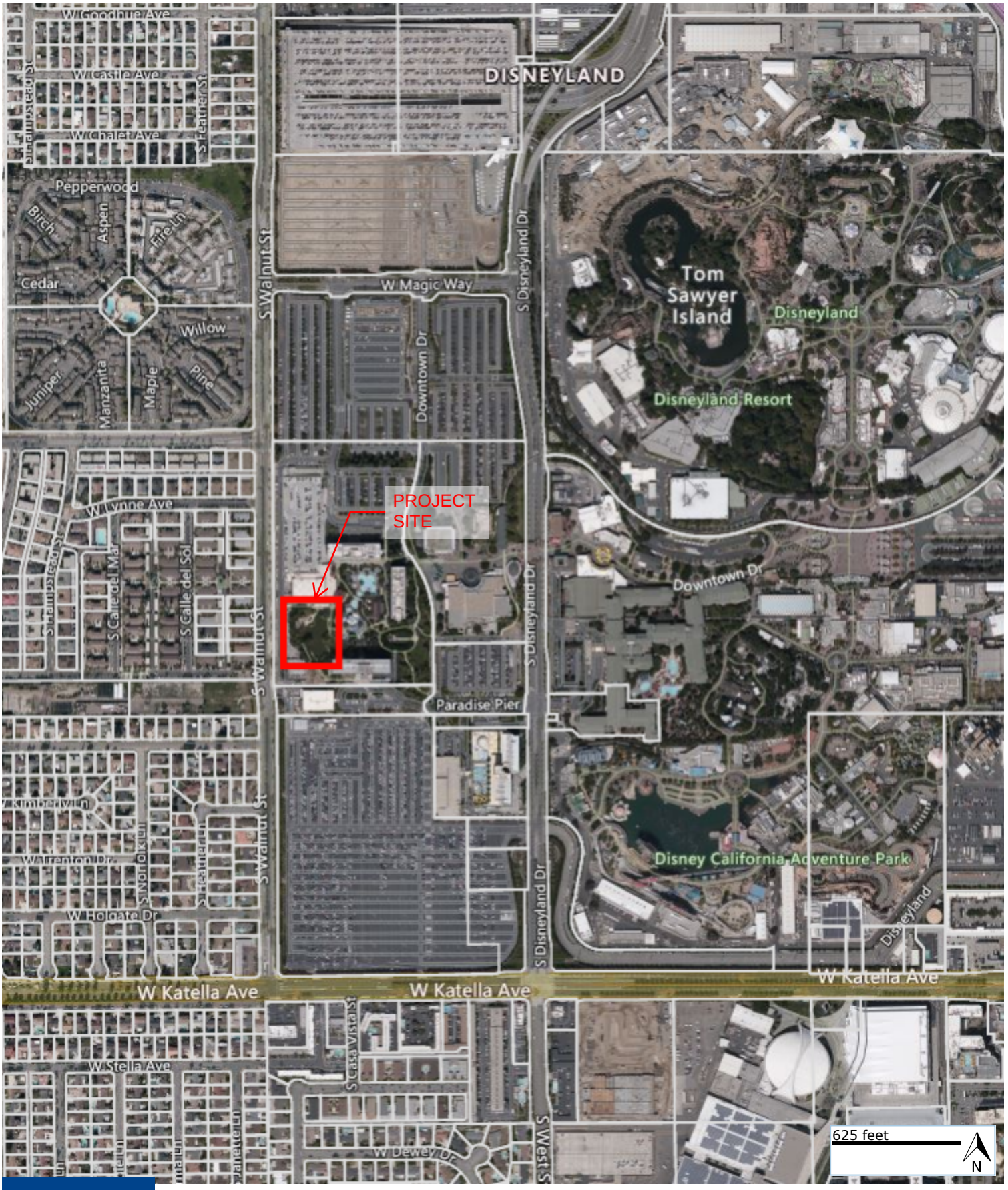
CONFLUENCE ANALYSES.

```
****************************************************************************
  FLOW PROCESS FROM NODE     20.00 TO NODE     21.00 IS CODE =  31
----------------------------------------------------------------------------
  >>>>>COMPUTE PIPE-FLOW TRAVEL TIME THRU SUBAREA<<<<<
  >>>>>USING COMPUTER-ESTIMATED PIPESIZE (NON-PRESSURE FLOW)<<<<<
============================================================================
  ELEVATION DATA: UPSTREAM(FEET) =   122.59  DOWNSTREAM(FEET) =   119.94
  FLOW LENGTH(FEET) =   226.00   MANNING'S N =  0.013
  DEPTH OF FLOW IN  42.0 INCH PIPE IS  34.3 INCHES
  PIPE-FLOW VELOCITY(FEET/SEC.) =   1.58
  ESTIMATED PIPE DIAMETER(INCH) =  42.00    NUMBER OF PIPES =   1
  PIPE-FLOW(CFS) =      13.31
  PIPE TRAVEL TIME(MIN.) =   2.38    Tc(MIN.) =   14.30
  LONGEST FLOWPATH FROM NODE     20.00 TO NODE     21.00 =     226.00 FEET.

****************************************************************************
  FLOW PROCESS FROM NODE     21.00 TO NODE     21.00 IS CODE =  81
----------------------------------------------------------------------------
  >>>>>ADDITION OF SUBAREA TO MAINLINE PEAK FLOW<<<<<
============================================================================
  MAINLINE Tc(MIN.) =   14.30
  *  25 YEAR RAINFALL INTENSITY(INCH/HR) =  2.661
  SUBAREA LOSS RATE DATA(AMC  II):
   DEVELOPMENT TYPE/      SCS SOIL   AREA      Fp         Ap      SCS
       LAND USE            GROUP   (ACRES)  (INCH/HR)  (DECIMAL)  CN
  CONDOMINIUMS               D        0.98      0.20     0.350    75
  SUBAREA AVERAGE PERVIOUS LOSS RATE, Fp(INCH/HR) =  0.20
  SUBAREA AVERAGE PERVIOUS AREA FRACTION, Ap =  0.350
  SUBAREA AREA(ACRES) =    0.98      SUBAREA RUNOFF(CFS) =    2.29
  EFFECTIVE AREA(ACRES) =      6.07   AREA-AVERAGED Fm(INCH/HR) =  0.08
  AREA-AVERAGED Fp(INCH/HR) =  0.35  AREA-AVERAGED Ap =  0.22
  TOTAL AREA(ACRES) =        6.1       PEAK FLOW RATE(CFS) =      14.12
============================================================================
  END OF STUDY SUMMARY:
  TOTAL AREA(ACRES)     =        6.1  TC(MIN.) =     14.30
  EFFECTIVE AREA(ACRES) =      6.07  AREA-AVERAGED Fm(INCH/HR)=  0.08
  AREA-AVERAGED Fp(INCH/HR) =  0.35  AREA-AVERAGED Ap = 0.220
  PEAK FLOW RATE(CFS)   =      14.12
============================================================================
============================================================================
  END OF RATIONAL METHOD ANALYSIS
```

3. SUPPORT MATERIALS

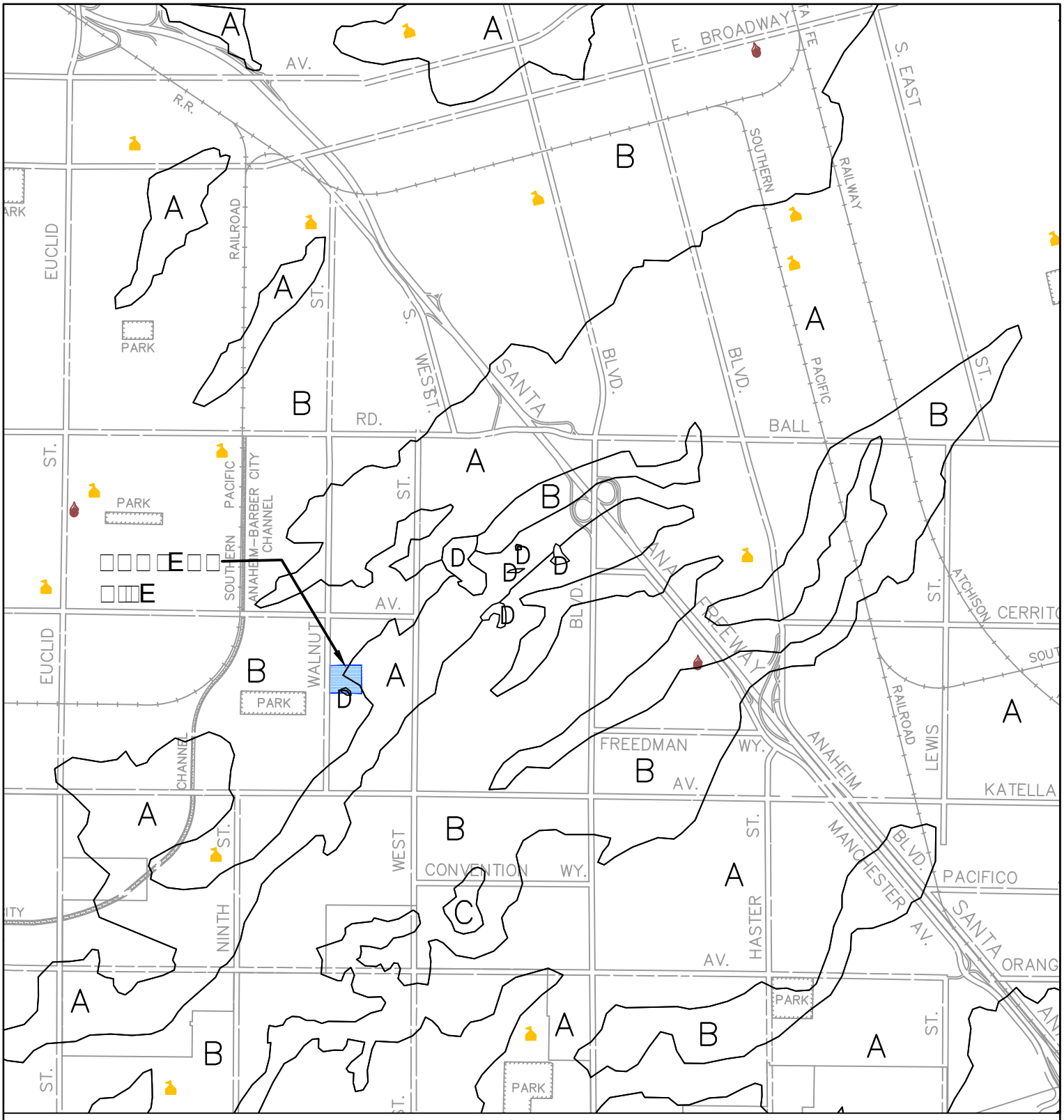
a. Vicinity Map
b. Soil Map



VICINITY MAP

PSOMAS

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HYDROLOGIC SOILS GROUP MAP

LEGEND

A & D SITE SOILS GROUP DESIGNATIONS

SOILS GROUP BOUNDARY

REFERENCE: HYDROLOGIC CLASSIFICATION OF SOILS
ORANGE COUNTY, CALIFORNIA

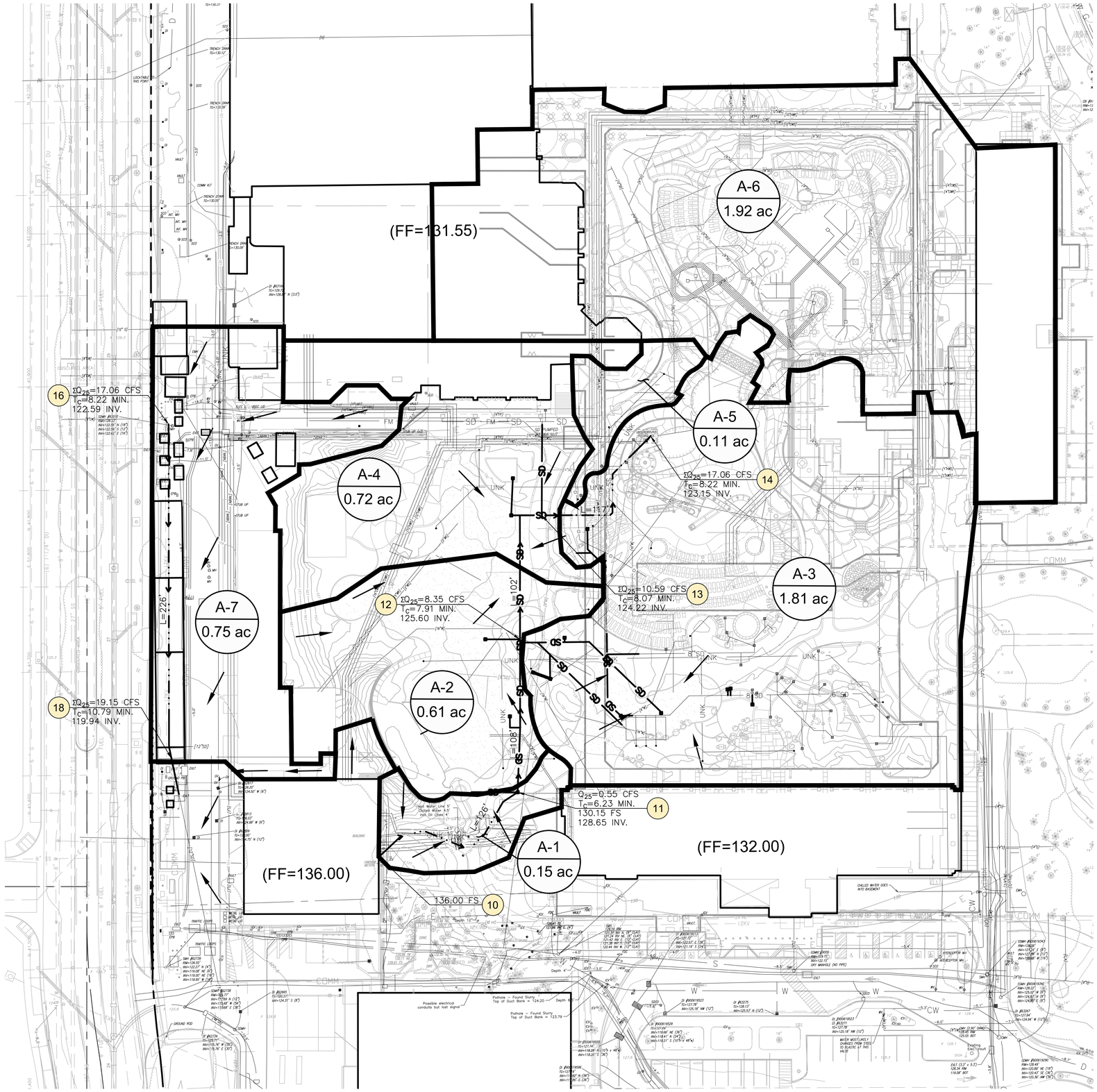
N

N.T.S.

4. HYDROLOGY MAPS

25- year Storm

a. Existing Hydrology Map
b. Proposed Hydrology Map



LEGEND

- LOT LINE
- PROPERTY LINE/ROW
- SUBAREA BOUNDARY
- DRAINAGE FLOW LINE

D-3 / 0.96 ac — DRAINAGE SUB-AREA LABEL; SUB-AREA SIZE (acres) 6.07 acres total

30' 15' 0' 30' 60'

GRAPHIC SCALE

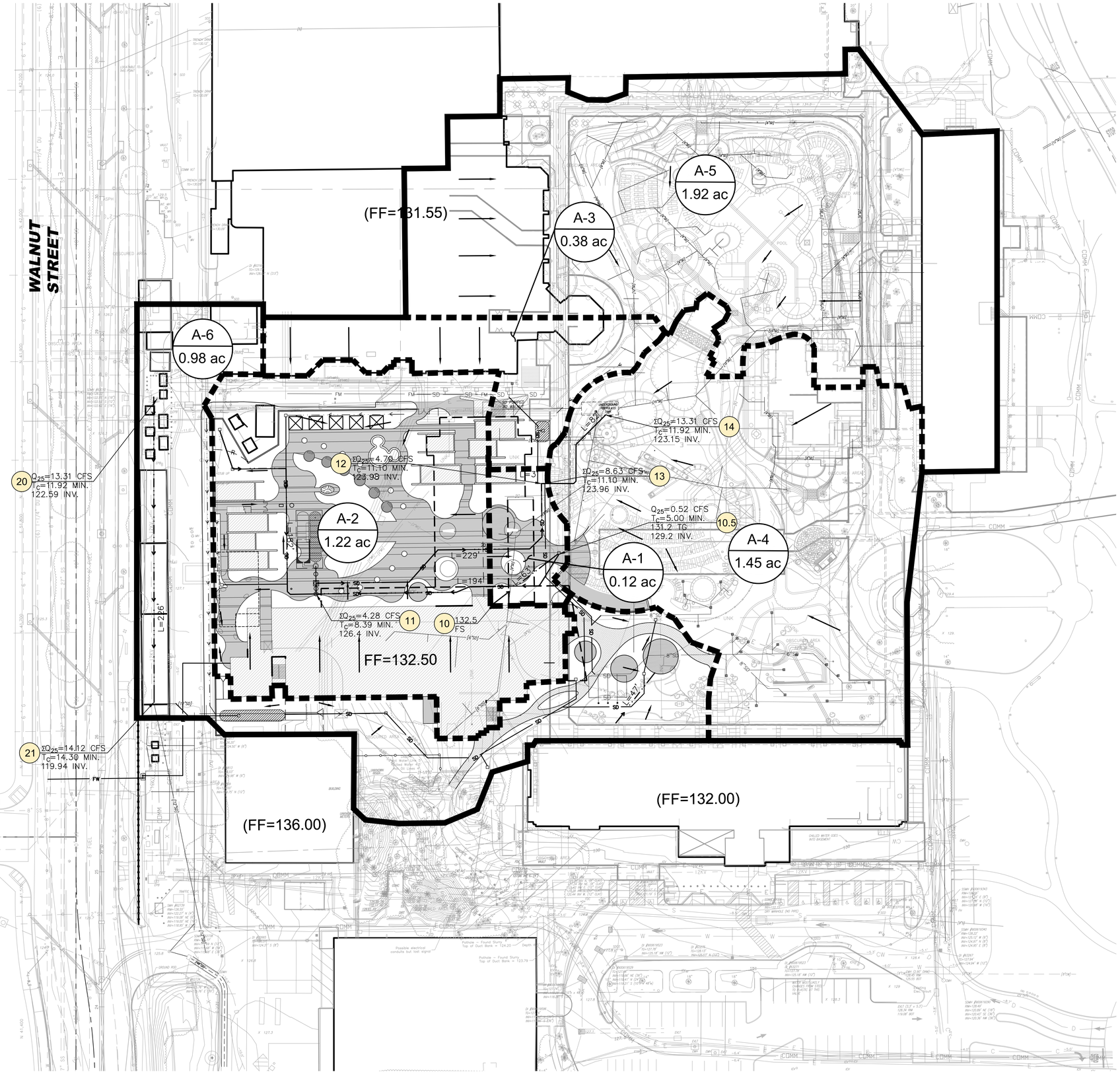
Note: For reduced sized prints, original scale is in inches

PASCAL
EXISTING HYDROLOGY

PSOMAS

DATE: 01/21/20 REVISED ON:
JOB No: 2MAR300100

Jan 14, 2020 - 5:45PM - M:\2MAR300100\ENGR\REPORTS\PASCAL\HYDROLOGY\ATTACHMENTS\EXISTING HYDROLOGY\EXISTING HYDROLOGY.DWG



LEGEND

- LOT LINE
- PROPERTY LINE/ROW
- MAJOR BOUNDARY
- SUBAREA BOUNDARY
- DRAINAGE FLOW LINE
- D-3 / 0.96 ac — DRAINAGE SUB-AREA LABEL; SUB-AREA SIZE (acres) 6.07 acres total
- SHEET FLOW ARROW
- X — NODE/CONCENTRATION POINT

30' 15' 0' 30' 60'

GRAPHIC SCALE

Note: For reduced sized prints, original scale is in inches

PASCAL
PROPOSED HYDROLOGY

PSOMAS

DATE: 01/21/20 REVISED ON:
JOB No: 2MAR300100

Jan 14, 2020 - 5:42PM - M:\2MAR300100\ENGR\REPORTS\PASCAL\HYDROLOGY\ATTACHMENTS\PROPOSED HYDROLOGY\PROPOSED HYDROLOGY.DWG

APPENDIX G

NOISE REPORT

January 20, 2020
Revised May 27, 2020

Robert Riffel
Marnell Companies
222 Via Marnell Way
Las Vegas, Nevada 89119

VIA EMAIL
rriffel@marnellcompanies.com

Subject: Walt Disney Parks and Resorts U.S., Inc. (Disney), Vacation Ownership Resort Project at the Disneyland Hotel, Anaheim, California: Noise and Vibration Analysis

Dear Mr. Riffel:

This Letter Report presents the results of the noise and vibration analysis for The Vacation Ownership Resort Project at the Disneyland Hotel ("Project") located at 1150 West Magic Way in the Hotel District of the Disneyland Resort Specific Plan area in the City of Anaheim, California (Exhibit 1, Regional Location and Local Vicinity). The Project is a component of the larger Disneyland Resort Project, the environmental impacts of which were analyzed in the Disneyland Resort EIR (EIR No. 311), certified by the City in 1993. This analysis was conducted to confirm that the design of the Project complies with the Disneyland Resort Specific Plan and the City's Municipal Code regarding noise and vibration, and that the Project will not create new potentially significant noise impacts nor increase the severity of significant noise impacts previously identified in EIR No. 311.

PROJECT SETTING AND DESCRIPTION

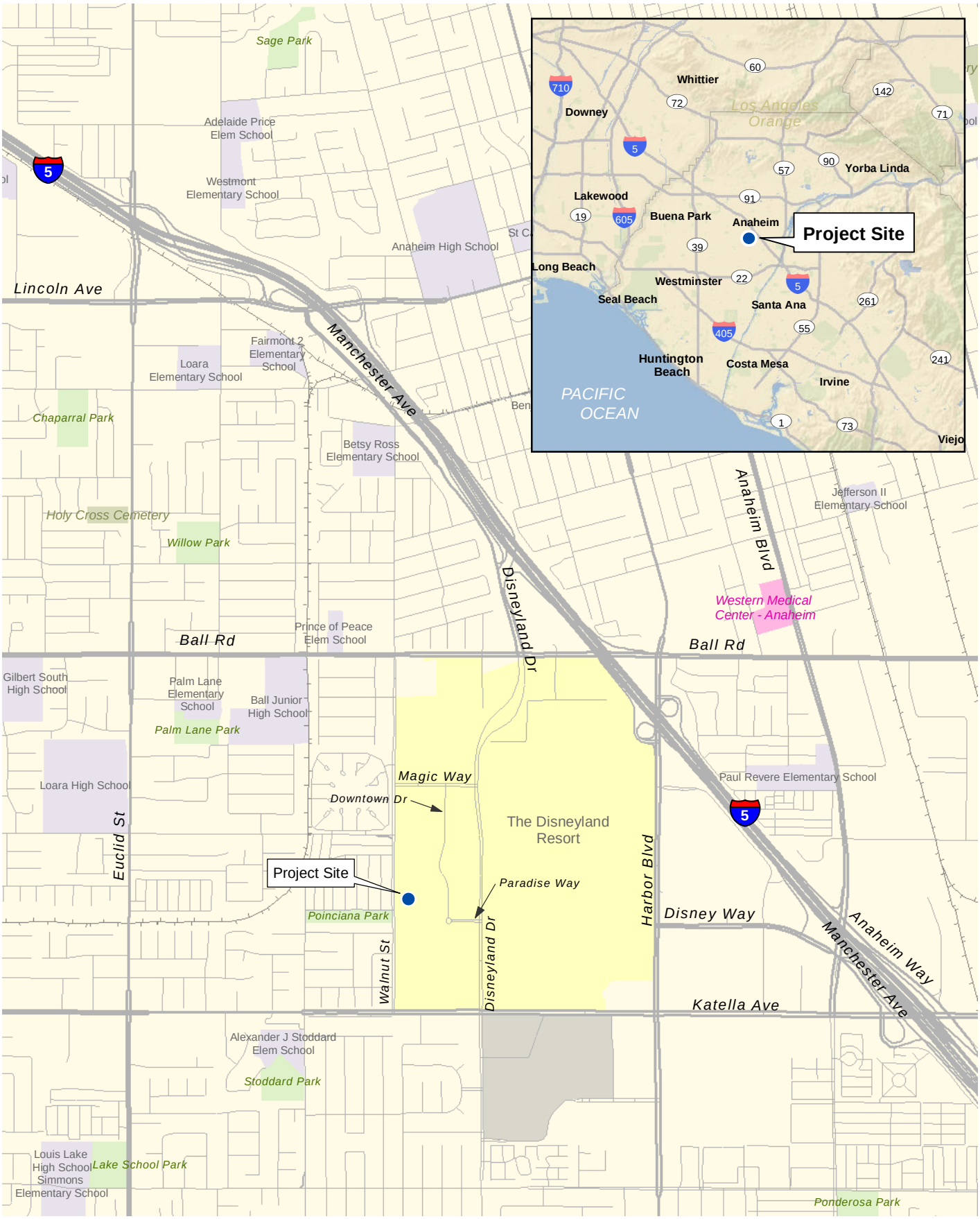
The Project proposes construction of a 12-level, 350-unit Disney Vacation Club building on an approximately 1.85-acre site. The Project site is currently developed with uses associated with the Disneyland Hotel including the Magic Kingdom lawn, a health club building, and back-of-house "central shops" buildings. All on-site uses would be demolished as part of this Project. The Project site is bounded on the west by existing storage buildings along Walnut Street, the Disneyland Hotel convention facility to the north, the Disneyland Hotel pool area to the east, and the Frontier Tower and Central Energy Plant to the South.

The potential environmental impacts of the Project were analyzed as part of the larger Disneyland Resort Project in EIR No. 311, certified by the City in 1993. EIR No. 311analyzed the potential noise impacts of the Disneyland Resort Project, suggested several mitigation measures, and concluded: "No significant noise impacts are anticipated from project development and no exceedance of the City's noise limits will be created by the project." The Disneyland Resort Specific Plan allows for the construction of up to 5,600 hotel rooms in the Hotel District of the Disneyland Resort Specific Plan area. To date, Disney has constructed 1,992 hotel rooms of the 5,600 hotel rooms[1] allowed to be constructed within the Hotel District under the Disneyland Resort Specific Plan. After completion of the Project, Disney will have constructed 2,342 hotel rooms, with 3,258 hotel rooms remaining.

225 South Lake Avenue
Suite 1000
Pasadena, CA 91101

Tel 626.351.2000
Fax 626.351.2030
www.Psomas.com

[1] These numbers reflect the square footages reported to and on file with the City on December 24, 2019.



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Local and Regional Vicinity

Exhibit 1

Noise and Vibration Analysis

PSOMAS

(Rev: 5-21-2020 MMD) R:\Projects\2MAR\2MAR300104\Graphics\ex_LV_RL.pdf

The Project's proposed uses are primary permitted uses within the Hotel District pursuant to Municipal Code Section 18.114.070.010. EIR No. 311 and Mitigation Monitoring Program No. 0067, adopted by the City with certification of EIR No. 311 in 1993, require implementation of the following mitigation measures for this Project:

Mitigation Measure 3.5-1: The applicant shall implement all project design features or the environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process.

Mitigation Measure 3.5-5: For hotels within the 70-CNEL contour from West Street/Disneyland Drive, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer identifying whether noise attenuation is required, and defining any attenuation measures and specific performance criteria, if any such measures are required to comply with the California Building Code. Ultimate noise attenuation requirements, if any, shall depend on the final locations of such buildings and noise-sensitive room uses inside the buildings.

Mitigation Measure 3.5-8: For structures that are adjacent to residential areas, the applicant shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with the Sound Pressure Level Ordinance.

Mitigation Measure 3.8-7: Construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries of the Disneyland Resort Specific Plan area before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code.

Mitigation Measure 3.8-9: The property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers.

NOISE ANALYSIS

Relevant elements of the Project related to the analysis of potential noise impacts include: (1) demolition of on-site structures; (2) site preparation activities; (3) the use of construction equipment; (4) stationary source noise generated during the operations phase of the Project (e.g., mechanical equipment, landscape maintenance equipment); and (5) mobile source noise generated during operations due to the vehicle trips generated by the Project. This Letter Report provides discussions of noise and vibration relative to the regulatory and environmental setting and the anticipated Project impacts and mitigation measures. Potential noise and vibration impacts are addressed relative to the impacts previously evaluated in EIR No. 311, which were identified as being less than significant after implementation of mitigation measures.

NOISE AND VIBRATION

Noise

Noise is typically defined as unwanted sound and is described in terms of a sound's intensity or loudness, pitch, and duration. The ambient noise environment is composed of stationary and mobile noise sources. Stationary noise sources occur in a single location and may be constant or short-term in nature; mobile noise sources are typically transportation-related and are generally not considered a constant noise source.

The physical measure of sound, or sound level, is measured in decibels (dB), which are based on a logarithmic scale. Therefore, a doubling of the energy of a noise source, such as doubling of traffic

volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3-dB decrease. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). The A-weighted decibel scale relates noise to human sensitivity. Common noise levels are measured in terms of the "A-weighted decibel," abbreviated as dBA. Table 1, *Typical Noise Levels,* provides examples of various noises and their typical A-weighted noise level.

TABLE 1
TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	
Gas Lawn Mower at 1 m (3 ft)	90	
Diesel Truck at 15 m (50 ft), at 80 km/hr. (50 mph)	80	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower at 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing
dBA: A-weighted decibels; m: meter; km/hr.: kilometers per hour; ft: feet; mph: miles per hour Source: Caltrans 2013.		

Although human perception of sound is somewhat subjective, it is widely accepted that the average healthy ear (1) can barely perceive an increase or decrease of 3 dBA, (2) can readily perceive a change of 5 dBA, and (3) can notice an increase of 10 dBA sounds twice as loud.

Noise, or sound over a period of time, can be measured using a number of methods. The two most common methods are the community noise equivalent (CNEL) and the equivalent sound level (L_{eq}). The average noise levels over a period of minutes or hours is expressed as dBA L_{eq}. L_{eq} can be measured for any time period. The CNEL scale represents the average of 24 hourly noise measurements and adjusts the dBA during certain sensitive time periods to account for increased noise sensitivity during the evening and nighttime periods. Codes typically adjust the evening time period (7:00 PM to 10:00 PM) by 5 dBA, and the nighttime period (10:00 PM to 7:00 AM) by 10 dBA.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration

displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction of a project, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. Analysis of this type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (ppv) or the root mean square (rms) velocity is usually used to describe vibration amplitudes. The ppv is defined as the maximum instantaneous peak of the vibration signal, and the rms is defined as the square root of the average of the squared amplitude of the signal. The ppv is more appropriate for evaluating potential building damage and also used for evaluating human response.

The units for ppv are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all ppv levels are in in/sec, and all vibration levels are in dB relative to one microinch per second. The threshold of perception is approximately 0.006-0.019 ppv (Caltrans 2020). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at distances within 200 feet of the vibration sources. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, and other anomalies all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

Existing Noise Levels

The existing noise environment in and near the Project site is primarily influenced by traffic noise on Walnut Street near the west Project site boundary, mechanical noise from the existing buildings onsite, and people playing in the swimming pool area next to the northeast Project site boundary. For the purpose of this noise analysis, the study area includes the Project site, the areas immediately adjacent to the Project site, and the land uses adjacent to the roadway segments where the Project adds vehicular trips to the roadway system.

Psomas conducted ambient noise surveys for the Project on January 2 and 3, 2020. Noise level measurements were taken using a Larson Davis Laboratories SoundTrack LxT sound level meter (LD LxT) and a Larson Davis Laboratories Model 831 integrating sound level meter (LD 831). These sound level meters were placed proximate to each of the Project site's property lines, approximately 5 feet above the ground as shown in Exhibit 2, Noise Monitoring Locations.

The noise level measurements were collected for 24 hours proximate to the western and southern Project site boundaries. The energy average (L_{eq}), maximum noise level (L_{max}), and minimum noise level (L_{min}) values taken at each ambient noise measurement location are presented in Figures 1 and 2 for the respective noise monitoring locations. Noise Monitoring Location 1 (sound level meter 1) recorded noise levels approximately 15 feet from Walnut Street. Noise levels were measured at this location to characterize traffic noise. As shown in Figure 1, Hourly Noise Levels at Noise Monitoring Location 1 (Near Western Property Boundary), average daytime noise levels at Location 1 range from 61 to 73 dBA L_{eq} with noise levels being higher during daytime hours due to higher traffic volumes. The 24-hour weighted noise level at this location is 72.2 dBA CNEL. The measured noise levels are representative of an urban environmental setting near a heavily travelled roadway.



Aerial Source: Esri, Maxar 2018

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Noise Monitoring Locations

Exhibit 2

Noise and Vibration Analysis

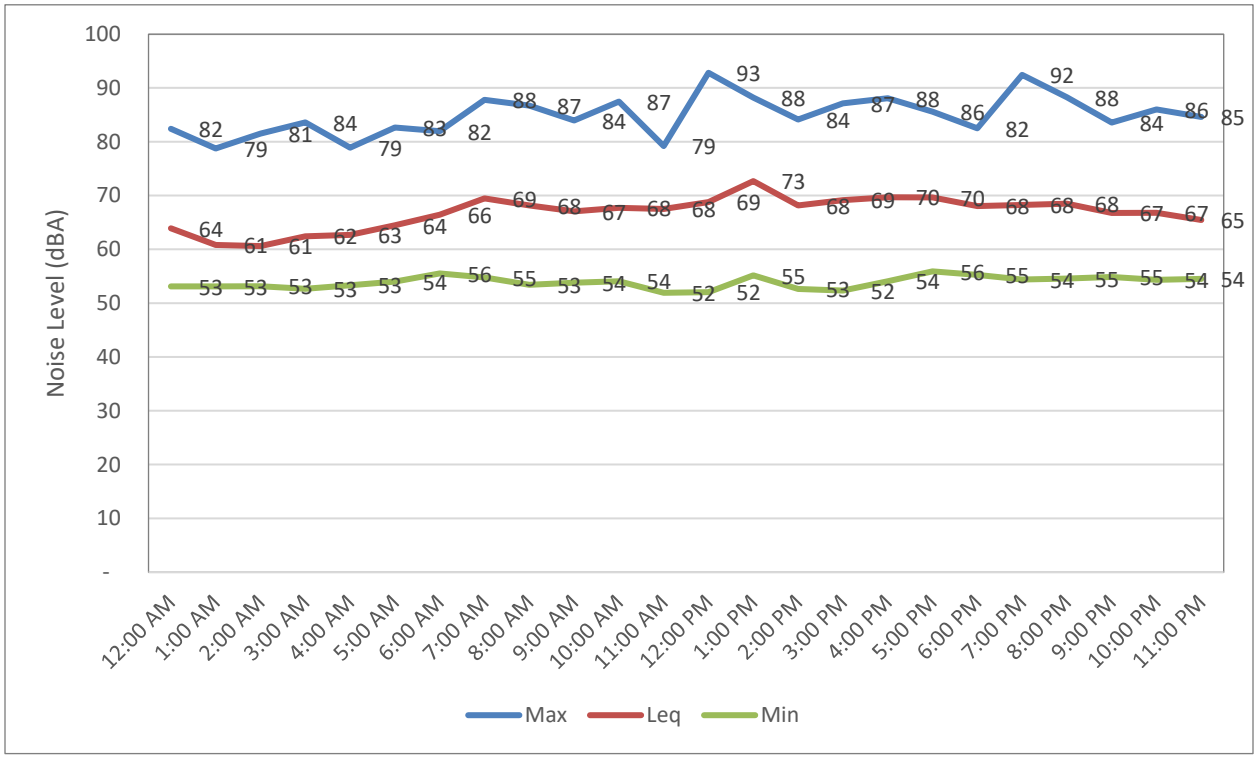
150 75 0 150

Feet

PSOMAS

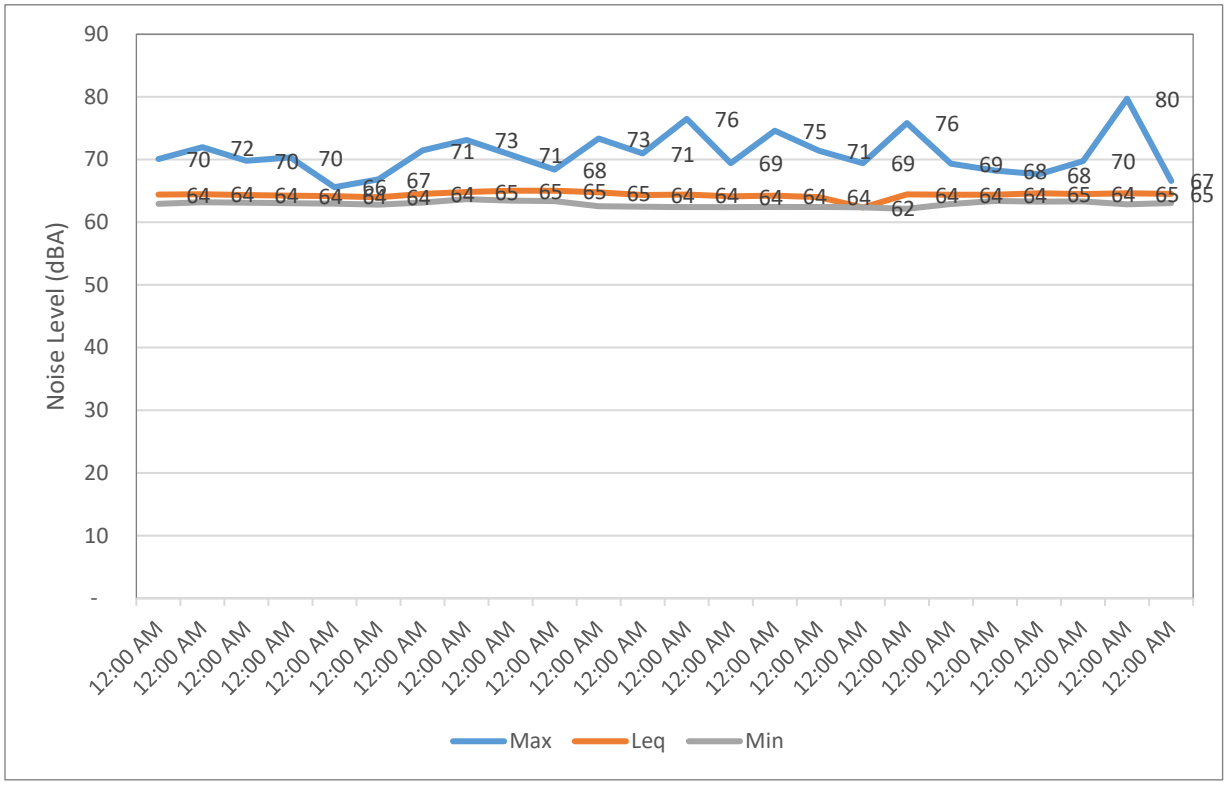
(Rev: 05/21/2020 MMD) R:\Projects\2MAR\2MAR300104\Graphics\ex_Noise_Locations.pdf

FIGURE 1
HOURLY NOISE LEVELS AT NOISE MONITORING LOCATION 1
(NEAR WESTERN PROJECT SITE BOUNDARY)



Noise Monitoring Location 2 (sound level meter 2) was located approximately 80 feet west of Frontier Tower and near the south Project site boundary. The sound level meter was secured to a tree. Noise at this location consists primarily of noise from mechanical equipment in an open-topped outdoor enclosure next to the southwest corner of Frontier Tower. As shown in Figure 2, Hourly Noise Levels at Noise Monitoring Location 2 (Southern Property Boundary), average daytime noise levels in the study area range from 62 to 80 dBA L_{eq}. The 24-hour weighted noise level at this location is 71.0 dBA CNEL. The measured noise levels are fairly constant through the course of the 24-hour period and are representative of nearby mechanical noise at the Central Energy Plant.

FIGURE 2
HOURLY NOISE LEVELS AT NOISE MONITORING LOCATION 2
(NEAR SOUTHERN PROJECT SITE BOUNDARY)



Short-term noise measurements were taken proximate to the northern and eastern boundaries of the Project site (sound level meters 3 and 4) at Locations 3 and 4, respectively. Sound level meters 3 and 4 were both near the southwestern edge of the swimming pool deck, and noise from people playing in the swimming pool was the major noise source at these locations. Noise levels are shown in Table 2.

TABLE 2
NOISE LEVELS FOR LOCATIONS 3 AND 4

	Minimum	L_{eq} (Average)	Maximum
Location 3 (Northern Property Line)	50	65	84
Location 4 (Eastern Property Line)	53	57	75

Existing noise-sensitive receptors to be considered are the occupants of multiple off-site hotels surrounding the Disneyland Resort Specific Plan area and residential uses located to the west of the Project site along Walnut Street. While there are land uses that are located closer to the development area of Project site, these uses also are elements of the larger Disneyland Resort Project, the environmental impacts of which were analyzed in EIR No. 311, certified by the City in 1993, and, accordingly, are not considered to be off-site. Additionally, these land uses are not considered to be "sensitive receptors" due to the short-term nature of the uses. The average guest stay at The Disneyland Hotel is less than three days and, typically, guests do not occupy their hotel rooms for extended periods of time during the day. Employees also do not continuously occupy these areas for extended durations. Therefore, these uses do not constitute noise-sensitive uses.

Regulatory Setting

State of California

Title 24 of the *California Code of Regulations,* also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. Section 1207.11.2 requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so that the interior noise attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room. Section 1207.12 states, "if interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior requirement. The ventilation system must not compromise the dwelling unit or guest room noise reduction."

City of Anaheim

The following sections of the City of Anaheim's Municipal Code apply to the Project:

> 6.70.010 ESTABLISHED.
>
> Sound produced in excess of the sound pressure levels permitted herein are hereby determined to be objectionable and constitute an infringement upon the right and quiet enjoyment of property in this City.
>
> No person shall within the City create any sound radiated for extended periods from any premises which produces a sound pressure level at any point on the property line in excess of sixty decibels

(Re 0.0002 Microbar) read on the A-scale of a sound level meter. Readings shall be taken in accordance with the instrument manufacturer's instructions, using the slowest meter response.

The sound level measuring microphone shall be placed at any point on the property line, but not closer than three (3) feet from any wall and not less than three (3) feet above the ground, where the above listed maximum sound pressure level shall apply. At any point the measured level shall be the average of not less than three (3) readings taken at two (2) minute intervals. To have valid readings, the levels must be five (5) decibels or more above the levels prevailing at the same point when the sources of the alleged objectionable sound are not operating.

Sound pressure levels shall be measured with a sound level meter manufactured according to American Standard S1.4-1961 published by the American Standards Association, Inc., New York City, New York.

Traffic sounds sound created by emergency activities and sound created by governmental units or their contractors shall be exempt from the applications of this chapter. Sound created by construction or building repair of any premises within the City shall be exempt from the applications of this chapter during the hours of 7:00 a.m. to 7:00 p.m. Additional work hours may be permitted if deemed necessary by the Director of Public Works or Building Official. (Ord. 2526 § 1 (part); June 18, 1968; Ord. 3400 § 1; February 11, 1975: Ord. 6020 § 1; April 25, 2006.)
6.72.010 PURPOSE.

This City Council enacts this legislation for the sole purpose of securing and promoting the public health, comfort, safety, and welfare of its citizenry. While recognizing that certain uses of sound-amplifying equipment are protected by the constitutional rights of freedom of speech and assembly, the City Council, nevertheless, feels obligated to reasonably regulate the use of sound-amplifying equipment in order to protect the correlative constitutional rights of the citizens of this community to privacy and freedom from public nuisance of loud and raucous noise . (Ord. 4059 § 1 (part); October 9, 1979; Ord. 5941 § 1 (part); September 14, 2004.)

6.72.020 REGULATION OF AMPLIFIED SOUND.

Notwithstanding the provisions of Chapter 6.70 of this code, it shall be unlawful for any person to use or operate, or cause to be used or operated, within the City of Anaheim any sound-amplifying equipment in a fixed or movable position, or mounted upon any vehicle, except when used or operated in compliance with the following provisions:

.010 In all residential zones and within two hundred feet of any boundary thereof, no sound-amplifying equipment shall be operated or used for commercial purposes, except sound-amplifying equipment may be used for commercial purposes upon a moving vehicle between the hours of 8:00 a.m. and 8:00 p.m. to announce the presence of such vehicle in an area or location for commercial purposes; provided that such sound-amplifying equipment shall not be used during periods that the vehicle is stopped, parked or otherwise in a stationary position..

.020 In all residential zones and within two hundred feet of any boundary thereof, no sound-amplifying equipment shall be operated or used for noncommercial purposes between the hours of 8:00 p.m. and 8:00 a.m. of the following day.

.030 In all non-residential zones, except such portions thereof as may be included within two hundred feet of the boundary of any residential zone, the operation or use of sound-amplifying equipment for commercial purposes is prohibited between the hours of 9:00 p.m. and 8:00 a.m. of the following day.

.040 In all non-residential zones, except such portions thereof as may be included within two hundred feet of the boundary of any residential zone, the operation or use of sound-amplifying equipment for noncommercial purposes is prohibited between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

.050 Sound emanating from sound-amplifying equipment shall not be audible to a person of normal hearing acuity within an enclosed building (other than a building within which the sound emanate) at a distance in excess of two hundred feet from the sound-amplifying equipment.

.060 In no event shall the sound-amplifying equipment be unreasonably loud, raucous, jarring or disturbing to a person of normal sensitiveness within the area of audibility, or disturb the peace or quiet of any neighborhood.

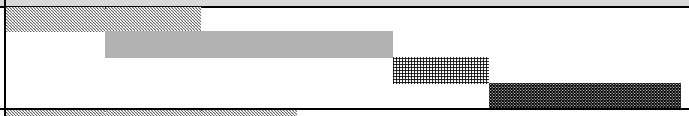
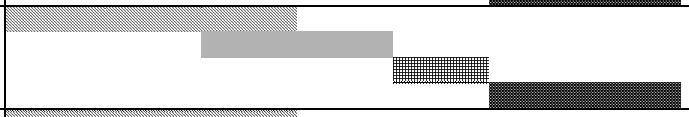
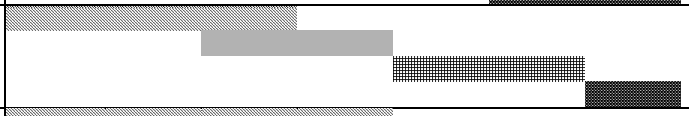
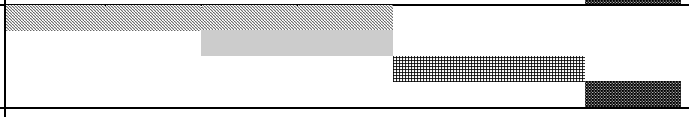
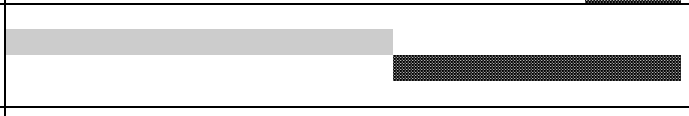
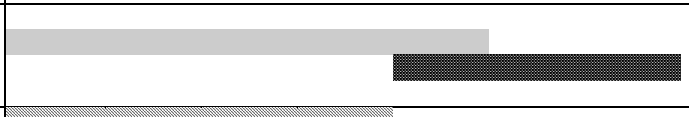
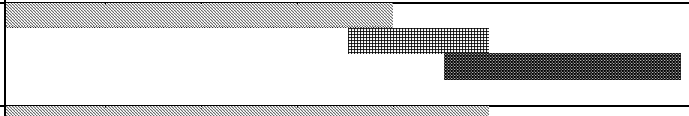
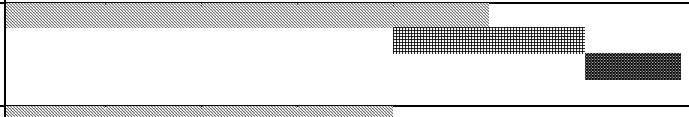
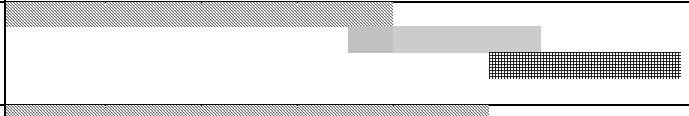
.070 It shall be unlawful for any person to operate or use any sound-amplifying equipment within, upon or adjacent to the premises of any hospital, school, or publicly owned or operated arena, stadium, convention center or auditorium, while in use, in a manner which disturbs, disrupts or interferes with the conduct of any event, business or activity of any nature then occurring within such building or premises. Nothing contained in this subsection shall be deemed to prohibit any conduct which is otherwise prohibited by California Penal Code Sections 302 or 403, or any other provision of State law. (Ord. 4059 § 1 (part); October 9, 1979; Ord. 5781 § 1; September 25, 2001; Ord. 5941 § 1 (part); September 14, 2004.)

6.73.020 NOISE RESTRICTIONS.

It shall be unlawful and constitute a public nuisance for any owner or responsible person to conduct or allow to be conducted any party or similar event from which loud and unreasonable noise originates between the hours of 10:00 p.m. and 7:00 a.m. Continuation of any activity prohibited by this section after written notification by a peace officer as provided in Section 6.73.030 that the activity is disturbing the comfort, health, peace, safety, quiet enjoyment or repose of one or more other persons shall be prima facie evidence of willful intent within the meaning of Section 6.73.010.010.(Ord. 5337 § 1 (part); October 20, 1992: Ord. 6259 § 1 (part); November 20, 2012.)

In the *City of Anaheim General Plan* Noise Element, the City adopted land use-noise compatibility standards shown in Table 3, *Land Use Compatibility for Noise Exposure*.

TABLE 3
LAND USE COMPATIBILITY FOR NOISE EXPOSURE

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB 55 60 65 70 75 80 85
Residential – Low-Density Single-Family, Duplex, Mobile Homes	
Residential – Multiple-Family Homes	
Transient Lodging - Motels, Hotels	
Schools, Libraries, Churches, Hospitals, Nursing Homes	
Auditoriums, Concert Halls, Amphitheaters	
Sports Arena, Outdoor Spectator Sports	
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings, Business, Commercial and Professional	
Industrial, Manufacturing, Utilities, Agriculture	

Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.	New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive, and the outdoor environment would not be acceptable.

L_{dn}: day-night noise level; CNEL: Community Noise Equivalent Level; dB: decibels

Source: Anaheim 2004a

The Noise Element, Goal 1.1, includes the following policies applicable to the Project:

4) Require mitigation where sensitive uses are to be placed along transportation routes to ensure that noise levels are minimized through appropriate means of mitigation, thereby maintaining quality of life standards.

7) Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses.

City of Anaheim Noise Ordinance

The City of has the authority to set land use noise standards and place restrictions on private activities that generate excessive or intrusive noise. The applicable standards for these activities are specified in the Municipal Code, which limits sound levels for stationary sources of noise radiated for extended periods from any premises in excess of 60 decibels at the property line. Sound created by construction or building repair of any premises within the City is also exempt from the applications of the Municipal Code during the hours of 7:00 a.m. and 7:00 p.m.

IMPACT ANALYSIS

Question A: ***Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, local noise ordinance, or applicable standards of other agencies?***

Long-term (Permanent) Impacts

Impacts to Off-Site Land Uses

Summary of Previous Environmental Analyses

Potential noise impacts associated with the development of the Disneyland Resort Project were evaluated in EIR No. 311. This EIR evaluated potential environmental impacts associated with the development of 546 acres and approximately 11 acres of right-of-way improvements, including the 97 acres of the Hotel District of the Disneyland Resort Specific Plan in which the Project is to be located. EIR No. 311 determined potential noise impacts related to the development of the Disneyland Resort Project would result in less than significant traffic noise impacts.

Current Project

Less Than Significant Impact. Daily operation of the Project has the potential to result in an increased ambient noise level in the Project vicinity through the addition of vehicular trips associated with the Project. As mentioned previously, EIR No. 311 determined traffic-related noise impacts would result in less than significant traffic noise impacts. Because the Project does not exceed the projected amount of development anticipated to occur in the Hotel District of the Disneyland Resort Specific Plan as part of the Disneyland Resort Project, the traffic volumes and the associated traffic noise impacts associated with the Project were evaluated in EIR No. 311. The Project would result in less than significant traffic noise impacts.

The operation of the Project would result in noise associated with the proposed outdoor recreational facilities (hot tub, BBQ area, interactive water feature and deck area). The City's Noise Element of the General Plan states that a 60 dBA L_{eq} limit is established for stationary sources of noise. Noise associated with the use of these outdoor facilities was estimated based on noise levels associated with the anticipated number of people that would be using the hot tub, barbeque area, interactive water feature, and deck area. It was projected that an average of 90 people would be using these facilities at any one time. The assessment included noise levels associated with "Raised Normal Speaking" to "Loud Speaking" (Acoustics 2006). Noise from human speech was calculated from a reference distance of 1 meter to the distances from the noise source and the offsite receptors. A 12-foot tall soundwall would be developed along the western boundary of the outdoor recreational area. This sound wall would attenuate noise generated from the outdoor recreational facilities to the Walnut Street residences. Details of the quantitative analysis are provided within the Attachment A of this Letter Report and would result in noise levels of 37 dBA L_{eq} at the nearest property line to residential uses along Walnut Street. The 37 dBA L_{eq} emitted by the outdoor activities associated with the Project is less than the 60 dBA L_{eq} limit established within Municipal Code Section 6.70.010.

Noise associated with heating-ventilation-air conditioning (HVAC) is regulated under Municipal Code Section 6.70.010. As discussed previously, the City limits noise generated from properties to 60 decibels or less at the property line. The selection of HVAC units for the Project would be required to comply with the City's noise limit. Compliance with the City's noise limit is mandatory, and compliance with the noise limit would result in acceptable levels of noise levels. As such, the Project would comply with the City's limitations on noise generation from outdoor facilities and HVAC equipment which would result in less than significant noise impacts.

Interior Noise Impacts

Habitable rooms are required to meet the California Building Code's 45 dBA CNEL interior noise standard (per Title 24 of the California Code of Regulations). Typical building attenuation would provide a 25 dBA noise level reduction for exterior noise levels to building interiors with windows closed (National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971). Mechanical ventilation would be provided within each of the rooms of the proposed Project which would allow for the rooms to operate with a windows-closed condition. Based on a 25 dBA noise level reduction, structures placed within the 70 dBA CNEL contour line would provide sufficient interior noise reduction with standard construction materials.

As discussed previously, ambient noise measurements proximate to Walnut Street were taken and shown to result in noise levels of 72 dBA CNEL. To meet the California Building Code's 45 dBA CNEL interior noise standard, noise reduction standards providing noise reduction greater than 25 dBA would be required. In the case where new rooms facing Walnut Street would be exposed to noise levels exceeding 70 dBA CNEL, the required interior noise reduction to meet the interior level standard of 45 dB CNEL may be achieved by locating the building facades facing these roads outside the 70 dBA CNEL noise contour, or by providing upgraded construction. Upgraded construction may include some or all of the following noise reduction standards in the building design: upgraded dual-glazed windows, exterior wall/roof assemblies free of cut-outs or openings, and/or upgraded exterior wall assemblies.

In addition, the Project would comply with Mitigation Measure 3.5-5 that requires an acoustical study be prepared which demonstrates that the interior noise standard of 45 dBA CNEL would be met. Compliance with the building's designs would ensure that that the required 45 dBA CNEL interior noise level would not be exceeded and potential impacts would be reduced to less than significant levels.

Short-Term Construction Impacts

Less Than Significant Impact. Short-term construction noise would be generated on-site by construction equipment during demolition, excavation, site preparation, and building construction activities. It is anticipated that construction of the proposed Project would occur for approximately four years (2020-2023). The nearest noise-sensitive receptors would be residential uses to the west of the Project site which are approximately 130 feet at their closest point to the Project site. The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Construction noise at the nearest offsite noise sensitive uses were estimated based on construction noise data from the USEPA's Noise from Construction Equipment and Operations, Building Equipment and Home Appliances (USEPA 1971). A worst-case analysis approach to the calculation of offsite noise exposure was undertaken which includes noise attenuation for hard-ground which results in a higher level of noise exposure as well as not accounting for any noise attenuation provided by intervening structures which may act as sound barriers. Construction noise levels for hotel uses was used to estimate noise levels attributable to the development of the Project are shown in Table 4, *Construction Noise Levels at Noise-Sensitive Uses*, and calculations are included in Attachment B, *Noise Calculations.*

TABLE 4
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES

Construction Phase	Noise Levels (L_{eq} dBA)							
	Hotel Use to the North of the Project Site (Holiday Inn)		Residential Uses to the West of the Project Site (Walnut Residences)		Retail and Residential Uses to the South of the Project Site		Hotel Uses to the East of the Project Site	
	Max (2,865 ft)	Avg (2,975 ft)	Max (100 ft)	Avg (240 ft)	Max (1,605 ft)	Avg (1,775 ft)	Max (3,545 ft)	Avg (3,810 ft)
Ground Clearing/ Demolition	49	49	78	70	54	53	47	46
Excavation	54	54	83	75	59	58	52	51
Foundation Construction	43	43	72	64	48	47	41	40
Building Construction	52	52	81	73	57	56	50	49
Paving and Site Cleanup	54	54	83	75	59	58	52	51

L_{eq} dBA: Average noise energy level; Max: maximum; avg: average; ft: feet
Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures.
Source: USEPA 1971.

Table 4 shows both the maximum average and typical average noise levels. Maximum noise levels represent the noise levels from construction occurring near the Project site boundary closest to the noise-sensitive use/receptor. Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of all Project components. Noise levels from general Project-related construction activities would range from 38 to 83 dBA L_{eq} for the maximum noise levels and 37 to 75 dBA L_{eq} for the average noise levels. Noise levels of this magnitude are not uncommon in urban areas and are generally not considered to be of high magnitude especially for construction activities. Construction noise levels were also assessed in EIR No. 311 which stated: "Offsite noise-sensitive receptors will be impacted by the construction activities in the project area. Depending on the location of these receptors, maximum

outdoor noise levels at residences west of Walnut Street could be as high as 83 dBA." Due to the distance between the Project site and the Walnut Street residences as well as the off-site hotel uses, construction noise levels are anticipated to be less than the noise levels predicted in the approved EIR No. 311.

Short-term construction noise also would be generated on local roadways by workers commuting to and from the job site and delivering construction materials. It is estimated that a maximum of approximately 120 worker trips, 47 vendor trips, and 35 haul truck trips would occur on a daily basis. It is anticipated that Project-related construction traffic would avoid residential roadways (i.e., Walnut Street) and would travel along Disneyland Drive. Existing traffic volumes along Disneyland Drive are approximately 13,000 average daily trips.[2] The increase in volume of traffic and change in vehicular mix would result in less than 1 dBA increase in noise levels along Disneyland Drive, Ball Road, and Katella Avenue due to the infrequent and low volume of Project-related traffic. The impact would be less than significant; no mitigation is required.

Because construction would occur only during the daytime hours when people are less sensitive to noise, the magnitude of noise is not generally considered excessive and would represent a short-term, temporary impact, the impact would be less than significant, and no additional mitigation is necessary beyond those required by Mitigation Monitoring Program No. 0067.

Question B: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Groundborne vibration, expressed as peak particle velocity (ppv), consists of oscillatory waves that propagate from the source through the ground to adjacent structures. Vibration of building components can also take the form of an audible, low-frequency rumbling noise, which is referred to as groundborne noise. Vibration energy spreads out as it travels through the ground, causing the vibration level to decrease as distance from the source increases.

Groundborne vibration and noise can be generated during construction activities and is generally highest during impact pile driving, blasting, and demolition-related activities. No impact pile driving is anticipated for the Project. Building foundations will be developed with pre-drilled caissons which are not vibration or noise intensive. Because the City of Anaheim does not have regulatory standards for construction or operational vibration sources, thresholds for potential structural damage and human annoyance associated with vibration are based on the California Department of Transportation's (Caltrans 2020) vibration limits. For purposes of this analysis, a threshold of 0.9 ppv is used as the threshold of significance related to human perception because this level of vibration represents a level that is strongly perceptible. A vibration level of 0.2 and 0.3 ppv is used for residential and commercial buildings, respectively, as the threshold of significance for structural damage, as this is the point at which continuous or frequent vibrations would begin to damage buildings (FTA 2018). Table 5, *Vibration Levels for Construction Equipment,* summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment at a distance of 25 feet.

[2] Average Daily Trips estimated based on the quantified PM peak volumes constituting 10% of the Average Daily Trips.

TABLE 5
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	ppv at 25 ft (in/sec)
Vibratory roller	0.210
Caisson drill	0.089
Large bulldozer	0.089
Small bulldozer	0.003
Jackhammer	0.035
Loaded trucks	0.076
ppv: peak particle velocity; ft: feet; in/sec: inches per second Source: Caltrans 2020; FTA 2018	

As shown in Table 6, *Vibration Annoyance Criteria at Sensitive Uses*, vibration decibel levels would not exceed the criteria threshold under maximum conditions when activities are closest to affected uses as well as under average conditions. As such, vibration generated by the Project's construction equipment would be below the significance threshold and would result in a less than significant impact related to vibration-induced annoyance.

TABLE 6
VIBRATION ANNOYANCE CRITERIA AT SENSITIVE USES

	Vibration Level (ppv)			
	Hotel Use to the North of the Project Site (Holiday Inn)	Residential Uses to the West of the Project Site (Walnut Residences)	Retail and Residential Uses to the South of the Project Site	Hotel Uses to the East of the Project Site
Equipment	**(ppv @ 2,930 ft)**	**(ppv @ 110 ft)**	**(ppv @ 1,417 ft)**	**(ppv @ 3,590 ft)**
Vibratory Roller	<0.01	0.02	<0.01	<0.01
Caisson Drill	<0.01	0.01	<0.01	<0.01
Large bulldozer	<0.01	0.01	<0.01	<0.01
Small bulldozer	<0.01	<0.01	<0.01	<0.01
Jackhammer	<0.01	<0.01	<0.01	<0.01
Loaded trucks	<0.01	0.01	<0.01	<0.01
Criteria	**0.9**	**0.9**	**0.9**	**0.9**
Exceeds Criteria?	**No**	**No**	**No**	**No**
ppv: peak particle velocity; ft: feet Source: FTA 2018 (Calculations can be found in Attachment A)				

Table 7, *Structural Damage Criteria at Sensitive Uses*, shows the ppv levels relative to structural damage to sensitive uses from vibration activities.

TABLE 7
STRUCTURAL DAMAGE CRITERA AT SENSITIVE USES

	Vibration Levels (ppv)			
Equipment	**Hotel Use to the North of the Project Site (Holiday Inn) (ppv @ 2,930 ft)**	**Residential Uses to the West of the Project Site (Walnut Residences) (ppv @ 110 ft)**	**Retail and Residential Uses to the South of the Project Site (ppv @ 1,417 ft)**	**Hotel Uses to the East of the Project Site (ppv @ 3,590 ft)**
Vibratory Roller	<0.01	0.02	<0.01	<0.01
Caisson Drill	<0.01	0.01	<0.01	<0.01
Large bulldozer	<0.01	0.01	<0.01	<0.01
Small bulldozer	<0.01	<0.01	<0.01	<0.01
Jackhammer	<0.01	<0.01	<0.01	<0.01
Loaded trucks	<0.01	0.01	<0.01	<0.01
Criteria	**0.3**	**0.2**	**0.3**	**0.3**
Exceeds Criteria?	**No**	**No**	**No**	**No**

ppv: peak particle velocity; ft: feet
Source: FTA 2018 (Calculations can be found in Appendix A).

As shown in Table 7, all ppv levels would be below the structural damage threshold. As such, no structural damage is anticipated related to construction activities associated with the Project.

The nature of daily operation of a hotel use does not involve activities that would create significant operational vibration impacts. Therefore, there would be no long-term vibration-related impacts, and no mitigation is required.

Question C: ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in exposure of people residing or working in the Project area to excessive noise levels?***

No Impact. EIR No. 311 found that no public airports, public use airports, heliports, or private airstrips are in the vicinity of the Project site. The Project would not expose people residing or working in the area to excessive levels of aircraft- or airport-related noise. The Project would not create a new significant impact or a substantial increase in the severity of previously identified effects. No impact would occur, and no mitigation would be required.

CONCLUSION

The Project was analyzed for potential noise and vibration impacts during the construction and operational phases. The Project would result in less than significant impacts related to exposure of persons to noise levels as defined in the Municipal Code and the *General Plan Noise Element*. The Project would result in less than significant impacts regarding groundborne vibration and groundborne noise levels. The Project would not result in a substantial permanent or temporary increases in ambient noise levels in the vicinity of the Project above levels existing without the Project, and impacts would be

less than significant. The Project also would not result in the exposure of people residing or working in the Project area to excessive noise levels from private or public airports. In conclusion, the Project would have no significant impacts for all Project-related noise and vibration impacts. The Project-related noise impacts would not create a new significant impact or increase the severity of a significant impact previously considered in EIR No. 311. No new mitigation measures are required.

Thank you for the opportunity to assist on this Project. If you have any questions or comments, please contact me at (626) 351-2000.

Sincerely,

PSOMAS

Tin Cheung
Director of Air Quality, Climate Change and Noise Services

Attachment A – Noise Calculations

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ATTACHMENT A

NOISE CALCULATIONS

Construction Generated Noise

Building Type	Office, Hotel, Hospital, School, Public Works		**Distance (ft)**
Construction Noise at 50 Feet (dBA Leq)			50
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	84	84	
Excavation	89	79	
Foundation Construction	78	78	
Building Construction	87	75	
Finishing and Site Cleanup	89	75	

Residential Use to the North of the Project Site (Holiday Inn)

Maximum Construction Noise (dBA Leq)			2,865
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	49	49	
Excavation (Site Preparation)	54	44	
Foundation Construction	43	43	
Building Construction	52	40	
Paving	54	40	
Average Construction Noise (dBA Leq)			2,975
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	49	49	
Excavation (Site Preparation)	54	44	
Foundation Construction	43	43	
Building Construction	52	40	
Paving	54	40	

Residential Uses to the West of the Project Site (Walnut Residences)

Maximum Construction Noise (dBA Leq)			130
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	76	76	
Excavation (Site Preparation)	81	71	
Foundation Construction	70	70	
Building Construction	79	67	
Paving	81	67	
Average Construction Noise (dBA Leq)			260
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	70	70	
Excavation (Site Preparation)	75	65	
Foundation Construction	64	64	
Building Construction	73	61	
Paving	75	61	

Retail and Residential Uses to the South of the Project Site

Maximum Construction Noise (dBA Leq)			1,605
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	54	54	
Excavation (Site Preparation)	59	49	
Foundation Construction	48	48	
Building Construction	57	45	
Paving	59	45	
Average Construction Noise (dBA Leq)			1,775
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	53	53	
Excavation (Site Preparation)	58	48	
Foundation Construction	47	47	
Building Construction	56	44	
Paving	58	44	

Hotel Uses to the East of the Project Site

Maximum Construction Noise (dBA Leq)			3,546
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	47	47	
Excavation (Site Preparation)	52	42	
Foundation Construction	41	41	
Building Construction	50	38	
Paving	52	38	
Average Construction Noise (dBA Leq)			3,810
Construction Phase	**All Applicable Equipment in Use**[1]	**Minimum Required Equipment in Use**[1]	
Ground Clearing/Demolition	46	46	
Excavation (Site Preparation)	51	41	
Foundation Construction	40	40	
Building Construction	49	37	
Paving	51	37	

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971. Based on analysis for Office Building, Hotel, Hospital, School, and Public Works.

Construction Generated Vibration

Residential Use to the North of the Project Site (Holiday Inn)		Closest Distance (feet):	2,930
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Vibratory roller	0.21	0.000	
Caisson Drill	0.089	0.000	
Large bulldozer	0.089	0.000	
Small bulldozer	0.003	0.000	
Jackhammer	0.035	0.000	
Loaded trucks	0.076	0.000	
	Criteria	0.250	
Residential Uses to the West of the Project Site (Walnut Residences)		Closest Distance (feet):	150
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Vibratory roller	0.21	0.014	
Caisson Drill	0.089	0.006	
Large bulldozer	0.089	0.006	
Small bulldozer	0.003	0.000	
Jackhammer	0.035	0.002	
Loaded trucks	0.076	0.005	
	Criteria	0.250	
Retail and Residential Uses to the South of the Project Site		Closest Distance (feet):	1,417
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Vibratory roller	0.21	0.000	
Caisson Drill	0.089	0.000	
Large bulldozer	0.089	0.000	
Small bulldozer	0.003	0.000	
Jackhammer	0.035	0.000	
Loaded trucks	0.076	0.000	
	Criteria	0.250	
Hotel Uses to the East of the Project Site		Closest Distance (feet):	3,590
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Vibratory roller	0.21	0.000	
Caisson Drill	0.089	0.000	
Large bulldozer	0.089	0.000	
Small bulldozer	0.003	0.000	
Jackhammer	0.035	0.000	
Loaded trucks	0.076	0.000	
	Criteria	0.250	

Based on distance to nearest structure

[1.] Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet

Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

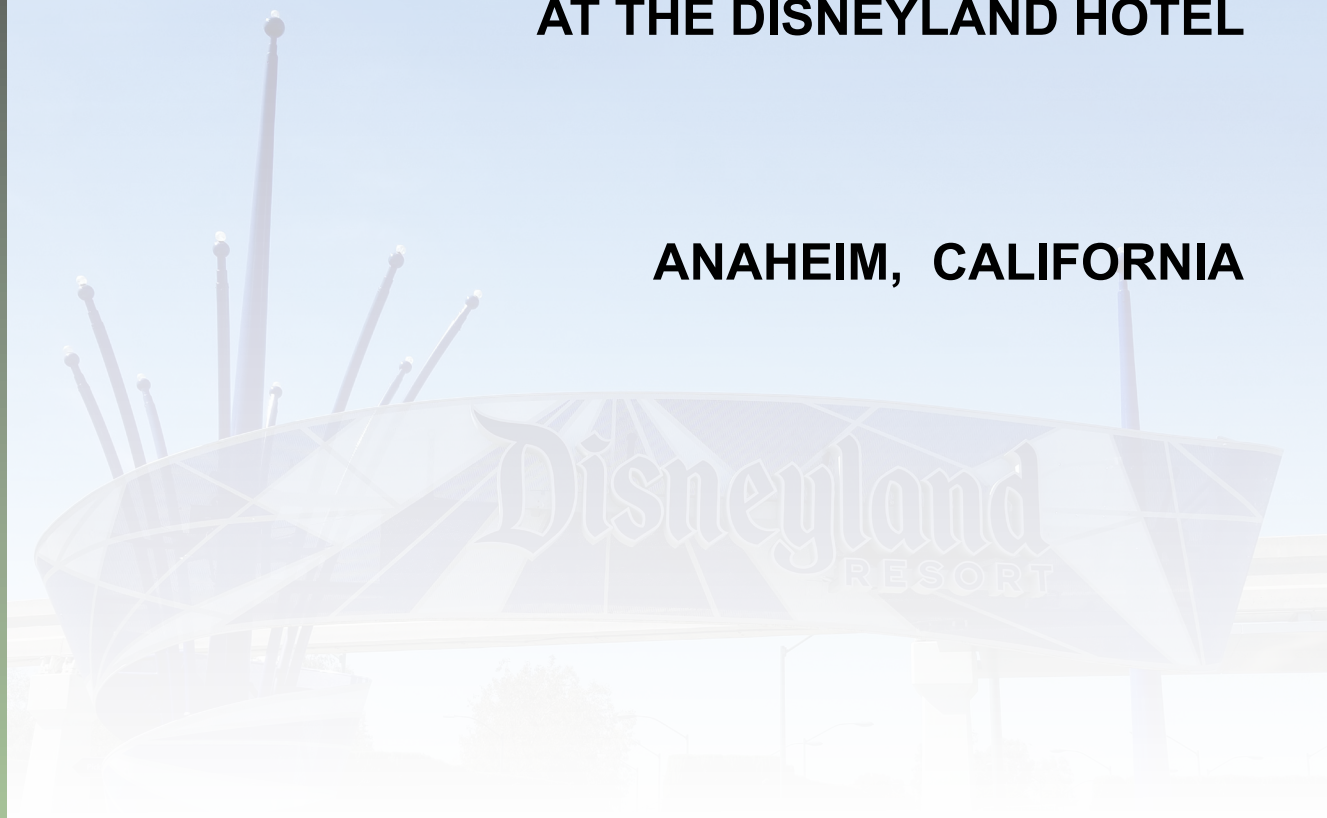
Source: Based on methodology from the United States Department of Transportation Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2006).

APPENDIX H

TRAFFIC STUDY

TRAFFIC STUDY FOR THE TIMESHARE PROJECT AT THE DISNEYLAND HOTEL

ANAHEIM, CALIFORNIA



MAY 2020

PREPARED FOR

WALT DISNEY IMAGINEERING

PREPARED BY

Gibson
transportation consulting, inc.

TRAFFIC STUDY FOR THE TIMESHARE PROJECT AT THE DISNEYLAND HOTEL

ANAHEIM, CALIFORNIA

May 2020

Prepared for:

WALT DISNEY IMAGINEERING

Prepared by:

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Executive Summary

This report presents the traffic analysis conducted for the proposed Disney Vacation Club Project ("Project") by Disney Vacation Club Development, Inc. to be located at 1150 Magic Way in the City of Anaheim ("City"). The Project is a component of The Disneyland Resort Project analyzed in *Final Environmental Impact Report for the Disneyland Resort EIR No. 311* (Michael Brandman Associates, June 22, 1993), which was certified by the City in 1993 and amended in 1996.

The Project will create a 350-room vacation club (timeshare) project on minimally developed space at the Disneyland Hotel. The Project will use the Disneyland Hotel's existing valet service, parking, food and beverage, retail, pool deck, and other amenities and will use existing parking spaces near the Disneyland Hotel. The Project is expected to be completed in 2023.

The Project was estimated to result in an increase of 1,365 trips on a weekday, including 84 trips during the morning peak hour and 88 trips during the afternoon peak hour. Twelve key intersections were analyzed with and without Project traffic under existing year 2020 conditions and future year 2023 conditions, and all were found to operate at level of service D or better using the Intersection Capacity Utilization methodology required by the City. The Project would not result in new significant impacts or substantially increase the severity of previous impacts at any of the intersections.

Chapter 1
Introduction

This report presents the traffic analysis conducted for the proposed Disney Vacation Club Project ("Project") by Disney Vacation Club Development, Inc. ("Applicant" or "Disney") to be located at 1150 Magic Way in the City of Anaheim ("City"). The Project is a component of The Disneyland Resort Project analyzed in *Final Environmental Impact Report for the Disneyland Resort EIR No. 311* (Michael Brandman Associates, June 22, 1993) ("DR EIR"), which was certified by the City in 1993 and amended in 1996.

This report presents an updated transportation and traffic impact assessment based on current and projected future traffic conditions for the purposes of supporting an Addendum to the DR EIR. As shown herein, the Project will not create a new significant impact or a substantial increase in the severity of previously identified traffic impacts on the transportation system.

PROJECT DESCRIPTION

The Project will create a new 12-story vacation club (timeshare) project with 350 guestrooms in two wings. The Project will be constructed on approximately 1.8 acres of space adjacent to the Disneyland Hotel that is currently primarily comprised of outdoor event space along with several small support structures. The Project will use the Disneyland Hotel's existing valet service, parking, food and beverage, retail, pool deck, and other amenities. The Project will also use existing parking spaces at the Disneyland Hotel or, on peak days, in the Parking District West Parking Area. The Project site plan is shown in Figure 1.

PRIOR ENVIRONMENTAL ANALYSIS

As a component of the larger The Disneyland Resort Project, the environmental impacts of the Project were envisioned and analyzed in the DR EIR. The Disneyland Resort Project provides

for major additional development at The Disneyland Resort, including a new theme park, hotels, retail, dining, and entertainment areas, administrative support and back-of-house uses, and parking and transportation uses. Under The Disneyland Resort Project, The Disneyland Resort was expanded with the California Adventure theme park, Disney's Grand Californian Hotel & Spa, and the Mickey & Friends and Pixar Pals parking structures and guest shuttle system, among other components.

The Disneyland Resort Project is divided into the Theme Park District, the Hotel District, the Parking District, and the Future Expansion District. The Project lies completely within the Hotel District, which is bordered by Magic Way to the north, Disneyland Drive to the east, Katella Avenue to the south, and Walnut Street to the west. The Disneyland Resort Project and the Disneyland Resort Specific Plan ("DRSP") excludes the Paradise Pier Hotel and Paradise Pier Parking Structure, which are adjacent to the southwest corner of Disneyland Drive & Paradise Way.

The allowed, existing, and proposed development within the Hotel District is summarized in Table 1. As shown, allowed development under the DRSP includes 5,600 total hotel rooms[1], 300,000 sf of hotel-supporting retail/restaurant space including the 12,794 sf of hotel retail/restaurant space that pre-existed the Disneyland Resort Project approval, 200,000 sf of meeting space, and 9,930 parking spaces. Additionally, up to 350,000 sf of retail entertainment uses allocated to the Theme Park District may be located within the Hotel District[2]. Current development[3] includes 1,992 hotel rooms[4], 159,549 sf of supporting retail/restaurant space, 161,220 sf of supporting meeting space, 6,176 parking spaces, and 146,470 sf of retail entertainment uses. With the Project, the total Hotel District development (including Hotel District uses developed as allowed within the Theme Park District) will be:

[1] Of the 5,600 hotel rooms, 1,025 rooms may either be located within the Hotel District or within the Theme Park District. Disney's Grand Californian Hotel, with 948 hotel rooms (as well as 71 keyed Disney Vacation Club units) is located on the east side of Disneyland Drive at Paradise Way within the Theme Park District.
[2] Western portions of the Downtown Disney retail entertainment center are located within the Hotel District, including the Lego Store.
[3] These numbers reflect the square footages reported to and on file with the City on December 24, 2019. Of the 248,702 sf of retail entertainment uses developed as of October 31, 2019, 146,470 sf have been built in the Hotel District and 102,232 sf have been built in the Theme Park District.
[4] Includes 973 rooms at the Disneyland Hotel and 1,019 rooms at Disney's Grand Californian Hotel (including 948 hotel rooms and 71 Disney Vacation Club units).

- Hotel Rooms: 2,342 rooms (1,323 rooms in the Hotel District, including 350 keyed vacation club units and 1,019 rooms, including 71 keyed vacation club units in the Theme Park District)

- Meeting Space: 161,220 sf (141,830 sf in the Hotel District plus 19,390 sf in the Theme Park District)

- Hotel Retail / Restaurant: 160,049 sf (17,508 sf in the Hotel District plus 142,541 sf in the Theme Park District)

- Retail Entertainment Center: 146,470 sf (all in the Hotel District)

Parking within the Hotel District will remain at 6,176 spaces. All totals will be below the total permissible amounts shown in Exhibit 3.3.2.a of the DRSP. Further, the Project will not impact any retail, dining, and entertainment uses.

The DR EIR analyzed City intersections in years 2000 and 2010. With substantial infrastructure improvements, through the implementation of project design features ("PDFs") and mitigation measures ("MMs"), summarized below, City streets and intersections were projected to operate at acceptable levels of service ("LOS") – LOS D or better during the afternoon peak hour. The DR EIR also projected traffic volumes on various freeway segments under the guidelines of *1991 Orange County Congestion Management Program* (Orange County Transportation Authority ["OCTA"], 1991). The DR EIR found The Disneyland Resort Project would generate hundreds of peak hour trips on the freeway system, including the mainline freeway lanes and the high occupancy vehicle lanes. It identified afternoon peak hour deficiencies by year 2000 on I-5 between SR 91 and Harbor Boulevard, between Harbor Boulevard and Katella Avenue, and between Katella Avenue and SR 22, although the I-5 widening project, which has since been completed, was expected to fully mitigate these deficiencies. The DR EIR also projected substantial impacts on Disney Way (formerly Freedman Way) between Manchester Avenue / Clementine Street and I-5 during the morning and late night peak hours, although those hours were not quantitatively analyzed in the DR EIR. The City adopted a Statement of Overriding Considerations with regard to these potential deficiencies.

Mitigation Measures

The trips that would be generated by the Project were envisioned and analyzed in the DR EIR, which required implementation of traffic mitigation measures. Those mitigation measures were implemented previously through development of other components of The Disneyland Resort Project. This traffic analysis has been completed to confirm the conclusions of the DR EIR remain unchanged today despite the changes to area traffic patterns due to growth and development in The Anaheim Resort since 1993.

ANALYSIS METHODOLOGY AND SCOPE

The Study Area is shown in Figure 2, and the 12 analyzed intersections are listed in Table 2. At most of these locations, the Project would not add 50 trips per peak hour, which is the City's standard threshold for analysis. However, these locations, most of which were analyzed in the DR EIR, were conservatively selected for detailed analysis in consultation with City staff. The intersections were analyzed for peak hour operating conditions during the morning peak period (between 7:00 AM and 9:00 AM) and the afternoon peak period (between 4:00 PM and 6:00 PM) corresponding to peak commuter activity. Additional analysis and review were conducted as summarized below.

Intersection Analysis Methodology and Significant Impact Criteria

The analysis methodology and impact criteria used in this report are consistent with the methodology and impact criteria used in the DR EIR. The DR EIR analyzed intersections using the Intersection Capacity Utilization ("ICU") methodology, which is still used by the City today. The ICU methodology calculates the volume-to-capacity ("V/C") ratio of each lane of the intersection to determine the intersection LOS according to the definitions in Table 3. The LOS is a broad representation of the overall operation of the intersection, ranging from LOS A at nearly free-flow conditions to LOS F at over-capacity conditions resulting in severe congestion.

The DR EIR concluded all analyzed intersections were mitigated to below the level of significance by operating at LOS D or better. Therefore, for the purposes of this report, a significant impact would be identified if an intersection were found to operate at LOS E or F.

Additional Analysis and Review

This report also contains an analysis according to *2019 Orange County Congestion Management Program* (OCTA, 2019) ("CMP") criteria and discussion and analysis of California Department of Transportation (Caltrans) freeway mainline segments. The report also includes a summary of Disney's access plan and parking requirement. Finally, it includes an overview of the construction plan and a discussion of the effects of Project construction.

ANALYSIS SCENARIOS

The traffic impact analysis was conducted for the following traffic scenarios:

- Existing Conditions (Year 2020) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis is based on current traffic volumes and intersection configurations. Intersection turning movement counts were collected in December 2019 for morning and afternoon peak hour conditions and represent year 2020 conditions for the purposes of this analysis. The traffic counts are provided in Appendix A and intersection lane configurations are provided in Appendix B.

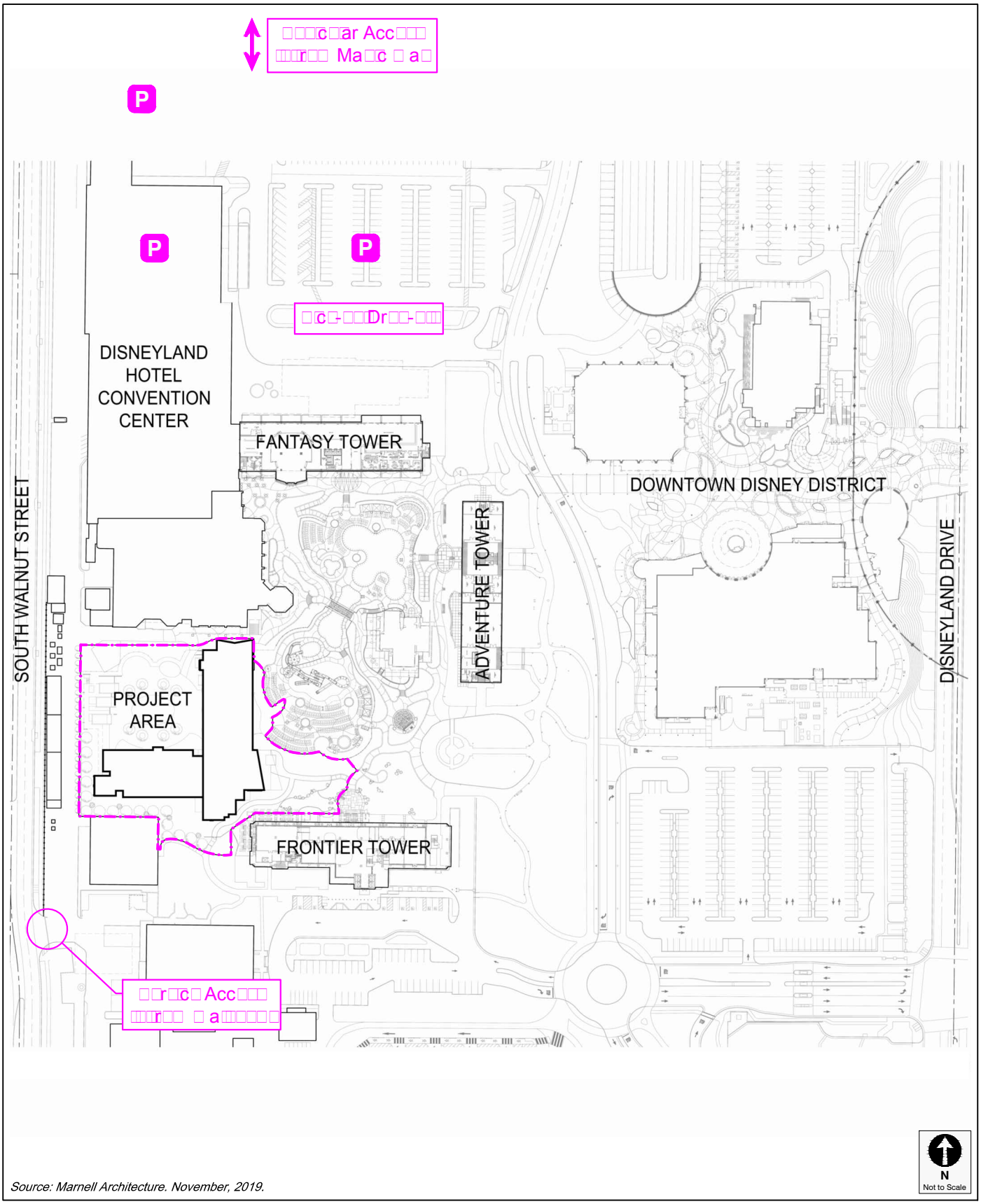
- Existing with Project Conditions (Year 2020) – This analysis projects the potential operating conditions that would be expected if the Project were operating today with no other development or infrastructure improvements considered.

- Future without Project Conditions (Year 2023) – This analysis projects future traffic growth and operating conditions that would be expected by year 2023, the anticipated opening year of the Project. These conditions include traffic growth anticipated from other developments in the area as well as any infrastructure improvements that may occur by year 2023.

- Future with Project Conditions (Year 2023) – This analysis adds Project traffic to the Future without Project Conditions.

ORGANIZATION OF REPORT

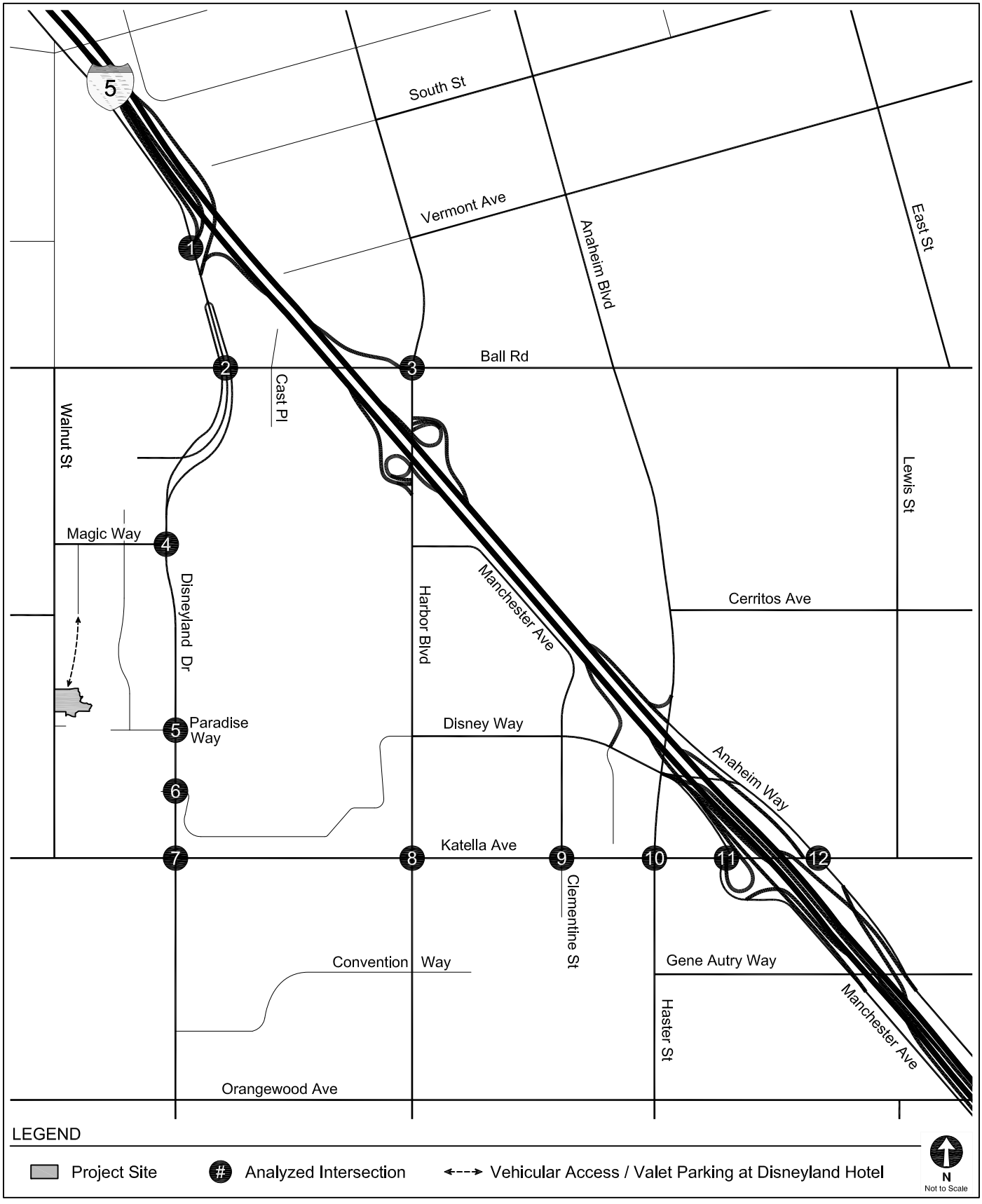
This report is divided into 10 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution throughout the Study Area. Chapter 5 presents the Existing with Project Conditions and the Future with Project Conditions. Chapter 6 reviews Project access, circulation, and parking. Chapter 7 provides an analysis according to the methodology specified in the CMP. Chapter 8 analyzes Caltrans mainline freeway segments. Chapter 9 provides an analysis of turn pocket queues at study intersections. Chapter 10 summarizes the construction schedule and operations plan for the construction period. The Appendices contain supporting documentation and additional details of the technical analyses.



Source: Marnell Architecture. November, 2019.

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STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 2

TABLE 1
DISNEYLAND RESORT SPECIFIC PLAN HOTEL DISTRICT DEVELOPMENT SUMMARY

Land Use	Allowed by Specific Plan	Existing Condition	Proposed Project [a]	With Project Completion
Hotel District Uses				
Hotel Rooms	5,600 rooms	1,992 rooms	350 rooms	2,342 rooms
Hotel Retail/Restaurant	300,000 sf	159,549 sf	500 sf	160,049 sf
Hotel Meeting Space	200,000 sf	161,220 sf	0 sf	161,220 sf
Parking Spaces	9,930 spaces	6,176 spaces	0 spaces	6,176 spaces
Theme Park District Uses Within Hotel District Boundary				
Theme Park District Retail Entertainment	350,000 sf	146,470 sf	0 sf	146,470 sf

Notes:
sf = square feet.
[a] Proposed Project numbers are the maximum values contemplated during development of the Project plans.

TABLE 2
LIST OF ANALYZED INTERSECTIONS

No.	North/South Street	East/West Street
Signalized Study Intersections		
1.	Disneyland Drive	I-5 Southbound Off-Ramps
2.	Disneyland Drive	Ball Road
3.	Harbor Boulevard	Ball Road
4.	Disneyland Drive	Magic Way
5.	Disneyland Drive	Paradise Way
6.	Disneyland Drive	Downtown Drive / Disney Way
7.	Disneyland Drive / West Street	Katella Avenue
8. [a]	Harbor Boulevard	Katella Avenue
9.	Clementine Street	Katella Avenue
10.	Anaheim Boulevard / Haster Street	Katella Avenue
11. [a]	Manchester Avenue / I-5 Southbound Ramps	Katella Avenue
12. [a]	Anaheim Way	Katella Avenue

Notes:
[a] Designated Orange County Transportation Authority Congestion Management Program intersection.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	Volume-to-Capacity Ratio	Definition [a]
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes:

[a] Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980; used in City of Anaheim analysis.

Chapter 2
Existing Conditions

This chapter presents existing traffic conditions and the Project's environmental setting. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Study Area. The Existing Conditions analysis relevant to this study includes an assessment of the existing freeway and street systems and an analysis of traffic volumes, current operating conditions, and existing public transit service.

The Study Area primarily encompasses the Anaheim Resort, which includes the DRSP area, the Anaheim Resort Specific Plan ("ARSP") area, and the Hotel Circle Plan area. The Anaheim Resort includes theme parks, the Anaheim Convention Center, hotels, and other visitor-serving commercial uses. The Project site is located fully within the Hotel District of the DRSP.

EXISTING STREET SYSTEM

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

Freeway System

The Project site is located approximately 0.7 miles southwest of I-5, which provides regional access to the Project site. I-5 travels northwest and southeast within the Study Area and provides the primary regional route for cast members and guests traveling to and from Los Angeles and surrounding communities. It connects to other regional freeways nearby, including SR 57 to San

Dimas, SR 22 to Long Beach, SR 91 between the South Bay and Riverside, and SR 55 between Newport Beach and Anaheim at SR 91.

Street System

The major roadways providing regional and sub-regional access to the Project site vicinity are categorized by the *City of Anaheim General Plan Circulation Element* (City of Anaheim, June 2018) ("General Plan Circulation Element") as major arterial, primary arterial, resort smart street, and secondary arterial. Smart streets seek to improve traffic capacity and smooth traffic flow through signal synchronization, bus turnouts, removal of on-street parking, consolidation of driveways, and implementation of landscaped median islands to limit left-turns onto or off of the street. Within the Study Area, Harbor Boulevard is a major arterial, Ball Road and Anaheim Boulevard / Haster Street are primary arterials, Disneyland Drive is a secondary arterial, and Katella Avenue is a resort smart street.

PUBLIC TRANSIT SYSTEM

There are various ways to get to the Study Area via public transit, as the theme parks and hotels are major tourist destinations. The various public transit options within and around the Study Area are described below.

- OCTA Route 43/543 – OCTA Route 43 provides bus service along Harbor Boulevard between Fullerton and Costa Mesa. During morning and afternoon peak periods, buses run approximately every 20 minutes. Additionally, Route 543 offers limited stop service approximately every 15 minutes during the peak periods. Both routes stop on Harbor Boulevard adjacent to the Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.

- OCTA Route 46 – OCTA Route 46 provides bus service along Ball Road between Los Alamitos and Orange. During morning and afternoon peak periods, buses run approximately every 30 minutes. It stops on Ball Road at Walnut Street, approximately 0.8 miles north of the Project Site.

- OCTA Route 47 – OCTA Route 47 provides bus service along Anaheim Boulevard and Haster Street between Fullerton and Newport Beach. During morning and afternoon peak periods, buses run approximately every 15 to 20 minutes. It stops on Anaheim Boulevard at Katella Avenue, approximately 1.5 miles southeast of the Project Site.

- OCTA Route 50 – OCTA Route 50 provides bus service along Katella Avenue between Long Beach and Orange. During morning and afternoon peak periods, buses run approximately every 15 minutes. It stops on Katella Avenue at Disneyland Drive, approximately 0.4 miles south of the Project Site.

- OCTA Route 83 – OCTA Route 83 provides bus service between Anaheim and Laguna Hills, traveling on Katella Avenue within the Study Area. During morning and afternoon peak periods, buses run approximately every 15 minutes. It stops on Katella Avenue at Disneyland Drive, approximately 0.4 miles south of the Project Site.

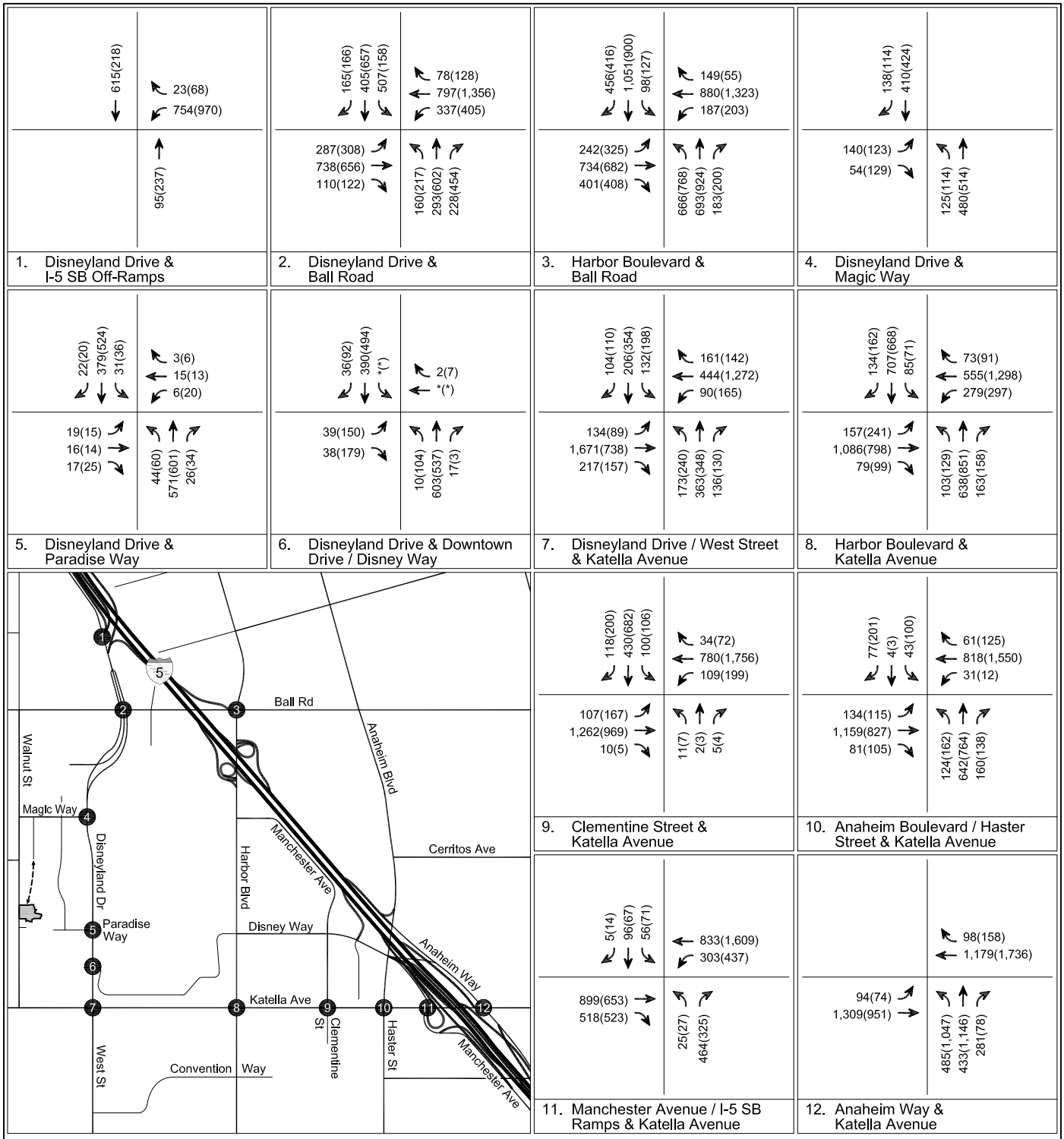
- Metro Route 460 – The Los Angeles County Metropolitan Transportation Authority (Metro) operates Route 460 between downtown Los Angeles and the Disneyland Resort. During morning and afternoon peak periods, buses run approximately every 20 minutes. It stops at the Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.

- Riverside Transit Agency CommuterLink Route 200 – CommuterLink Route 200 is a commuter express bus connecting San Bernardino, Riverside, Orange, and Anaheim (including Disneyland and the Anaheim Convention Center). It operates approximately every 60 minutes on weekdays and every 90 minutes on weekends. It stops at the Disneyland Resort's East Esplanade transportation hub, approximately 0.8 miles east of the Project Site.

Additionally, the Anaheim Regional Transportation Intermodal Center (ARTIC) is located approximately 2.9 miles east of the Project site on Katella Avenue. The Orange County Line of Metrolink and Amtrak's Pacific Surfliner both stop at this station. Metrolink also operates six other rail lines that connect directly or indirectly to the Orange County Line and, therefore, can reach the ARTIC. Anaheim Resort Transportation ("ART") provides circulator shuttles with 20 different routes within the resort area, many of which stop at the Disneyland and California Adventure theme parks along Harbor Boulevard. The ART Sports Complex Line connects the Disneyland Resort with ARTIC via Katella Avenue.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The existing traffic volumes, illustrated in Figure 3 for the morning and afternoon peak hours, represent the existing conditions for the purposes of this analysis. Table 4 shows intersection operations under Existing Conditions during the weekday morning and afternoon peak hours. It summarizes the V/C ratios and corresponding LOS at each of the analyzed intersections. As shown in Table 4, all of the analyzed intersections currently operate at LOS D or better during each analyzed peak hour. Detailed LOS worksheets are provided in Appendix C.



EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

TABLE 4
EXISTING CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Existing Conditions	
			V/C Ratio	LOS
1.	Disneyland Dr & I-5 SB Off-Ramps	Morning Afternoon	0.379 0.315	A A
2.	Disneyland Dr & Ball Rd	Morning Afternoon	0.566 0.800	A C
3.	Harbor Blvd & Ball Rd	Morning Afternoon	0.701 0.772	C C
4.	Disneyland Dr & Magic Way	Morning Afternoon	0.249 0.245	A A
5.	Disneyland Dr & Paradise Way	Morning Afternoon	0.262 0.290	A A
6.	Disneyland Dr & Downtown Dr / Disney Way	Morning Afternoon	0.255 0.362	A A
7.	Disneyland Dr / West St & Katella Ave	Morning Afternoon	0.550 0.500	A A
8. [a]	Harbor Blvd & Katella Ave	Morning Afternoon	0.514 0.564	A A
9.	Clementine St & Katella Ave	Morning Afternoon	0.588 0.848	A D
10.	Anaheim Blvd / Haster St & Katella Ave	Morning Afternoon	0.388 0.567	A A
11. [a]	Manchester Ave / I-5 SB Ramps & Katella Ave	Morning Afternoon	0.608 0.604	B B
12. [a]	Anaheim Way & Katella Ave	Morning Afternoon	0.416 0.635	A B

Notes:
[a] Designated Congestion Management Program arterial intersection.

Chapter 3
Future without Project Conditions

The traffic impact analysis considers the effects of the Project in relation to other developments and infrastructure improvements either proposed, approved, or under construction in the Study Area. These development proposals and the methodologies used in projecting Future without Project Conditions (year 2023) are discussed in this chapter. The analyzed year 2023 was selected to coincide with the projected completion of the Project.

FUTURE INFRASTRUCTURE IMPROVEMENTS

No major infrastructure improvements are expected within the Study Area by year 2023. The ultimate buildout of the General Plan Circulation Element includes widening of Katella Avenue to an eight-lane facility east of Walnut Street within the Study Area. The Project would not affect the ability to implement this widening. However, because it would not be implemented prior to completion of the Project, the Future without Project Conditions analysis assumes Katella Avenue remains in its current configuration.

FUTURE WITHOUT PROJECT TRAFFIC PROJECTIONS

The Future without Project traffic projections reflect any growth in traffic or changes in traffic patterns that are expected to occur by the Project buildout year. Traffic growth is projected from two sources. The first source is ambient growth in traffic, which reflects increases in traffic due to regional growth and development outside the Study Area. The second source is growth due to traffic generated by projects which are proposed, approved, or under construction within or near to the Study Area (collectively, the “Related Projects”), listed in Table 5. The Related Projects may also result in changes to traffic patterns of existing traffic, as described below.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historic trends, and in consultation with the City, an ambient growth factor of 1% per year (3% total) was used to adjust the existing traffic volumes to reflect the effects of regional growth and development between years 2020 and 2023.

Related Projects

A total of 17 Related Projects was identified within or near the Study Area, as shown in Figure 4. Information about Related Projects was obtained from the City website in December 2019 and was current as of August 27, 2019 for projects in the Anaheim Resort area and May 6, 2019 for projects in the Platinum Triangle area. Other developments outside the Study Area were determined to be geographically too far from the Project site to add substantially to the potential cumulative effects of Related Project traffic within the Study Area. Any additional projects that may be proposed between now and the full buildout of the Project are accounted for by the ambient growth assumption described above. Additionally, any such potential future projects requiring California Environmental Quality Act ("CEQA") review would account for the Project traffic in their own traffic analyses.

The peak hour vehicle trips associated with these Related Projects were accounted for in the future traffic forecasts through the following three-step process:

1. Trip Generation. Trip generation estimates for the Related Projects, shown in Table 5, were calculated using a combination of previous study findings and trip generation rates contained in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017). These projections are conservative in that they do not in every case account for existing land uses to be removed or the likely use of alternative modes of transportation (transit, walking, bicycling) by patrons of each Related Project.

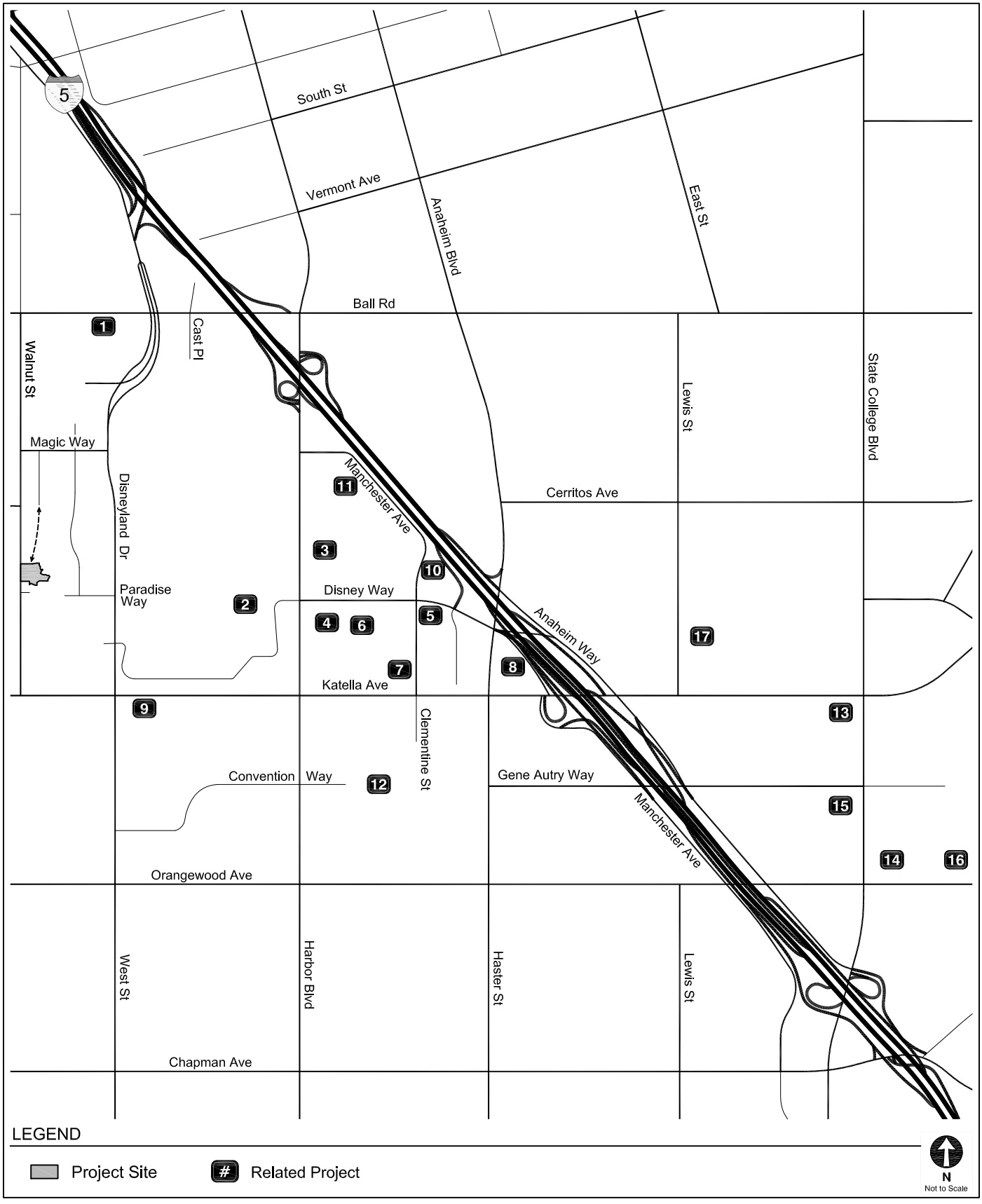
2. Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees, residents, or patrons of the Related Projects are drawn, and the location of these projects in relation to the surrounding street system. Many of the Related Projects are located beyond the borders of the Study Area, and not all of the trips generated by those projects would be expected to travel through the Study Area.

3. Trip Assignment. The trip generation estimates for the Related Projects were assigned to the local street system and freeways using the trip distribution patterns developed in step 2.

The volumes from Related Projects, shown in Figure 5, were then added to the existing peak hour traffic volumes, after adjustment by 3% to account for ambient growth, to represent year 2023 conditions. These traffic volumes, illustrated in Figure 6, are the Future without Project peak hour traffic volumes.

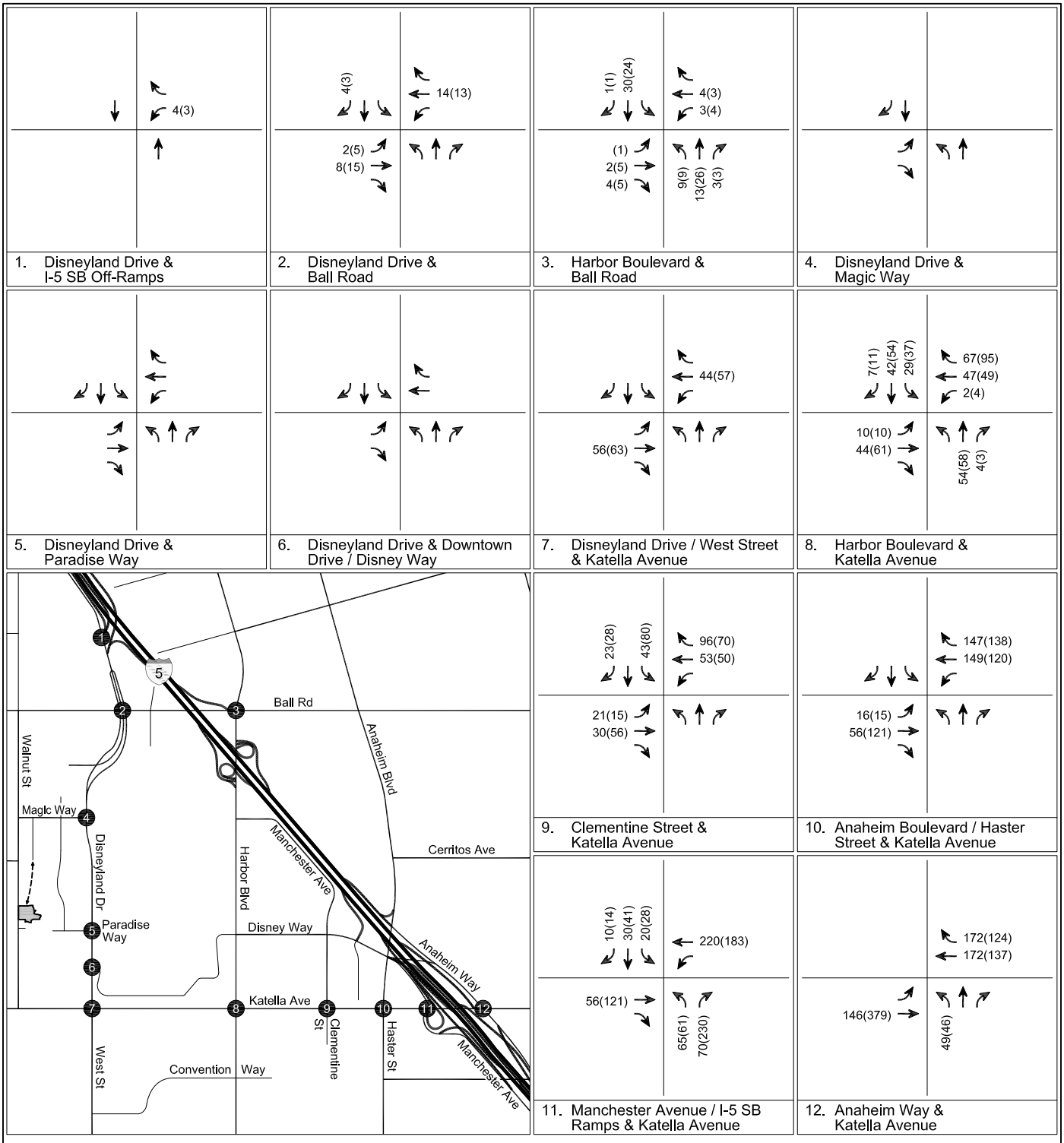
FUTURE WITHOUT PROJECT INTERSECTION OPERATIONS

The Future without Project operating conditions at the study intersections were analyzed using the same methodology as used in Chapter 2 to analyze Existing Conditions. The projected Future without Project operating conditions are shown in Table 6. As shown, in the year 2023, all of the analyzed intersections are expected to operate at LOS D or better during each analyzed peak hour. Detailed LOS worksheets are provided in Appendix C.



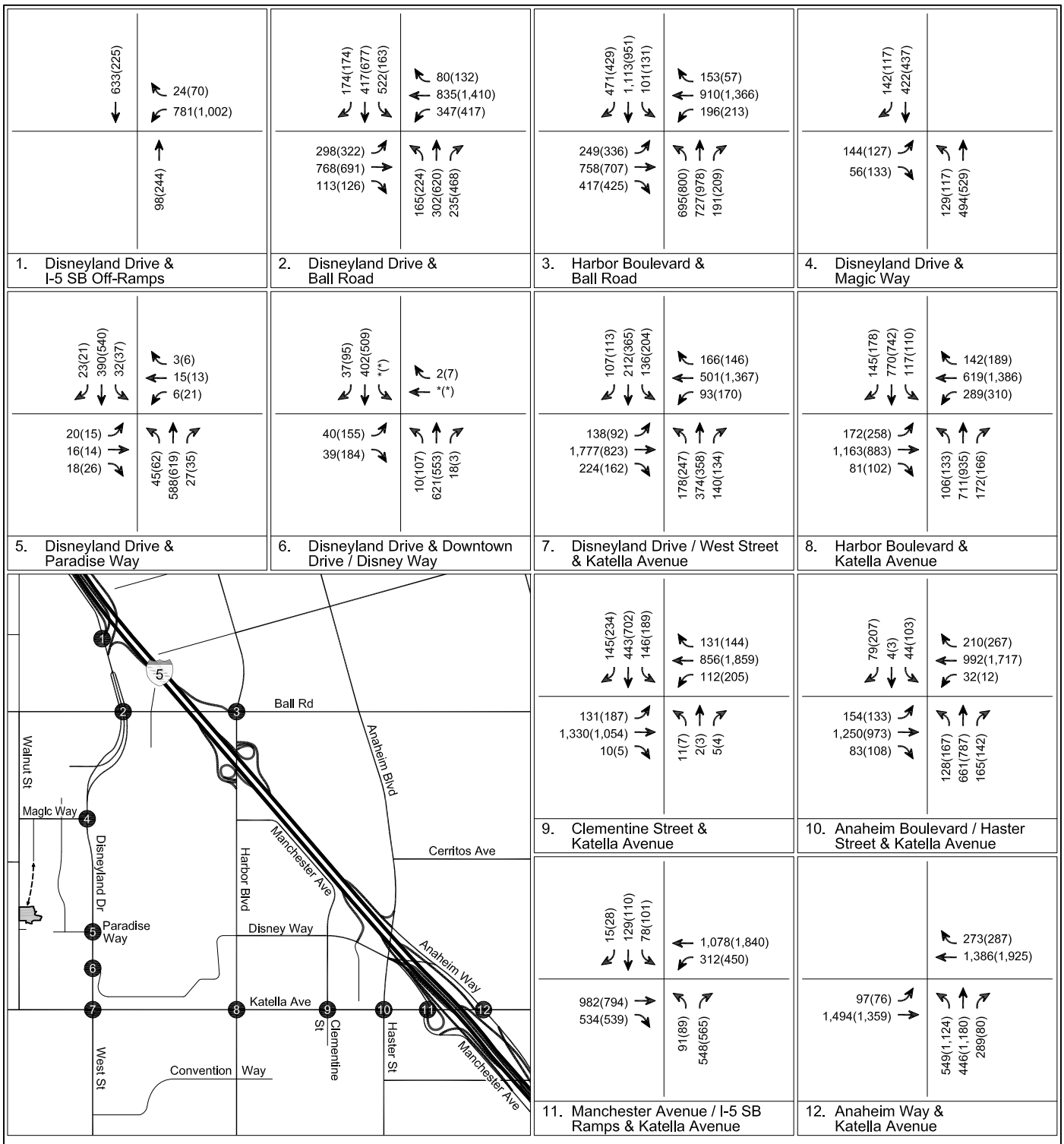
LOCATIONS OF RELATED PROJECTS

FIGURE 4



RELATED PROJECTS
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 6

TABLE 5
RELATED PROJECT TRIP GENERATION ESTIMATES

No.	Project	Address	Land Use	Size	Trip Generation Estimates [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
Anaheim Resort											
1	Boutique Hotel	1100 W Ball Road	Hotel	75 rooms	627	17	7	24	13	18	31
2	Disney: Avengers Campus	1313 S Disneyland Drive	Theme Park	5 acres	*This is a renovation of existing space within Disney's California Adventure theme park and thus would not generate new vehicle trips.*						
3	Park Vue Inn	1570 S Harbor Boulevard	Hotel Commercial	94 rooms 4.654 ksf	962	24	10	34	25	31	56
4 [b]	Luxury Hotel	1700 S Harbor Boulevard	Hotel	580 rooms	1,856	67	51	118	72	68	140
5	GardenWalk - Resort Hotel	300 W Disney Way	Hotel	400 rooms	3,344	92	36	128	71	93	164
6	GardenWalk - Westgate Timeshare	500 W Disney Way	Hotel	399 rooms	3,336	92	36	128	71	93	164
7	GardenWalk - JW Marriott	1775 S Clementine Street	Hotel	466 rooms	3,896	107	42	149	82	109	191
8 [c]	Cambria Suites	1721 S Manchester Avenue	Hotel Restaurant	352 rooms 15 ksf	4,625	163	99	262	153	138	291
9 [d]	Westin Anaheim Resort	1030 W Katella Avenue	Hotel	613 rooms	2,307	63	25	88	49	64	113
10	Element Hotel	200 Alro Way	Hotel	174 rooms	1,455	40	16	56	31	40	71
11	Hilton Garden Inn	1441 S Manchester Avenue	Hotel	223 rooms	1,864	51	20	71	39	52	91
12 [e]	Disney KCML and Toy Story Guest Parking	300 W Katella Avenue 1900 S Harbor Boulevard	Parking Lot Conversion	924 net reduced parking spaces	-3,194	28	11	39	-122	-226	-348

TABLE 5 (cont'd)
RELATED PROJECT TRIP GENERATION ESTIMATES

No.	Project	Address	Land Use	Size	Trip Generation Estimates [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
Platinum Triangle											
13	A-Town Metro	E Katella Avenue	Apartments Commercial	1,746 rooms 50 ksf	14,668	214	636	850	707	461	1,168
14 [f]	LT Platinum Center	2003-2025 Orangewood Avenue	Hotel Commercial Apartments	200 rooms 510 ksf 405 du	28,257	718	605	1,323	1,035	821	1,857
15	Jefferson Stadium Park	E Gene Autry Way	Apartments Commercial	1,079 du 14.6 ksf	8,449	123	387	510	407	253	660
16	The George	2125 Orangewood Avenue	Apartments	341 du	2,496	36	121	157	120	71	191
17 [g]	Trumark Homes	1700 S Lewis Street	Townhomes	153 du	335	8	25	33	20	12	32

Notes:

Source: City of Anaheim. Anaheim Resort Development Status updated August 27, 2019. Platinum Triangle Development Status updated May 6, 2019.
du = dwelling units; sf = square feet; ksf = 1,000 square feet

[a] Trip generation estimates based on *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017, except as noted.

[b] Trip generation estimates from *Anaheim Plaza Hotel Traffic Impact Analysis* (Iteris, March 2016).

[c] The Cambria Suites development opened to the public in early December, 2019, within a week of collection of the traffic data used in this report.

[d] Existing hotel is 358 rooms, and therefore the trip generation estimate is based on the net increase of 276 rooms.

[e] Trip generation estimates from *Draft Traffic Study for the Katella Cast Member Lot and Toy Story Guest Parking Improvement Project at the Disneyland Resort* ® (Gibson Transportation Consulting, Inc., January 2019).

[f] Trip generation estimates from *Traffic Study: LT Platinum Center* (LSA Associates, Inc., August 2016).

[g] Trip generation estimates from *Trumark on Lewis, Traffic Impact Analysis* (Kunzman Associates, Inc., November 2016).

TABLE 6
FUTURE CONDITIONS (YEAR 2023)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Future without Project Conditions	
			V/C Ratio	LOS
1.	Disneyland Dr &	Morning	0.389	A
	I-5 SB Off-Ramps	Afternoon	0.324	A
2.	Disneyland Dr &	Morning	0.586	A
	Ball Rd	Afternoon	0.827	D
3.	Harbor Blvd &	Morning	0.723	C
	Ball Rd	Afternoon	0.796	C
4.	Disneyland Dr &	Morning	0.255	A
	Magic Way	Afternoon	0.250	A
5.	Disneyland Dr &	Morning	0.269	A
	Paradise Way	Afternoon	0.297	A
6.	Disneyland Dr &	Morning	0.262	A
	Downtown Dr / Disney Way	Afternoon	0.372	A
7.	Disneyland Dr / West St &	Morning	0.575	A
	Katella Ave	Afternoon	0.525	A
8.	Harbor Blvd &	Morning	0.545	A
[a]	Katella Ave	Afternoon	0.613	B
9.	Clementine St &	Morning	0.611	B
	Katella Ave	Afternoon	0.887	D
10.	Anaheim Blvd / Haster St &	Morning	0.433	A
	Katella Ave	Afternoon	0.610	B
11.	Manchester Ave / I-5 SB	Morning	0.655	B
[a]	Ramps & Katella Ave	Afternoon	0.697	B
12.	Anaheim Way &	Morning	0.453	A
[a]	Katella Ave	Afternoon	0.686	B

Notes:
[a] Designated Congestion Management Program arterial intersection.

Chapter 4
Project Traffic

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the Project within the Study Area.

PROJECT DESCRIPTION

As described in Chapter 1, the Project will create a new 12-story vacation club project with 350 rooms in two wings. The Project will be constructed on approximately 1.8 acres of space adjacent to the Disneyland Hotel that is currently primarily comprised of outdoor event space along with several small support structures. The Project will use the Disneyland Hotel's existing valet service, parking, food and beverage, retail, pool deck, and other amenities. The Project will use existing parking spaces near the Disneyland Hotel.

PROJECT TRIP GENERATION

Empirical trip generation rates were developed based on trips currently generated by three Disney-associated hotels that serve The Disneyland Resort: the Disneyland Hotel, Disney's Paradise Pier Hotel, and Disney's Grand Californian Hotel. These three hotels are in close proximity to the Project site and have trip generating characteristics similar to those anticipated for the Project.

Traffic counts were collected at all access points for those three hotels (excepting service driveways) on Thursday, October 19, 2017, Friday, October 20, 2017, and Sunday, October 22, 2017 during the morning (7:00 AM to 9:00AM) and afternoon (4:00 PM to 6:00 PM) peak periods. These days were chosen based on recommendations from Disney operations staff that Thursdays and Fridays were the busiest weekdays and Sundays were the busiest overall day

for check-in and check-out activity (the primary activity resulting in vehicle trips entering and leaving the hotels). As the Sunday results were found to be generally consistent with the Thursday and Friday results, all three days were averaged together to calculate trip generation rates for the hotel during the morning and afternoon peak hours. The derivation of the trip generation rates is shown in Table 7, and the details of the traffic counts are provided in Appendix D.

As shown in Table 7, hotels within The Disneyland Resort generate trips at average rates of approximately 0.24 trips per room during the morning peak hour and 0.25 trips per room during the afternoon peak hour. While daily trip counts were not collected at the existing hotels, a daily trip generation rate was developed using information from the DR EIR. In the DR EIR, hotels were estimated to generate 5.32 daily trips per room and 0.341 trips per room during the afternoon peak hour. Applying the same ratio between daily and peak hour trips to the afternoon peak hour empirical rate results in a daily trip generation rate of 3.90 trips per room.

Table 7 also shows the application of this trip generation rate to the Project. As shown, the Project is expected to generate 1,365 trips on a typical day, including up to a total of 84 trips during the morning peak hour and 88 trips during the afternoon peak hour.

This trip generation estimate does not account for service vehicles. However, because the Project would use Disneyland Hotel infrastructure, it would add only incrementally to the number of service vehicles already serving the Disneyland Hotel. Disney operations staff conducted a review of all types of service vehicles already coming to the Disneyland Hotel and how it would change with the Project. They determined that the Project would result in two additional trash pick-ups per week over the four per week currently serving the Disneyland Hotel. These trips, accessed from Walnut Street, would have a negligible effect on traffic operations and was not included in this analysis.

PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is based primarily on the locations of freeway access points. The majority of trips to and from the Project are not local trips and, therefore, they tend to travel to one of the nearby freeways – primarily I-5, but also to SR 22 or

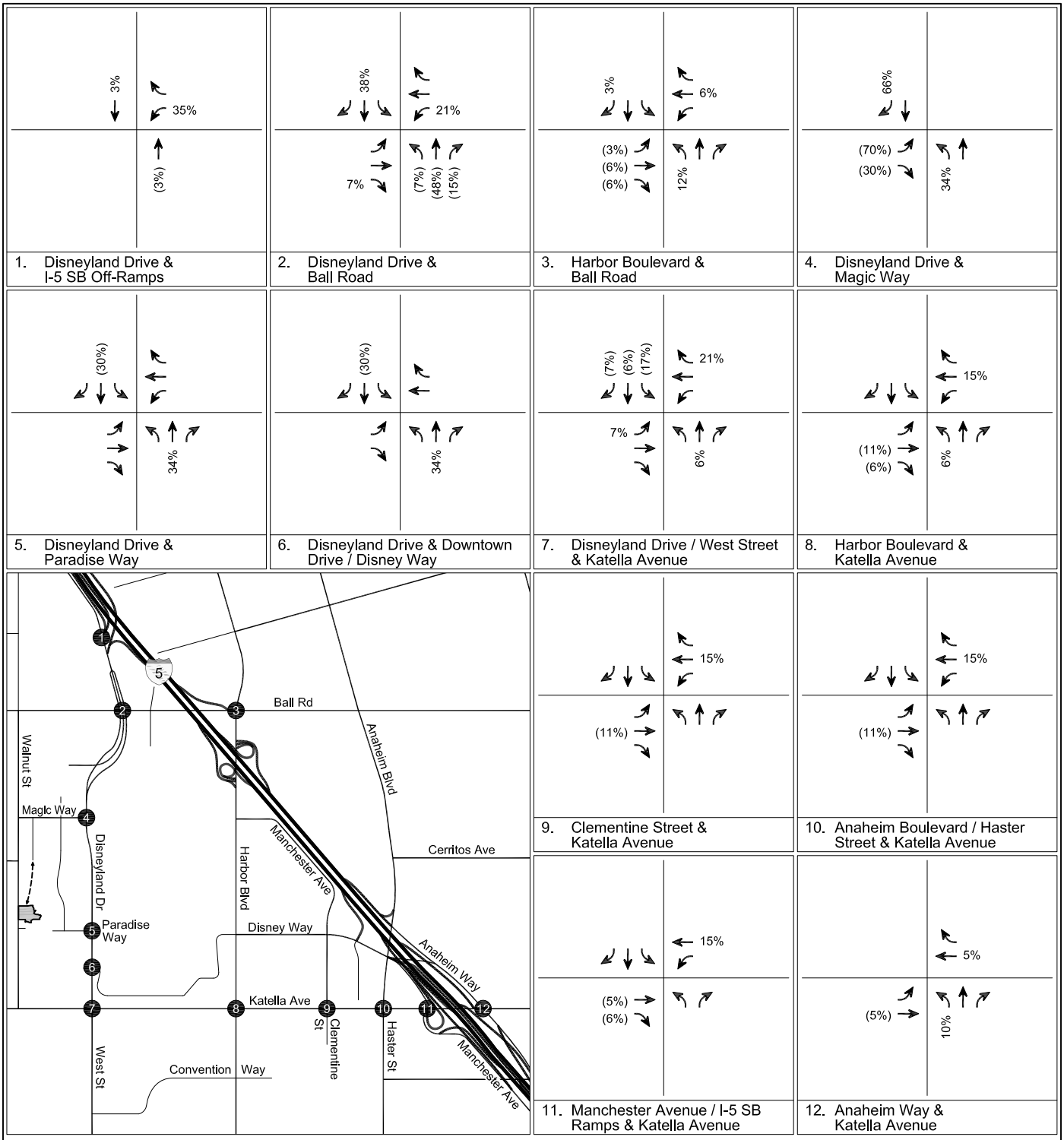
SR 57. The regional distribution pattern for Project traffic was developed by considering regional population distribution and tourist destinations. Generally, it is as follows:

- 35% to/from the north on I-5
- 22% to/from the south on I-5
- 11% to/from the west on Ball Road or Katella Avenue
- 12% to/from the south on West Street or Harbor Boulevard
- 14% to/from the east on Ball Road or Katella Avenue
- 6% to/from the north on Manchester Avenue or Harbor Boulevard

Figure 7 shows the Project trip distribution pattern at the analyzed intersections.

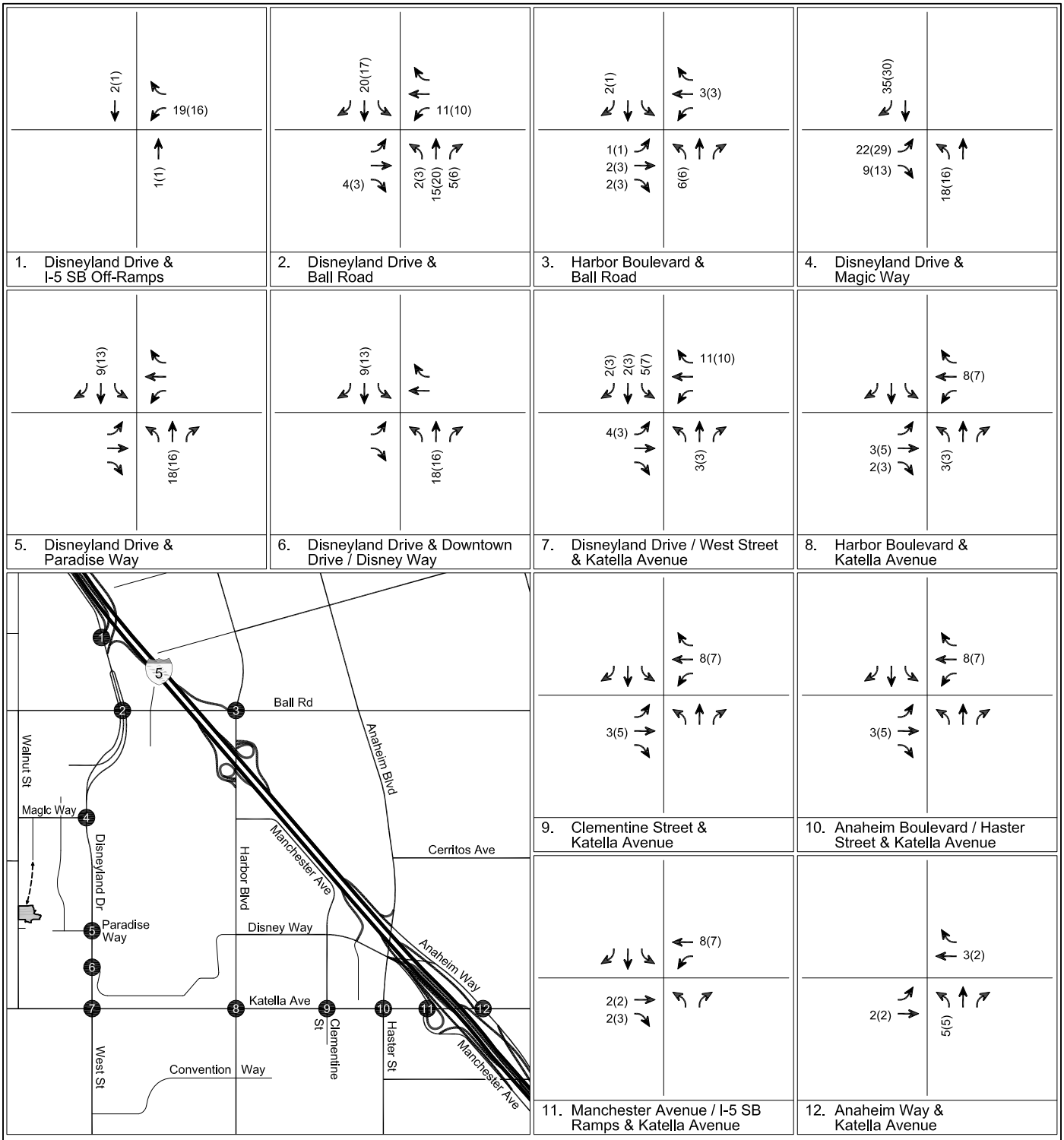
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 7 and the distribution pattern shown in Figure 7 was used to assign the Project traffic to the study area. The Project-only peak hour traffic volumes are shown in Figure 8.



PROJECT TRIP DISTRIBUTION

FIGURE 7



PROJECT ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8

TABLE 7
PROJECT TRIP GENERATION ESTIMATES

Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Hotel Driveway Counts								
Thursday, October 19, 2017	n/a	n/a	409	210	619	213	289	502
Friday, October 20, 2017	n/a	n/a	344	182	526	336	271	607
Sunday, October 22, 2017	n/a	n/a	391	237	628	400	349	749
Average Count	**n/a**	**n/a**	**381**	**210**	**591**	**316**	**303**	**619**
Empirical Hotel Trip Generation Rates								
Trip Rate per Room [a] [b]	2,467 rooms	3.90	0.15	0.09	0.24	0.13	0.12	0.25
Project Trip Generation Estimate								
Disney Vacation Club Hotel	350 rooms	1,365	53	31	84	46	42	88

Notes:

[a] Trip rate per room (for morning and afternoon peak hours) is based on 2,467 available rooms between Disneyland Hotel, Disney's Paradise Pier Hotel, and Disney's Grand Californian Hotel.

[b] The daily trip generation rate is based on the ratio of the daily rate to the afternoon peak hour rate from the Disneyland Resort Environmental Impact Report (5.32 to 0.341, or 15.6 daily trips for every afternoon peak hour trip based on Exhibit 4-3), which was applied to the empirical afternoon peak hour trip rate above (0.25 trips per room).

Chapter 5
Existing and Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions after the addition of Project traffic to Existing Conditions and Future without Project Conditions. The significant impact thresholds described in Chapter 1 were applied to each intersection.

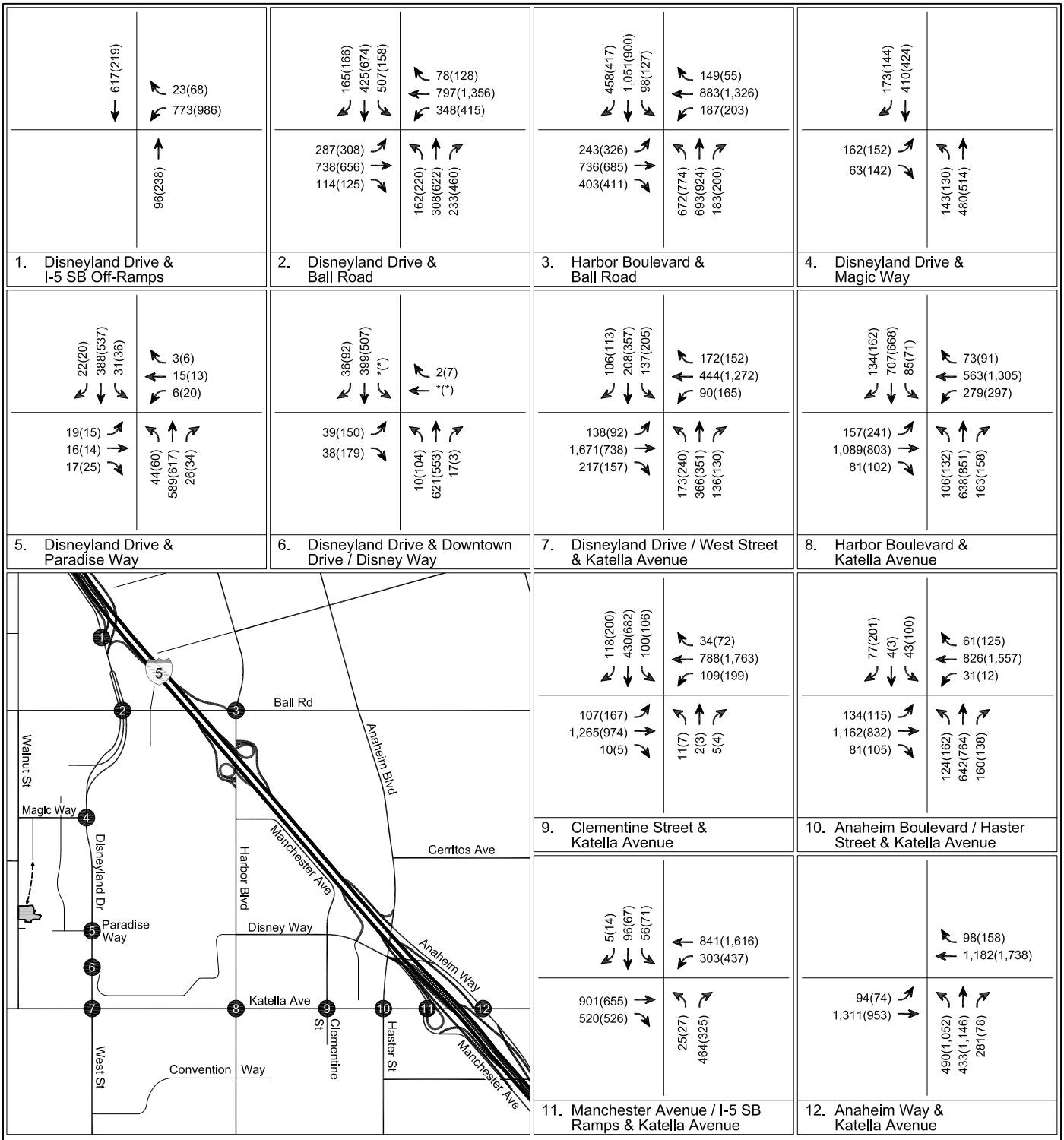
EXISTING WITH PROJECT CONDITIONS (YEAR 2020)

The Project-only morning and afternoon peak hour traffic volumes described in Chapter 4 and shown in Figure 8 were added to the Existing peak hour traffic volumes shown in Figure 3. The resulting volumes are illustrated in Figure 9 and represent Existing with Project Conditions. Table 8 summarizes the LOS results under Existing with Project Conditions during the weekday morning and afternoon peak hours for the 12 study intersections. As shown in Table 8, all 12 intersections would operate at LOS D or better. Intersection #2, Disneyland Drive & Ball Road, would worsen from LOS C to LOS D during the afternoon peak hour with the Project as compared to Existing Conditions, though this is the result of the existing operating condition being right at the threshold between LOS C and LOS D before Project traffic. The Project would not result in new significant impacts or substantially increase the severity of previous impacts at any of the 12 intersections based on the criteria that each intersection should operate at LOS D or better.

FUTURE WITH PROJECT CONDITIONS (YEAR 2023)

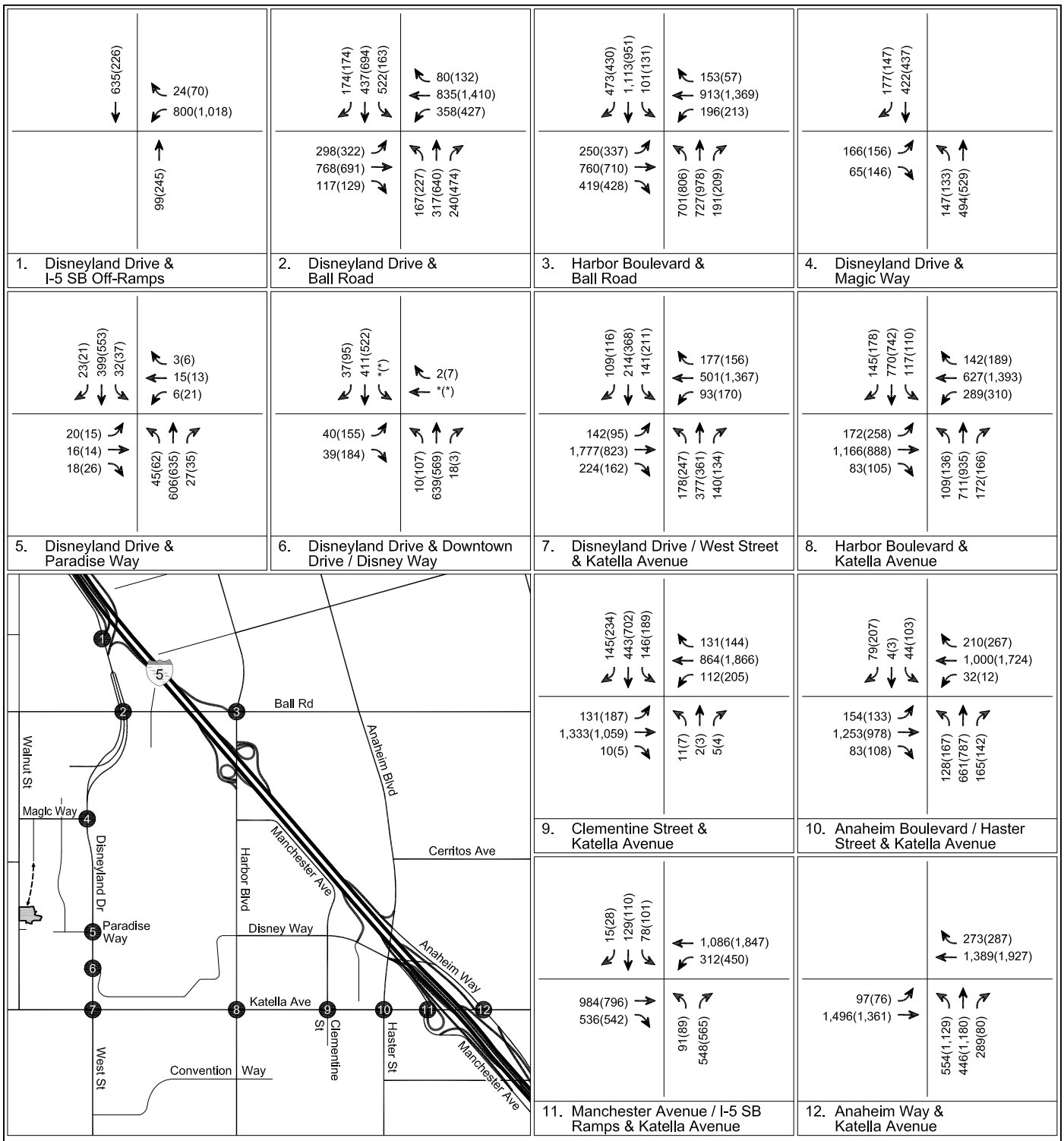
The Project-only morning and afternoon peak hour traffic volumes described in Chapter 4 and shown in Figure 8 were added to the Future without Project peak hour traffic volumes shown in Figure 6. The resulting volumes are illustrated in Figure 10 and represent Future with Project Conditions. Table 9 summarizes the LOS results under Future with Project Conditions during

the weekday morning and afternoon peak hours for the 12 study intersections. As shown in Table 9, all 12 intersections would operate at LOS D or better, just as under Future without Project Conditions. The Project, therefore, would not result in new significant impacts or substantially increase the severity of previous impacts at any of the 12 intersections based on the criteria that each intersection should operate at LOS D or better.



EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 9



FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10

TABLE 8
EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Significant Impact
1.	Disneyland Dr &	Morning	0.379	A	0.383	A	0.004	NO
	I-5 SB Off-Ramps	Afternoon	0.315	A	0.324	A	0.009	NO
2.	Disneyland Dr &	Morning	0.566	A	0.573	A	0.007	NO
	Ball Rd	Afternoon	0.800	C	0.809	D	0.009	NO
3.	Harbor Blvd &	Morning	0.701	C	0.705	C	0.004	NO
	Ball Rd	Afternoon	0.772	C	0.774	C	0.002	NO
4.	Disneyland Dr &	Morning	0.249	A	0.261	A	0.012	NO
	Magic Way	Afternoon	0.245	A	0.258	A	0.013	NO
5.	Disneyland Dr &	Morning	0.262	A	0.267	A	0.005	NO
	Paradise Way	Afternoon	0.290	A	0.294	A	0.004	NO
6.	Disneyland Dr &	Morning	0.255	A	0.261	A	0.006	NO
	Downtown Dr / Disney Way	Afternoon	0.362	A	0.366	A	0.004	NO
7.	Disneyland Dr / West St &	Morning	0.550	A	0.552	A	0.002	NO
	Katella Ave	Afternoon	0.500	A	0.502	A	0.002	NO
8.	Harbor Blvd &	Morning	0.514	A	0.516	A	0.002	NO
[a]	Katella Ave	Afternoon	0.564	A	0.565	A	0.001	NO
9.	Clementine St &	Morning	0.588	A	0.589	A	0.001	NO
	Katella Ave	Afternoon	0.848	D	0.850	D	0.002	NO
10.	Anaheim Blvd / Haster St &	Morning	0.388	A	0.390	A	0.002	NO
	Katella Ave	Afternoon	0.567	A	0.568	A	0.001	NO
11.	Manchester Ave / I-5 SB	Morning	0.608	B	0.609	B	0.001	NO
[a]	Ramps & Katella Ave	Afternoon	0.604	B	0.605	B	0.001	NO
12.	Anaheim Way &	Morning	0.416	A	0.417	A	0.001	NO
[a]	Katella Ave	Afternoon	0.635	B	0.637	B	0.002	NO

Notes:
[a] Designated Congestion Management Program arterial intersection.

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Location	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Significant Impact
1.	Disneyland Dr &	Morning	0.389	A	0.394	A	0.005	NO
	I-5 SB Off-Ramps	Afternoon	0.324	A	0.334	A	0.010	NO
2.	Disneyland Dr &	Morning	0.586	A	0.593	A	0.007	NO
	Ball Rd	Afternoon	0.827	D	0.835	D	0.008	NO
3.	Harbor Blvd &	Morning	0.723	C	0.728	C	0.005	NO
	Ball Rd	Afternoon	0.796	C	0.799	C	0.003	NO
4.	Disneyland Dr &	Morning	0.255	A	0.267	A	0.012	NO
	Magic Way	Afternoon	0.250	A	0.264	A	0.014	NO
5.	Disneyland Dr &	Morning	0.269	A	0.274	A	0.005	NO
	Paradise Way	Afternoon	0.297	A	0.302	A	0.005	NO
6.	Disneyland Dr &	Morning	0.262	A	0.267	A	0.005	NO
	Downtown Dr / Disney Way	Afternoon	0.372	A	0.375	A	0.003	NO
7.	Disneyland Dr / West St &	Morning	0.575	A	0.577	A	0.002	NO
	Katella Ave	Afternoon	0.525	A	0.527	A	0.002	NO
8.	Harbor Blvd &	Morning	0.545	A	0.547	A	0.002	NO
[a]	Katella Ave	Afternoon	0.613	B	0.614	B	0.001	NO
9.	Clementine St &	Morning	0.611	B	0.611	B	0.000	NO
	Katella Ave	Afternoon	0.887	D	0.888	D	0.001	NO
10.	Anaheim Blvd / Haster St &	Morning	0.433	A	0.434	A	0.001	NO
	Katella Ave	Afternoon	0.610	B	0.611	B	0.001	NO
11.	Manchester Ave / I-5 SB	Morning	0.655	B	0.656	B	0.001	NO
[a]	Ramps & Katella Ave	Afternoon	0.697	B	0.699	B	0.002	NO
12.	Anaheim Way &	Morning	0.453	A	0.453	A	0.000	NO
[a]	Katella Ave	Afternoon	0.686	B	0.687	B	0.001	NO

Notes:
[a] Designated Congestion Management Program arterial intersection.

Chapter 6
Project Access, Circulation, and Parking

Vehicular guest access to the Project would share the existing Disneyland Hotel infrastructure. Therefore, all access would be from Magic Way via the Disneyland Hotel entry road. Valet pick-up and drop-off would be along the north side of the Disneyland Hotel's Fantasy Tower (as shown in Figure 1). The Disneyland Hotel access and circulation infrastructure is sufficient to accommodate the increase in traffic associated with the Project.

The Project requires a total of 307 parking spaces based on the City's Municipal Code. However, the Disneyland Hotel currently provides excess parking inventory above its requirement to accommodate demand during major events at the Disneyland Hotel Convention Center, and the Project's parking requirement is met by this excess inventory. Therefore, all Project parking, including valet and self-parking, can be accommodated in lots north of the Fantasy Tower as well as in the Disneyland Hotel parking structure above the Disneyland Hotel Convention Center. During big events at the Disneyland Hotel Convention Center, convention center visitors would be accommodated at the Pixar Pals parking structure north of Magic Way.

The Project would use the Disneyland Hotel's service infrastructure, and therefore would only incrementally increase the amount of service-related traffic already traveling to and from the Disneyland Hotel. Service access is provided via a driveway on Walnut Street west of the Project, and therefore the minimal service traffic would not interact with guest traffic. The service access is sufficient to accommodate the minimal increase in service traffic.

Chapter 7
Congestion Management Program Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project in accordance with the procedures outlined in the CMP. This analysis uses the same traffic volumes as developed for the City analysis in preceding chapters.

TRAFFIC IMPACT ANALYSIS METHODOLOGY

The CMP requires that a development generating 2,400 or more daily trips analyze its potential traffic impact on intersections identified in the CMP. Although the Project would generate fewer daily trips a CMP intersection analysis was prepared for public information purposes. Intersections are analyzed using the same ICU methodology as required by the City. The CMP defines facilities operating at LOS F as deficient; intersections operating at LOS E or better are within the allowed standard. A significant impact is identified if a Project increases the intersection V/C ratio by more than 0.10 at intersections operating at (or projected to operate at) LOS F.

CMP Facilities

Harbor Boulevard and Katella Avenue are arterial highways included in the CMP. In particular, three of the study intersections analyzed for the City in the preceding chapter were also analyzed according to the CMP guidelines and criteria. The analyzed intersections are:

- Intersection #8, Harbor Boulevard & Katella Avenue
- Intersection #11, Manchester Avenue / I-5 Southbound Ramps & Katella Avenue
- Intersection #12, Anaheim Way & Katella Avenue

CMP INTERSECTION IMPACT ANALYSIS

Tables 8 and 9 show the intersection LOS and impact analyses under Existing with Project Conditions and Future with Project Conditions, respectively. As shown, the three CMP intersections identified above operate at LOS B or better, with and without Project traffic, under all conditions. Therefore, no intersections are deficient and no significant impacts would occur.

Chapter 8
Caltrans Analysis

This chapter presents an analysis of Caltrans facilities that were analyzed in the DR EIR using current data. The DR EIR analyzed freeway mainline segments using a V/C methodology and forecast freeway volumes in year 2010 with the full buildout of The Disneyland Resort. Additionally, subsequent to the approval of the DR EIR, Disney worked with the City to contribute and/or raise funds for infrastructure enhancements to Caltrans facilities, including I-5 and its on-ramps and off-ramps. These infrastructure improvements consisted of both project design features (PDFs) and mitigation measures (MMs) and included the construction of new I-5 ramps at Disneyland Drive (Intersection #1) and at Katella Avenue (Intersection #11 and adjacent to Intersection #12). As documented in a letter agreement between Disney and the City in August 2002, attached in Appendix E, these improvements mitigated any impact to Caltrans facilities. Therefore, the DR EIR identified, analyzed, and implemented mitigation for any Project impacts to Caltrans facilities and no additional mitigation measures for the current Project are required.

Since the adoption of the DR EIR, Caltrans has requested that the capacity calculations for freeway facilities and freeway ramp intersections be conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology. However, since this was not a requirement for Caltrans analyses when the DR EIR was prepared, there are no DR EIR HCM analysis results to compare. Therefore, the analysis results presented in this chapter compares current conditions to DR EIR analysis results using the same capacity calculation methodologies used in the DR EIR. HCM analyses for Caltrans intersections were conducted as part of the queuing analyses and are provided in Appendix C.

FREEWAY MAINLINE SEGMENTS

Three freeway mainline segments are analyzed in this chapter:

- I-5 north of Disneyland Drive
- I-5 between Disneyland Drive and Katella Avenue
- I-5 south of Katella Avenue

Freeway segment capacity is typically assumed to be approximately 2,000 vehicles per hour per lane. However, high-occupancy vehicle lanes and auxiliary lanes connecting on-ramps with downstream off-ramps typically carry fewer vehicles than general flow lanes. Therefore, for the purposes of this analysis, the peak hour freeway capacity at each segment was taken from the DR EIR. The DR EIR estimated a capacity of 10,900 vehicles per hour in each direction at the three analyzed segments following completion of I-5 widening and the infrastructure improvements to which Disney contributed. Today, each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane in each direction.

Existing Conditions

Caltrans publishes annual average daily traffic volumes as well as peak hour and directional factors to calculate the morning and afternoon peak hour volumes. Existing traffic volumes were gathered from *2017 Traffic Volumes on California State Highways* (Caltrans, 2018). Future conditions were developed using the same methodology as for intersection traffic volumes and Project traffic was estimated using the same patterns as described in Chapter 4.

Table 10 summarizes the freeway mainline segment volumes and V/C ratios for each segment under Existing Conditions and Existing with Project Conditions. As shown, the maximum V/C ratio identified in Table 10 is 0.86 (i.e., the volume would represent 86% of capacity) on I-5 north of Disneyland Drive in the northbound direction during the morning peak hour. As shown, while the Project would between five and 19 peak hour trips to each segment, it would not increase the V/C ratio at any location.

The DR EIR identified a maximum V/C ratio of 0.94 based on the afternoon peak hour condition (the only peak hour analyzed in the DR EIR) in year 2010 with buildout of the Disneyland Resort. The analysis in Table 10 indicates that the freeway, with Project traffic, will continue to operate under that level and would have lower peak hour traffic volumes than forecast in the DR EIR except at one location. I-5 between Disneyland Drive and Katella Avenue in the northbound

direction is projected to experience a slightly higher volume (approximately 2.6% of freeway capacity) than forecast in the DR EIR. This would not be the result of Project traffic but would result from existing traffic volumes. Nonetheless, the V/C ratio at that location remains well under 0.94 and the Project adds minimal traffic to that segment. The Project would not result in significant impacts on the freeway system.

Future Conditions

Table 11 summarizes the freeway mainline segment volumes and V/C ratios for each segment under Future without Project Conditions and Future with Project Conditions. As shown, the maximum V/C ratio identified in Table 11 is 0.92 (i.e., 92% of capacity) on I-5 north of Disneyland Drive in the northbound direction during the morning peak hour.

The DR EIR identified a maximum V/C ratio of 0.94 based on the afternoon peak hour condition (the only peak hour analyzed in the DR EIR) in year 2010 with buildout of the Disneyland Resort. The analysis in Table 11 indicates that the freeway, with Project traffic and traffic growth through year 2023, will continue to operate under that level and would have lower peak hour traffic volumes than forecast in the DR EIR except at one location. I-5 between Disneyland Drive and Katella Avenue in the northbound direction is projected to experience a higher volume (approximately 9% of freeway capacity) than forecast in the DR EIR. This would not be the result of Project traffic but would result from existing volumes and background traffic growth between Existing Conditions and Project completion in 2023. Nonetheless, the V/C ratio at that location remains well under 0.94 and the Project adds minimal traffic to that segment. The Project would not result in significant impacts on the freeway system.

TABLE 10
EXISTING CONDITIONS (YEAR 2020)
FREEWAY MAINLINE SEGMENTS

Location, Peak Hour, and Direction		Capacity [a]	Existing Conditions		Project-Only Volume	Existing with Project Conditions	
			Volume	V/C		Volume	V/C
I-5 north of Disneyland Drive							
Daily Volume		n/a	276,300	n/a	478	276,778	n/a
Morning Peak Hour	Northbound	10,900	9,311	0.85	11	9,322	0.86
	Southbound	10,900	6,742	0.62	19	6,761	0.62
Afternoon Peak Hour	Northbound	10,900	8,966	0.82	15	8,981	0.82
	Southbound	10,900	7,750	0.71	16	7,766	0.71
I-5 between Disneyland Drive and Katella Avenue							
Daily Volume		n/a	263,900	n/a	191	264,091	n/a
Morning Peak Hour	Northbound	10,900	8,893	0.82	6	8,899	0.82
	Southbound	10,900	6,440	0.59	5	6,445	0.59
Afternoon Peak Hour	Northbound	10,900	8,564	0.79	6	8,570	0.79
	Southbound	10,900	7,402	0.68	7	7,409	0.68
I-5 south of Katella Avenue							
Daily Volume		n/a	240,900	n/a	300	241,200	n/a
Morning Peak Hour	Northbound	10,900	8,118	0.74	12	8,130	0.75
	Southbound	10,900	5,878	0.54	7	5,885	0.54
Afternoon Peak Hour	Northbound	10,900	7,817	0.72	10	7,827	0.72
	Southbound	10,900	6,757	0.62	9	6,766	0.62

Notes:

[a] Each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane. Capacity is based on that used in the Disneyland Resort EIR.

TABLE 11
FUTURE CONDITIONS (YEAR 2023)
FREEWAY MAINLINE SEGMENTS

Location, Peak Hour, and Direction		Capacity [a]	Future without Project Conditions		Project-Only Volume	Future with Project Conditions	
			Volume	V/C		Volume	V/C
I-5 north of Disneyland Drive							
Daily Volume		n/a	302,057	n/a	478	302,535	n/a
Morning Peak Hour	Northbound	10,900	10,052	0.92	11	10,063	0.92
	Southbound	10,900	7,384	0.68	19	7,403	0.68
Afternoon Peak Hour	Northbound	10,900	9,750	0.89	15	9,765	0.90
	Southbound	10,900	8,629	0.79	16	8,645	0.79
I-5 between Disneyland Drive and Katella Avenue							
Daily Volume		n/a	284,653	n/a	191	284,844	n/a
Morning Peak Hour	Northbound	10,900	9,571	0.88	6	9,577	0.88
	Southbound	10,900	6,935	0.64	5	6,940	0.64
Afternoon Peak Hour	Northbound	10,900	9,228	0.85	6	9,234	0.85
	Southbound	10,900	8,172	0.75	7	8,179	0.75
I-5 south of Katella Avenue							
Daily Volume		n/a	259,877	n/a	300	260,177	n/a
Morning Peak Hour	Northbound	10,900	8,713	0.80	12	8,725	0.80
	Southbound	10,900	6,290	0.58	7	6,297	0.58
Afternoon Peak Hour	Northbound	10,900	8,401	0.77	10	8,411	0.77
	Southbound	10,900	7,339	0.67	9	7,348	0.67

Notes:

[a] Each segment provides five general-flow lanes (inclusive of auxiliary lanes) and a high-occupancy-vehicle lane. Capacity is based on that used in the Disneyland Resort EIR.

Chapter 9
Off-Site Queuing

This chapter presents an analysis of vehicle queue lengths at turn pockets at selected Study Area intersections. Queuing was not analyzed in the DR EIR and the City has no criteria for defining significant queuing impacts. Therefore, this analysis is provided for informational purposes and to determine if potential physical or operational modifications could be warranted. Locations where queues were calculated to potentially exceed turn pocket lengths were further examined for feasible physical or operational modifications.

QUEUE ANALYSIS METHODOLOGY

Vehicular queue lengths were estimated using the HCM methodology and implemented using Vistro software incorporating signal timing plans for the study intersections provided by City staff. The HCM methodology reports the 50th percentile and 95th percentile queue lengths, in feet. The 95th percentile queue length reported in this chapter is the longest vehicular queue that would be expected during 95% of similar peak hours. HCM analysis worksheets are provided in Appendix F.

QUEUE ANALYSIS RESULTS

Table 12 shows the results of the queue analysis at selected intersections during the morning and afternoon peak hours. It reports Existing Conditions queue lengths as well as Future Conditions queue lengths, with and without the Project. Highlighted values in Table 12 show locations where the anticipated queues exceed the existing turn pocket length. Exceedances are forecast at two study intersections:

- Intersection #2, Disneyland Drive & Ball Road

- Intersection #3, Harbor Boulevard & Ball Road

At both intersections, the turn pockets are substantially exceeded under Existing Conditions and Future without Project Conditions, and the Project only adds between one and 13 feet of length to the forecast queue lengths.

The traffic demands at the turn pockets in question are likely to diminish when the update to Disney's Toy Story guest parking lot (Related Project #12) is completed, which is anticipated by summer 2020. That project will develop a theme park parking experience on the east side of the Disneyland Resort comparable to the experience currently provided at the Mickey & Friends / Pixar Pals guest parking structure off Disneyland Drive and Magic Way. As theme park guests learn about the availability of this lot, it will draw guest trips away from the west side of the Disneyland Resort. In particular, guests approaching the area from the south on I-5 would experience a particular benefit in reduced travel time and ease of access by parking in the Toy Story Lot, thereby reducing demand on the northbound left-turn from Harbor Boulevard to Ball Road and the westbound left-turn from Ball Road to Disneyland Drive. While those changes may not fully relieve the identified queue length exceedances, they have the potential to reduce them far beyond the small incremental increases resulting from Project traffic.

TABLE 12
TURN POCKET QUEUE LENGTHS

Location	Peak Hour	Existing Turn Pocket Length	Existing Conditions	Future without Project Conditions	Future with Project Conditions	
			Queue Length [a]	Queue Length [a]	Queue Length [a]	Change
1. Disneyland Drive & I-5 Southbound Off-ramps						
Westbound Left Turn	AM	1,860	244	250	255	5
	PM		298	306	309	3
2. Disneyland Drive & Ball Road						
Northbound Left Turn	AM	200	**294**	**301**	**302**	1
	PM		**354**	**364**	**366**	2
Westbound Left Turn	AM	220	**309**	**317**	**325**	8
	PM		**379**	**387**	**395**	8
3. Harbor Boulevard & Ball Road						
Northbound Left Turn	AM	200	**540**	**585**	**598**	13
	PM		**653**	**693**	**706**	13
4. Disneyland Drive & Magic Way						
Northbound Left Turn	AM	160	47	49	57	8
	PM		43	45	51	6
Eastbound Left Turn	AM	275	52	54	63	9
	PM		46	47	59	12
Eastbound Right Turn	AM	160	20	20	24	4
	PM		49	50	56	6
7. Disneyland Drive / West Street & Katella Avenue						
Southbound Right Turn	AM	290	158	164	167	3
	PM		154	157	161	4
Southbound Left Turn	AM	300	99	102	106	4
	PM		146	151	156	5
Westbound Right Turn	AM	450	89	94	102	8
	PM		82	86	94	8
Eastbound Left Turn	AM	270	96	98	102	4
	PM		64	66	68	2
8. Harbor Boulevard & Katella Avenue						
Northbound Left Turn	AM	300	85	87	89	2
	PM		100	100	102	2
Eastbound Left Turn	AM	290	129	141	141	0
	PM		195	207	207	0
11. Manchester Avenue / I-5 Southbound Ramps & Katella Avenue						
Eastbound Right Turn	AM	600	164	178	179	1
	PM		235	250	252	2
12. Anaheim Way & Katella Avenue						
Northbound Left Turn	AM	1,060	180	231	233	2
	PM		527	645	649	4

Notes:
All turn pocket capacities and queue lengths reported in feet from the limit line to the end of the pocket stripe.
[a] 95th percentile queue lengths were reported.

Chapter 10
Project Construction

The DR EIR noted that construction of The Disneyland Resort expansion, including the Project, would impact City streets either due to construction traffic or temporary disruptions to roadway capacity due to adjacent construction activity. The DR EIR therefore required any construction activities that would result in disruption to traffic to prepare and implement traffic management plans. Specifically, PDFs 3.8-4, 3.8-5, and 3.8-6 require a Construction Traffic Management Plan to govern DR EIR construction activity, a Trip Reduction Plan for construction crew vehicles, and a Traffic Management Plan to sequence and phase off-site roadway and infrastructure improvements, respectively. Because the temporary effects of Project construction were identified within the DR EIR, which was certified by the City in 1993, no additional impacts are anticipated as a result of Project construction.

Construction is anticipated to last for approximately 33 months, with completion in year 2023. Construction staging and laydown would take place on Disney property, primarily within the existing Lilo and Stitch surface parking lots. Construction activities would be fully contained within the Project site or adjacent private property owned by Disney. In compliance with DR EIR PDFs for construction, Disney would prepare and submit the appropriate traffic management plans and work with the City to implement them.

References

Highway Capacity Manual Sixth Edition, Transportation Research Board, 2016.

2017 Traffic Volumes on California State Highways, California Department of Transportation, 2018.

2019 Orange County Congestion Management Program, Orange County Transportation Authority, 2019.

Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, San Diego Association of Governments, 2002.

City of Anaheim General Plan Circulation Element, City of Anaheim, Revised June 2018.

Final Environmental Impact Report for the Disneyland Resort EIR No. 311, Michael Brandman Associates, certified June 22, 1993.

The Disneyland Resort Specific Plan, City of Anaheim, Adopted June 29, 1993, amended August 23, 2011.

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

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

Appendix A

Traffic Counts

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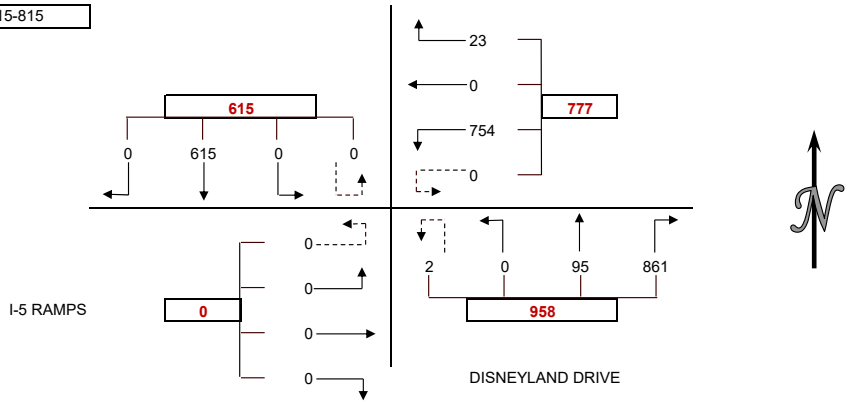
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W I-5 RAMPS
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	120	0	0	2	0	146	0	209	17	0	0	0	0	0	0	494
715-730	0	166	0	0	7	0	162	0	219	25	0	0	0	0	0	0	579
730-745	0	161	0	0	3	0	193	0	214	18	0	1	0	0	0	0	590
745-800	0	155	0	0	6	0	220	0	204	24	0	0	0	0	0	0	609
800-815	0	133	0	0	7	0	179	0	224	28	0	1	0	0	0	0	572
815-830	0	102	0	0	3	0	197	0	186	26	0	0	0	0	0	0	514
830-845	0	80	0	0	3	0	239	0	195	9	0	0	0	0	0	0	526
845-900	0	99	0	0	6	0	263	0	199	22	0	0	0	0	0	0	589
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	602	0	0	18	0	721	0	846	84	0	1	0	0	0	0	2272
715-815	0	615	0	0	23	0	754	0	861	95	0	2	0	0	0	0	2350
730-830	0	551	0	0	19	0	789	0	828	96	0	2	0	0	0	0	2285
745-845	0	470	0	0	19	0	835	0	809	87	0	1	0	0	0	0	2221
800-900	0	414	0	0	19	0	878	0	804	85	0	1	0	0	0	0	2201

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	602	102		739	846		931	1324		0	0
715-815	615	118		777	861		958	1371		0	0
730-830	551	115		808	828		926	1342		0	0
745-845	470	106		854	809		897	1306		0	0
800-900	414	104		897	804		890	1293		0	0

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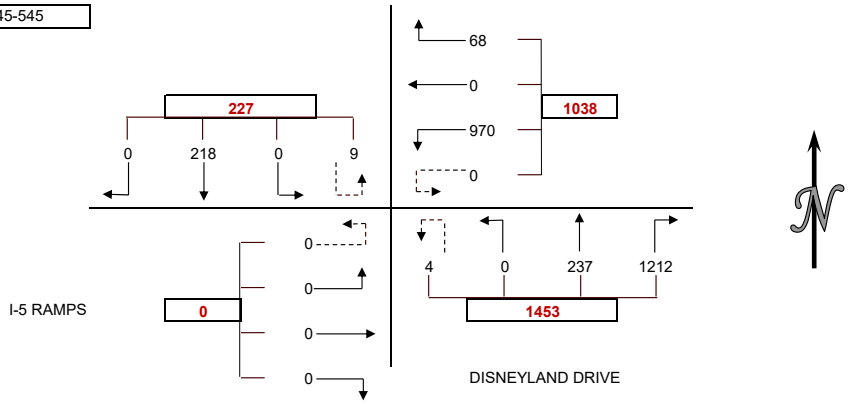
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W I-5 RAMPS
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	52	0	0	8	0	258	0	326	45	0	2	0	0	0	0	691
415-430	0	76	0	0	4	0	234	0	333	45	0	2	0	0	0	0	694
430-445	0	67	0	1	8	0	209	0	322	57	0	1	0	0	0	0	665
445-500	0	62	0	0	11	0	230	0	287	64	0	3	0	0	0	0	657
500-515	0	57	0	0	6	0	257	0	274	51	0	1	0	0	0	0	646
515-530	0	65	0	3	16	0	251	0	339	65	0	0	0	0	0	0	739
530-545	0	34	0	6	35	0	232	0	312	57	0	0	0	0	0	0	676
545-600	0	38	0	6	22	0	184	0	266	58	0	0	0	0	0	0	574
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	257	0	1	31	0	931	0	1268	211	0	8	0	0	0	0	2707
415-515	0	262	0	1	29	0	930	0	1216	217	0	7	0	0	0	0	2662
430-530	0	251	0	4	41	0	947	0	1222	237	0	5	0	0	0	0	2707
445-545	0	218	0	9	68	0	970	0	1212	237	0	4	0	0	0	0	2718
500-600	0	194	0	15	79	0	924	0	1191	231	0	1	0	0	0	0	2635

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	258	243		962	1268		1487	1196		0	0
415-515	263	247		959	1216		1440	1199		0	0
430-530	255	282		988	1222		1464	1203		0	0
445-545	227	314		1038	1212		1453	1192		0	0
500-600	209	325		1003	1191		1423	1119		0	0

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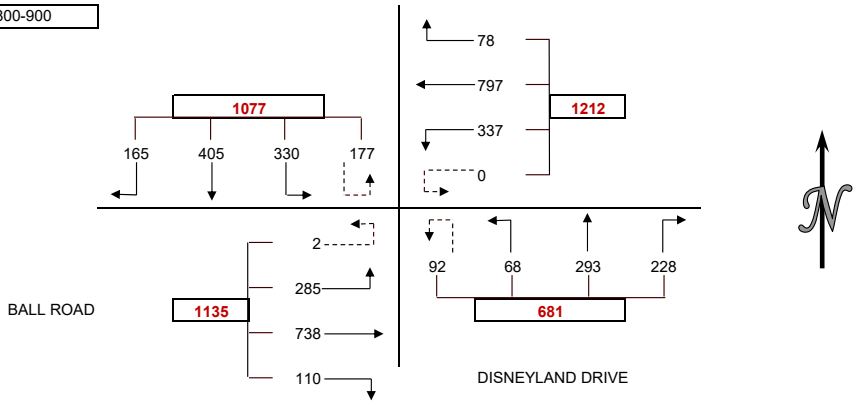
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W BALL ROAD
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	49	81	38	10	8	130	25	0	44	64	11	12	20	166	100	0	758
715-730	42	74	49	13	13	149	27	0	59	96	6	12	37	229	109	1	916
730-745	46	90	73	21	15	166	45	0	64	85	19	28	36	221	89	1	999
745-800	40	85	67	19	22	164	60	0	70	81	9	18	26	202	72	2	937
800-815	42	111	88	36	15	180	49	0	56	74	16	28	32	221	65	0	1013
815-830	36	99	48	41	19	226	81	0	54	70	19	28	21	191	68	2	1003
830-845	49	116	92	48	26	206	84	0	68	72	23	12	30	201	94	0	1121
845-900	38	79	102	52	18	185	123	0	50	77	10	24	27	125	58	0	968
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	177	330	227	63	58	609	157	0	237	326	45	70	119	818	370	4	3610
715-815	170	360	277	89	65	659	181	0	249	336	50	86	131	873	335	4	3865
730-830	164	385	276	117	71	736	235	0	244	310	63	102	115	835	294	5	3952
745-845	167	411	295	144	82	776	274	0	248	297	67	86	109	815	299	4	4074
800-900	165	405	330	177	78	797	337	0	228	293	68	92	110	738	285	2	4105

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	8	1	9
715-730	0	1	23	2	26
730-745	10	11	28	9	58
745-800	6	4	29	11	50
800-815	7	4	27	2	40
815-830	10	5	17	0	32
830-845	8	15	54	24	101
845-900	5	11	39	6	61
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	16	16	88	23	143
715-815	23	20	107	24	174
730-830	33	24	101	22	180
745-845	31	28	127	37	223
800-900	30	35	137	32	234

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	1	0	1	0	2
730-745	0	0	2	1	3
745-800	1	1	1	0	3
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	5	1	9
715-815	2	1	4	1	8
730-830	1	1	4	1	7
745-845	1	1	2	0	4
800-900	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	797	817		824	1282		678	676		1311	835
715-815	896	825		905	1399		721	758		1343	883
730-830	942	792		1042	1355		719	837		1249	968
745-845	1017	822		1132	1358		698	880		1227	1014
800-900	1077	833		1212	1296		681	944		1135	1032

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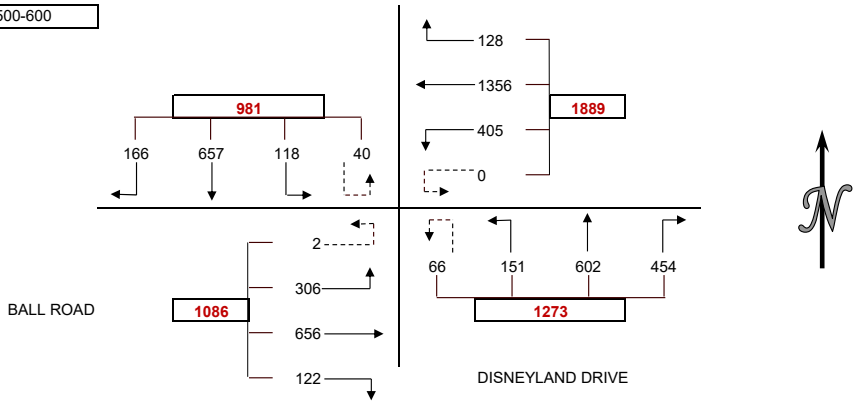
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W BALL ROAD
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	37	133	36	7	17	237	70	0	93	178	29	28	33	173	69	3	1143
415-430	72	166	41	6	25	230	93	0	95	226	41	26	41	183	70	0	1315
430-445	43	136	35	13	22	296	98	0	119	193	54	16	32	176	97	0	1330
445-500	40	130	48	8	17	276	101	0	116	163	22	16	33	160	48	1	1179
500-515	38	144	22	10	25	314	118	0	111	187	50	16	43	208	89	1	1376
515-530	59	165	29	9	31	318	90	0	133	153	34	19	22	130	65	0	1257
530-545	67	168	21	12	32	381	119	0	113	151	39	11	36	186	68	0	1404
545-600	2	180	46	9	40	343	78	0	97	111	28	20	21	132	84	1	1192
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	192	565	160	34	81	1039	362	0	423	760	146	86	139	692	284	4	4967
415-515	193	576	146	37	89	1116	410	0	441	769	167	74	149	727	304	2	5200
430-530	180	575	134	40	95	1204	407	0	479	696	160	67	130	674	299	2	5142
445-545	204	607	120	39	105	1289	428	0	473	654	145	62	134	684	270	2	5216
500-600	166	657	118	40	128	1356	405	0	454	602	151	66	122	656	306	2	5229

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	10	5	17
415-430	0	0	38	7	45
430-445	3	1	17	2	23
445-500	5	3	38	0	46
500-515	23	16	15	4	58
515-530	3	0	9	3	15
530-545	9	3	2	3	17
545-600	2	0	12	1	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	4	103	14	131
415-515	31	20	108	13	172
430-530	34	20	79	9	142
445-545	40	22	64	10	136
500-600	37	19	38	11	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	0	2
415-430	2	0	1	0	3
430-445	0	0	4	0	4
445-500	1	0	0	0	1
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	1	1	0	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	0	6	0	10
415-515	3	0	5	0	8
430-530	1	0	5	0	6
445-545	2	1	1	0	4
500-600	1	1	1	0	3

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	951	1159		1482	1275		1415	1152		1119	1381
415-515	952	1199		1615	1314		1451	1209		1182	1478
430-530	929	1130		1706	1287		1402	1179		1105	1546
445-545	970	1068		1822	1277		1334	1231		1090	1640
500-600	981	1076		1889	1228		1273	1250		1086	1675

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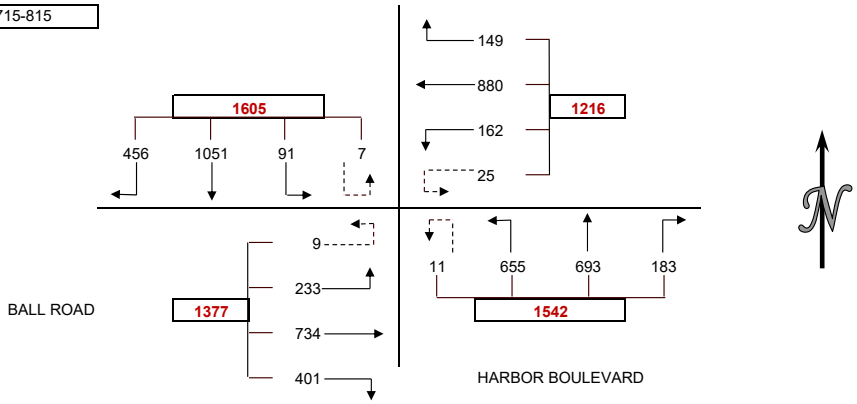
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S HARBOR BOULEVARD
E/W BALL ROAD
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	102	231	35	0	27	204	34	6	32	130	161	4	71	212	33	4	1286
715-730	110	286	25	0	57	190	33	8	40	178	161	3	122	209	52	2	1476
730-745	121	242	24	1	43	232	44	5	52	149	167	5	87	193	60	2	1427
745-800	105	238	20	4	27	209	46	3	50	167	151	2	95	169	57	2	1345
800-815	120	285	22	2	22	249	39	9	41	199	176	1	97	163	64	3	1492
815-830	119	243	25	0	15	206	48	5	62	169	151	8	93	183	39	4	1370
830-845	136	236	29	0	16	235	31	8	58	175	143	7	70	173	62	2	1381
845-900	132	195	24	2	17	204	38	14	55	146	189	6	52	144	43	4	1265
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	438	997	104	5	154	835	157	22	174	624	640	14	375	783	202	10	5534
715-815	456	1051	91	7	149	880	162	25	183	693	655	11	401	734	233	9	5740
730-830	465	1008	91	7	107	896	177	22	205	684	645	16	372	708	220	11	5634
745-845	480	1002	96	6	80	899	164	25	211	710	621	18	355	688	222	11	5588
800-900	507	959	100	4	70	894	156	36	216	689	659	22	312	663	208	13	5508

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	19	25	9	59
715-730	6	10	4	8	28
730-745	19	10	10	12	51
745-800	6	12	14	25	57
800-815	4	4	20	14	42
815-830	10	18	4	14	46
830-845	6	3	8	4	21
845-900	3	24	4	4	35
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	37	51	53	54	195
715-815	35	36	48	59	178
730-830	39	44	48	65	196
745-845	26	37	46	57	166
800-900	23	49	36	36	144

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	0	1	1	0	2
830-845	1	2	1	0	4
845-900	0	1	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	0	0	2
715-815	1	1	0	0	2
730-830	1	1	1	0	3
745-845	2	3	2	0	7
800-900	1	4	3	1	9

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	1544	985		1168	1083		1452	1543		1370	1923
715-815	1605	1082		1216	1033		1542	1625		1377	2000
730-830	1571	1018		1202	1026		1550	1573		1311	2017
745-845	1584	1018		1168	1020		1560	1539		1276	2011
800-900	1570	971		1156	1015		1586	1449		1196	2073

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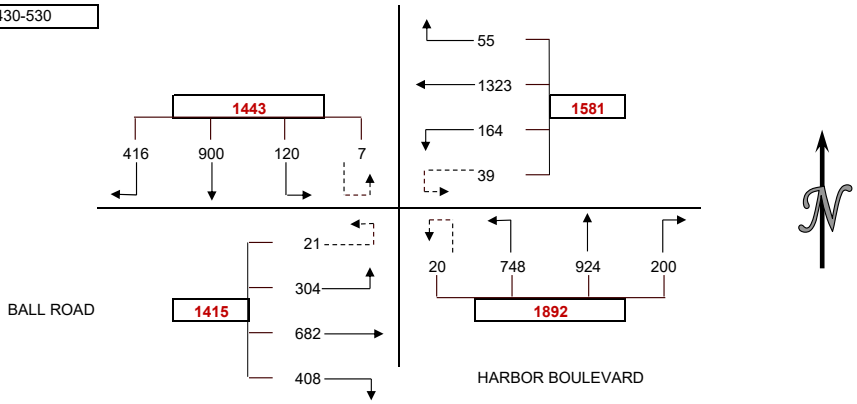
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HARBOR BOULEVARD
E/W BALL ROAD
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	101	200	35	1	17	309	33	11	59	223	172	2	130	138	69	5	1505
415-430	94	174	7	1	14	358	41	14	57	170	160	3	121	201	96	4	1515
430-445	111	235	36	0	12	287	29	9	63	242	217	3	127	174	76	4	1625
445-500	107	225	28	0	13	349	54	8	40	236	181	5	82	147	63	4	1542
500-515	101	203	23	4	15	375	38	9	43	189	169	6	92	183	82	7	1539
515-530	97	237	33	3	15	312	43	13	54	257	181	6	107	178	83	6	1625
530-545	90	187	23	1	15	297	45	12	76	201	154	5	95	176	83	5	1465
545-600	98	161	21	2	21	349	44	12	59	220	164	8	87	147	76	2	1471
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	413	834	106	2	56	1303	157	42	219	871	730	13	460	660	304	17	6187
415-515	413	837	94	5	54	1369	162	40	203	837	727	17	422	705	317	19	6221
430-530	416	900	120	7	55	1323	164	39	200	924	748	20	408	682	304	21	6331
445-545	395	852	107	8	58	1333	180	42	213	883	685	22	376	684	311	22	6171
500-600	386	788	100	10	66	1333	170	46	232	867	668	25	381	684	324	20	6100

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	6	5	3	18
415-430	8	10	5	8	31
430-445	8	12	2	4	26
445-500	13	5	10	5	33
500-515	5	3	8	7	23
515-530	10	13	5	20	48
530-545	3	4	5	20	32
545-600	2	7	4	6	19
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	33	33	22	20	108
415-515	34	30	25	24	113
430-530	36	33	25	36	130
445-545	31	25	28	52	136
500-600	20	27	22	53	122

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	2	1	0	4
415-430	0	0	2	0	2
430-445	1	1	3	0	5
445-500	0	1	1	1	3
500-515	1	1	0	0	2
515-530	1	1	1	0	3
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	4	7	1	14
415-515	2	3	6	1	12
430-530	3	4	5	1	13
445-545	2	3	3	1	9
500-600	2	2	2	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1355	1233		1558	1027		1833	1464		1441	2463
415-515	1349	1213		1625	1042		1784	1438		1463	2528
430-530	1443	1290		1581	1041		1892	1492		1415	2508
445-545	1362	1260		1613	1046		1803	1430		1393	2435
500-600	1284	1267		1615	1062		1792	1364		1409	2407

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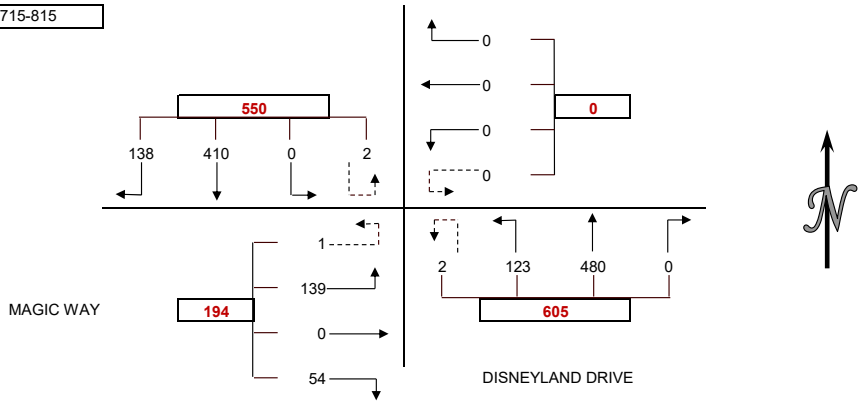
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W MAGIC WAY
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	32	74	0	0	0	0	0	0	0	85	14	0	6	0	31	0	242
715-730	30	112	0	2	0	0	0	0	0	130	19	0	12	0	28	0	333
730-745	40	108	0	0	0	0	0	0	0	123	38	1	17	0	34	0	361
745-800	40	84	0	0	0	0	0	0	0	114	25	1	12	0	47	0	323
800-815	28	106	0	0	0	0	0	0	0	113	41	0	13	0	30	1	332
815-830	23	73	0	0	0	0	0	0	0	97	58	0	11	0	31	0	293
830-845	10	62	0	0	0	0	0	0	0	117	33	0	13	0	27	0	262
845-900	65	70	0	1	0	0	0	0	0	103	47	1	18	0	17	0	322
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	142	378	0	2	0	0	0	0	0	452	96	2	47	0	140	0	1259
715-815	138	410	0	2	0	0	0	0	0	480	123	2	54	0	139	1	1349
730-830	131	371	0	0	0	0	0	0	0	447	162	2	53	0	142	1	1309
745-845	101	325	0	0	0	0	0	0	0	441	157	1	49	0	135	1	1210
800-900	126	311	0	1	0	0	0	0	0	430	179	1	55	0	105	1	1209

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	6	0	6
715-730	0	0	24	0	24
730-745	0	0	27	0	27
745-800	4	0	45	0	49
800-815	0	0	12	0	12
815-830	0	0	33	0	33
830-845	0	0	14	0	14
845-900	0	0	54	4	58
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	0	102	0	106
715-815	4	0	108	0	112
730-830	4	0	117	0	121
745-845	4	0	104	0	108
800-900	0	0	113	4	117

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	1	0	1
800-900	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	522	594		0	0		550	427		187	238
715-815	550	621		0	0		605	466		194	262
730-830	502	589		0	0		611	426		196	294
745-845	426	576		0	0		599	375		185	259
800-900	438	536		0	0		610	367		161	306

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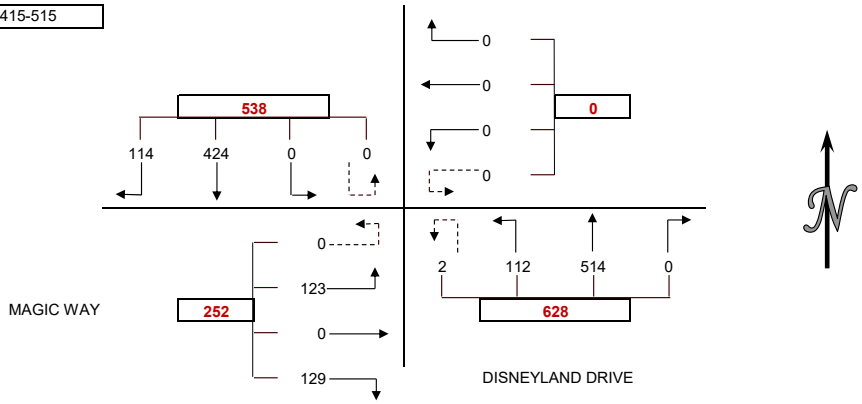
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W MAGIC WAY
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	35	91	0	0	0	0	0	0	0	115	23	0	35	0	35	0	334
415-430	32	109	0	0	0	0	0	0	0	128	28	1	22	0	24	0	344
430-445	33	108	0	0	0	0	0	0	0	147	28	0	38	0	38	0	392
445-500	24	101	0	0	0	0	0	0	0	126	31	1	32	0	27	0	342
500-515	25	106	0	0	0	0	0	0	0	113	25	0	37	0	34	0	340
515-530	31	111	0	0	0	0	0	0	0	117	19	3	30	0	30	0	341
530-545	23	92	0	0	0	0	0	0	0	105	24	0	29	0	40	0	313
545-600	19	95	0	0	0	0	0	0	0	119	40	1	47	0	47	0	368
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	124	409	0	0	0	0	0	0	0	516	110	2	127	0	124	0	1412
415-515	114	424	0	0	0	0	0	0	0	514	112	2	129	0	123	0	1418
430-530	113	426	0	0	0	0	0	0	0	503	103	4	137	0	129	0	1415
445-545	103	410	0	0	0	0	0	0	0	461	99	4	128	0	131	0	1336
500-600	98	404	0	0	0	0	0	0	0	454	108	4	143	0	151	0	1362

PEAK HOUR	415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	11	0	11
415-430	0	0	32	0	32
430-445	0	0	1	0	1
445-500	0	0	7	0	7
500-515	0	0	30	0	30
515-530	0	0	7	0	7
530-545	0	0	5	2	7
545-600	0	0	17	2	19
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	51	0	51
415-515	0	0	70	0	70
430-530	0	0	45	0	45
445-545	0	0	49	2	51
500-600	0	0	59	4	63

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	533	640		0	0		628	538		251	234
415-515	538	637		0	0		628	555		252	226
430-530	539	632		0	0		610	567		266	216
445-545	513	592		0	0		564	542		259	202
500-600	502	605		0	0		566	551		294	206

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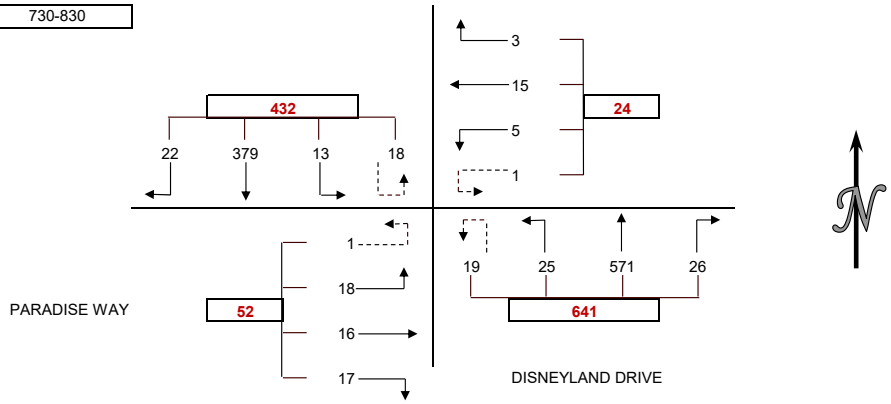
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W PARADISE WAY
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	6	103	6	2	0	1	0	0	1	110	2	2	2	2	3	0	240
715-730	4	81	2	3	0	1	0	0	3	147	3	4	0	1	1	0	250
730-745	6	107	7	4	0	5	2	1	4	146	11	5	3	6	3	0	310
745-800	4	99	0	5	0	3	0	0	2	158	4	6	5	1	6	0	293
800-815	5	103	2	3	2	3	1	0	5	144	3	3	2	6	3	1	286
815-830	7	70	4	6	1	4	2	0	15	123	7	5	7	3	6	0	260
830-845	5	64	4	3	0	4	2	0	10	165	9	4	5	2	5	0	282
845-900	4	70	5	7	0	5	6	0	10	119	6	11	8	6	8	0	265
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	20	390	15	14	0	10	2	1	10	561	20	17	10	10	13	0	1093
715-815	19	390	11	15	2	12	3	1	14	595	21	18	10	14	13	1	1139
730-830	22	379	13	18	3	15	5	1	26	571	25	19	17	16	18	1	1149
745-845	21	336	10	17	3	14	5	0	32	590	23	18	19	12	20	1	1121
800-900	21	307	15	19	3	16	11	0	40	551	25	23	22	17	22	1	1093

PEAK HOUR	730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	4	59	4	68
715-730	12	13	67	7	99
730-745	19	29	49	7	104
745-800	8	9	43	7	67
800-815	13	13	44	8	78
815-830	2	6	42	18	68
830-845	9	10	34	10	63
845-900	6	10	43	14	73
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	40	55	218	25	338
715-815	52	64	203	29	348
730-830	42	57	178	40	317
745-845	32	38	163	43	276
800-900	30	39	163	50	282

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	1	0	0	1
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	439	588		13	36		608	419		33	50
715-815	435	625		18	40		648	421		38	53
730-830	432	610		24	56		641	420		52	63
745-845	384	630		22	54		663	378		52	59
800-900	362	595		30	72		639	363		62	63

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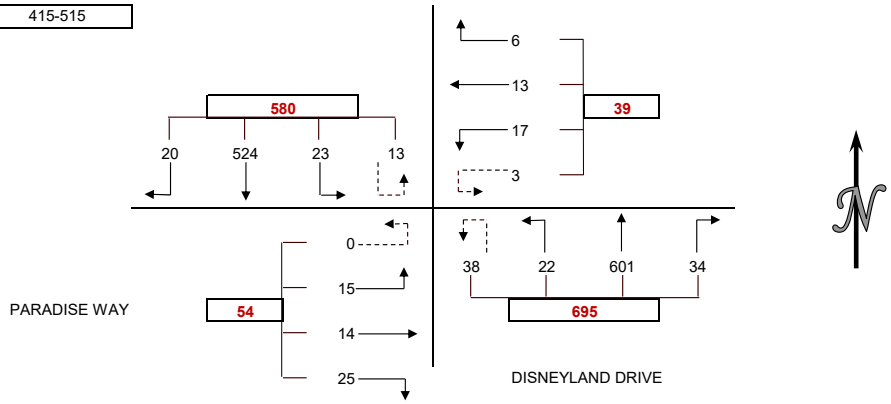
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W PARADISE WAY
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	119	3	2	1	5	2	0	5	135	5	9	8	2	9	0	307
415-430	7	131	5	2	1	2	5	2	13	153	2	10	8	2	2	0	345
430-445	3	137	2	3	1	2	6	1	6	157	7	6	6	4	3	0	344
445-500	5	122	10	4	2	7	2	0	12	156	5	12	5	1	9	0	352
500-515	5	134	6	4	2	2	4	0	3	135	8	10	6	7	1	0	327
515-530	5	146	2	0	0	2	0	0	6	116	10	6	12	5	6	0	316
530-545	2	119	4	5	3	2	0	0	6	128	3	9	8	5	3	0	297
545-600	3	143	5	3	2	2	0	0	6	135	3	6	5	1	9	1	324
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	17	509	20	11	5	16	15	3	36	601	19	37	27	9	23	0	1348
415-515	20	524	23	13	6	13	17	3	34	601	22	38	25	14	15	0	1368
430-530	18	539	20	11	5	13	12	1	27	564	30	34	29	17	19	0	1339
445-545	17	521	22	13	7	13	6	0	27	535	26	37	31	18	19	0	1292
500-600	15	542	17	12	7	8	4	0	21	514	24	31	31	18	19	1	1264

PEAK HOUR	415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	9	10	84	10	113
415-430	7	8	75	15	105
430-445	3	0	72	12	87
445-500	15	23	47	3	88
500-515	9	6	62	9	86
515-530	8	7	49	2	66
530-545	14	17	65	2	98
545-600	7	10	36	9	62
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	34	41	278	40	393
415-515	34	37	256	39	366
430-530	35	36	230	26	327
445-545	46	53	223	16	338
500-600	38	40	212	22	312

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	0	2
415-430	0	1	1	0	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	1	2
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	3	0	4
415-515	0	1	1	0	2
430-530	0	0	1	1	2
445-545	0	0	1	1	2
500-600	0	0	1	1	2

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	557	640		39	68		693	588		59	52
415-515	580	635		39	74		695	604		54	55
430-530	588	599		31	65		655	614		65	61
445-545	573	574		26	67		625	595		68	56
500-600	586	552		19	56		590	608		69	48

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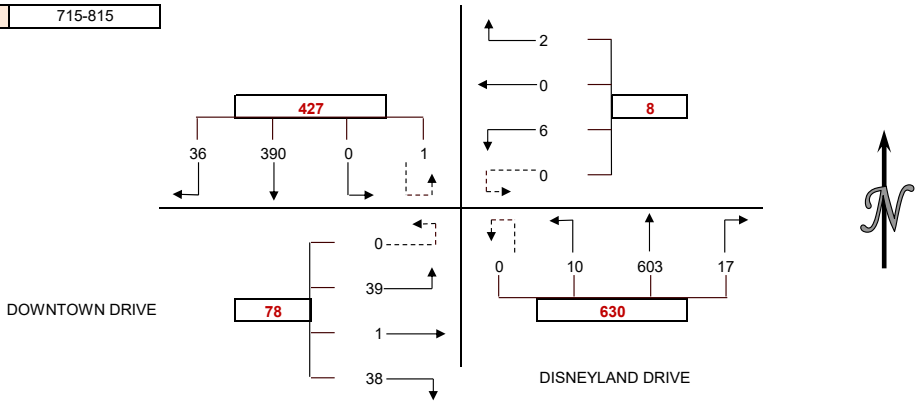
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE
E/W DOWNTOWN DRIVE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	4	92	0	0	1	0	0	0	4	101	4	0	11	0	5	0	222
715-730	8	77	0	1	1	0	1	0	3	128	4	0	23	1	21	0	268
730-745	11	111	0	0	0	0	0	0	5	171	1	0	6	0	9	0	314
745-800	9	102	0	0	0	0	3	0	3	148	2	0	5	0	7	0	279
800-815	8	100	0	0	1	0	2	0	6	156	3	0	4	0	2	0	282
815-830	14	72	0	0	0	0	1	0	3	138	6	0	7	0	1	0	242
830-845	9	62	0	1	1	0	2	0	5	176	5	1	5	0	5	0	272
845-900	13	74	0	0	1	0	0	0	0	138	14	1	5	0	6	0	252
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	32	382	0	1	2	0	4	0	15	548	11	0	45	1	42	0	1083
715-815	36	390	0	1	2	0	6	0	17	603	10	0	38	1	39	0	1143
730-830	42	385	0	0	1	0	6	0	17	613	12	0	22	0	19	0	1117
745-845	40	336	0	1	2	0	8	0	17	618	16	1	21	0	15	0	1075
800-900	44	308	0	1	3	0	5	0	14	608	28	2	21	0	14	0	1048

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	22	5	0	39	66
715-730	28	39	0	32	99
730-745	30	58	0	35	123
745-800	21	8	0	66	95
800-815	7	15	0	56	78
815-830	20	17	0	68	105
830-845	7	20	0	65	92
845-900	7	17	0	45	69
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	101	110	0	172	383
715-815	86	120	0	189	395
730-830	78	98	0	225	401
745-845	55	60	0	255	370
800-900	41	69	0	234	344

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	0	0	4
715-815	0	2	0	0	2
730-830	0	1	0	0	1
745-845	0	1	0	0	1
800-900	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	415	593		6	16		574	431		88	43
715-815	427	645		8	18		630	434		78	46
730-830	427	633		7	17		642	413		41	54
745-845	377	636		10	17		652	366		36	56
800-900	353	626		8	14		652	336		35	72

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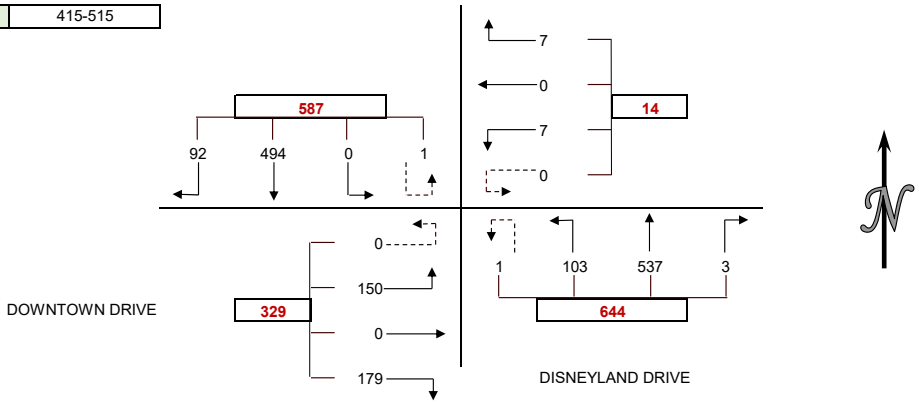
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC
PROJECT:		ANAHEIM TRAFFIC COUNTS
DATE:		THURSDAY DECEMBER 5, 2019
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	DISNEYLAND DRIVE
	E/W	DOWNTOWN DRIVE
CITY:		ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	27	119	0	0	4	0	1	0	1	107	17	0	34	0	34	0	344
415-430	20	120	0	0	1	0	0	0	1	141	28	0	42	0	39	0	392
430-445	30	137	0	0	2	0	1	0	0	130	30	0	53	0	44	0	427
445-500	18	114	0	0	1	0	3	0	1	144	28	0	27	0	36	0	372
500-515	24	123	0	1	3	0	3	0	1	122	17	1	57	0	31	0	383
515-530	31	133	0	0	0	0	3	0	1	100	29	2	41	0	34	0	374
530-545	18	112	0	0	6	0	1	0	0	118	34	0	41	0	21	1	352
545-600	31	113	0	0	0	0	2	0	0	127	31	0	31	0	16	0	351
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	95	490	0	0	8	0	5	0	3	522	103	0	156	0	153	0	1535
415-515	92	494	0	1	7	0	7	0	3	537	103	1	179	0	150	0	1574
430-530	103	507	0	1	6	0	10	0	3	496	104	3	178	0	145	0	1556
445-545	91	482	0	1	10	0	10	0	3	484	108	3	166	0	122	1	1481
500-600	104	481	0	1	9	0	9	0	2	467	111	3	170	0	102	1	1460

PEAK HOUR	415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	15	12	0	21	48
415-430	21	25	0	29	75
430-445	20	16	0	29	65
445-500	16	32	0	33	81
500-515	14	22	0	41	77
515-530	18	20	0	26	64
530-545	17	16	0	30	63
545-600	7	24	0	11	42
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	72	85	0	112	269
415-515	71	95	0	132	298
430-530	68	90	0	129	287
445-545	65	90	0	130	285
500-600	56	82	0	108	246

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	2	0	0	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	0	1	3
415-515	0	2	0	0	2
430-530	0	2	0	0	2
445-545	0	2	0	0	2
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	585	683		13	3		628	651		309	198
415-515	587	695		14	3		644	681		329	195
430-530	611	648		16	3		606	698		323	207
445-545	574	617		20	3		598	661		289	200
500-600	586	579		18	2		583	663		273	216

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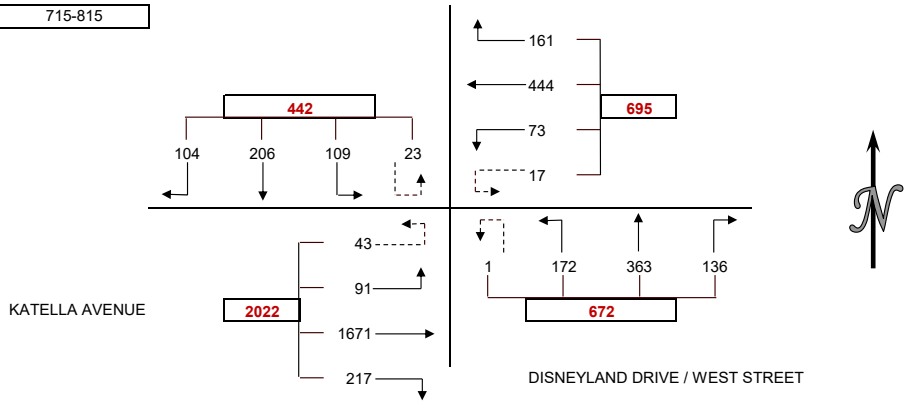
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S DISNEYLAND DRIVE / WEST STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	26	39	12	0	22	95	11	6	25	77	21	0	46	28	21	10	439
715-730	27	48	38	6	36	92	13	7	18	73	39	0	54	632	22	10	1115
730-745	31	56	20	6	38	141	18	3	39	98	45	0	61	394	23	10	983
745-800	19	52	29	6	41	120	21	5	40	96	45	0	45	351	22	14	906
800-815	27	50	22	5	46	91	21	2	39	96	43	1	57	294	24	9	827
815-830	17	30	20	2	66	134	16	4	29	74	50	0	45	223	15	10	735
830-845	16	37	17	6	52	118	12	5	22	96	51	2	54	279	26	8	801
845-900	16	30	25	2	70	120	8	1	24	73	26	0	43	188	17	4	647
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	103	195	99	18	137	448	63	21	122	344	150	0	206	1405	88	44	3443
715-815	104	206	109	23	161	444	73	17	136	363	172	1	217	1671	91	43	3831
730-830	94	188	91	19	191	486	76	14	147	364	183	1	208	1262	84	43	3451
745-845	79	169	88	19	205	463	70	16	130	362	189	3	201	1147	87	41	3269
800-900	76	147	84	15	234	463	57	12	114	339	170	3	199	984	82	31	3010

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	15	9	23	48
715-730	8	24	7	47	86
730-745	14	31	15	36	96
745-800	8	9	13	60	90
800-815	2	11	18	68	99
815-830	22	11	15	43	91
830-845	3	25	6	44	78
845-900	1	4	13	26	44
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	31	79	44	166	320
715-815	32	75	53	211	371
730-830	46	62	61	207	376
745-845	35	56	52	215	358
800-900	28	51	52	181	312

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	2	0	0	0	2
745-800	0	1	1	0	2
800-815	2	0	0	1	3
815-830	1	1	0	0	2
830-845	0	0	0	0	0
845-900	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	1	1	0	5
715-815	5	1	1	1	8
730-830	5	2	1	1	9
745-845	3	2	1	1	7
800-900	4	1	0	2	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	415	587		669	1647		616	464		1743	745
715-815	442	638		695	1933		672	497		2022	763
730-830	392	658		767	1514		695	473		1597	806
745-845	355	673		754	1381		684	443		1476	772
800-900	322	670		766	1194		626	406		1296	740

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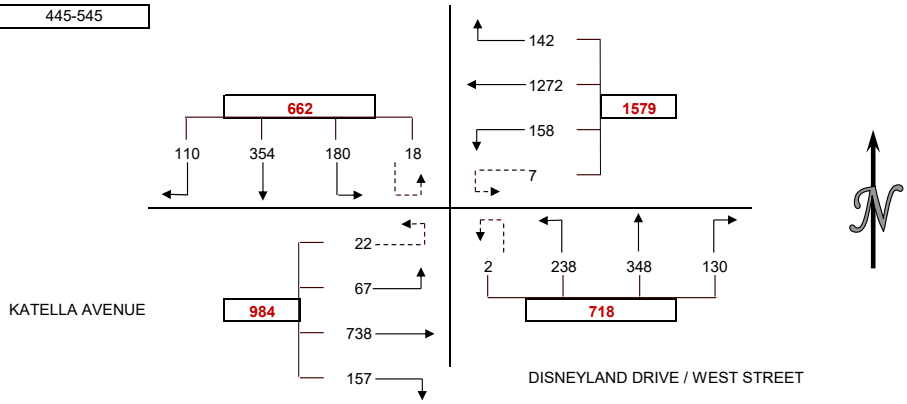
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S DISNEYLAND DRIVE / WEST STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	66	43	5	31	243	22	1	20	77	47	0	35	178	13	6	805
415-430	37	66	39	2	59	289	26	2	33	53	37	0	34	209	13	4	903
430-445	34	94	41	4	50	327	28	1	38	100	61	0	31	196	17	8	1030
445-500	20	89	54	3	48	298	35	2	23	101	66	2	40	164	18	5	968
500-515	39	99	48	5	34	277	35	0	35	76	40	0	48	167	19	8	930
515-530	21	87	43	5	26	328	46	2	44	87	68	0	37	198	10	4	1006
530-545	30	79	35	5	34	369	42	3	28	84	64	0	32	209	20	5	1039
545-600	27	65	43	2	45	305	47	1	30	77	55	0	40	167	14	4	922
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	109	315	177	14	188	1157	111	6	114	331	211	2	140	747	61	23	3706
415-515	130	348	182	14	191	1191	124	5	129	330	204	2	153	736	67	25	3831
430-530	114	369	186	17	158	1230	144	5	140	364	235	2	156	725	64	25	3934
445-545	110	354	180	18	142	1272	158	7	130	348	238	2	157	738	67	22	3943
500-600	117	330	169	17	139	1279	170	6	137	324	227	0	157	741	63	21	3897

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	6	5	13	26
415-430	2	12	17	16	47
430-445	7	7	16	24	54
445-500	5	21	12	28	66
500-515	6	13	9	9	37
515-530	3	18	11	17	49
530-545	5	18	20	2	45
545-600	4	19	15	2	40
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	16	46	50	81	193
415-515	20	53	54	77	204
430-530	21	59	48	78	206
445-545	19	70	52	56	197
500-600	18	68	55	30	171

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	2	2	5
415-430	1	1	1	1	4
430-445	5	0	0	1	6
445-500	0	1	1	0	2
500-515	1	0	1	0	2
515-530	1	0	3	1	5
530-545	0	0	1	0	1
545-600	4	0	4	2	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	2	4	4	17
415-515	7	2	3	2	14
430-530	7	1	5	2	15
445-545	2	1	6	1	10
500-600	6	0	9	3	18

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	615	594		1462	1044		658	568		971	1500
415-515	674	602		1511	1052		665	627		981	1550
430-530	686	603		1537	1056		741	671		970	1604
445-545	662	575		1579	1055		718	671		984	1642
500-600	633	543		1594	1053		688	657		982	1644

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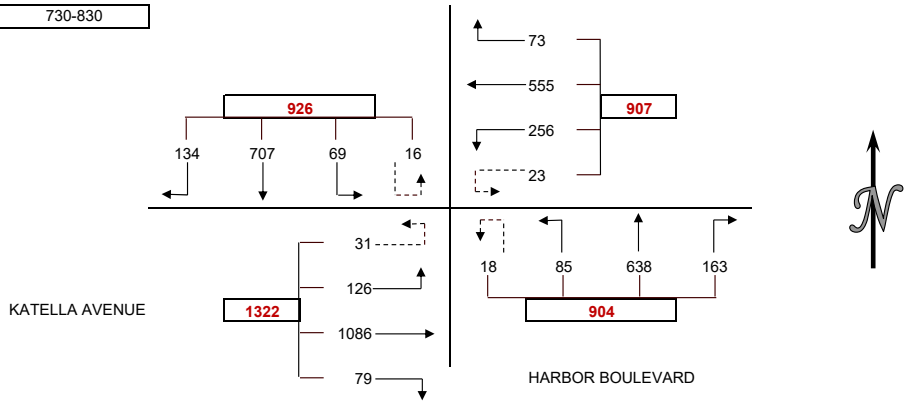
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S HARBOR BOULEVARD
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	25	127	17	6	17	121	43	3	27	95	16	1	20	224	23	7	772
715-730	30	138	12	3	9	99	48	1	40	120	28	3	18	306	19	5	879
730-745	30	187	11	3	16	140	43	6	41	184	16	4	18	254	26	8	987
745-800	26	157	18	5	20	143	75	4	34	156	21	2	22	310	33	3	1029
800-815	35	164	21	4	19	129	68	4	46	134	21	7	22	280	26	11	991
815-830	43	199	19	4	18	143	70	9	42	164	27	5	17	242	41	9	1052
830-845	32	191	15	7	25	113	76	2	20	128	25	4	17	239	32	9	935
845-900	40	196	18	1	24	111	61	6	28	106	29	4	30	180	26	11	871
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	111	609	58	17	62	503	209	14	142	555	81	10	78	1094	101	23	3667
715-815	121	646	62	15	64	511	234	15	161	594	86	16	80	1150	104	27	3886
730-830	134	707	69	16	73	555	256	23	163	638	85	18	79	1086	126	31	4059
745-845	136	711	73	20	82	528	289	19	142	582	94	18	78	1071	132	32	4007
800-900	150	750	73	16	86	496	275	21	136	532	102	20	86	941	125	40	3849

PEAK HOUR	730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	38	43	36	131	248
715-730	13	19	54	188	274
730-745	31	55	49	244	379
745-800	30	34	56	199	319
800-815	66	59	55	139	319
815-830	47	63	30	171	311
830-845	61	82	70	197	410
845-900	58	56	36	158	308
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	112	151	195	762	1220
715-815	140	167	214	770	1291
730-830	174	211	190	753	1328
745-845	204	238	211	706	1359
800-900	232	260	191	665	1348

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	1	1	5
715-730	1	1	0	0	2
730-745	1	2	0	0	3
745-800	0	1	0	0	1
800-815	3	1	0	0	4
815-830	3	1	0	0	4
830-845	0	1	0	0	1
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	6	1	1	11
715-815	5	5	0	0	10
730-830	7	5	0	0	12
745-845	6	4	0	0	10
800-900	6	5	0	0	11

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	795	735		788	1308		788	906		1296	718
715-815	844	777		824	1388		857	976		1361	745
730-830	926	853		907	1341		904	1060		1322	805
745-845	940	816		918	1305		836	1096		1313	790
800-900	989	759		878	1171		790	1131		1192	788

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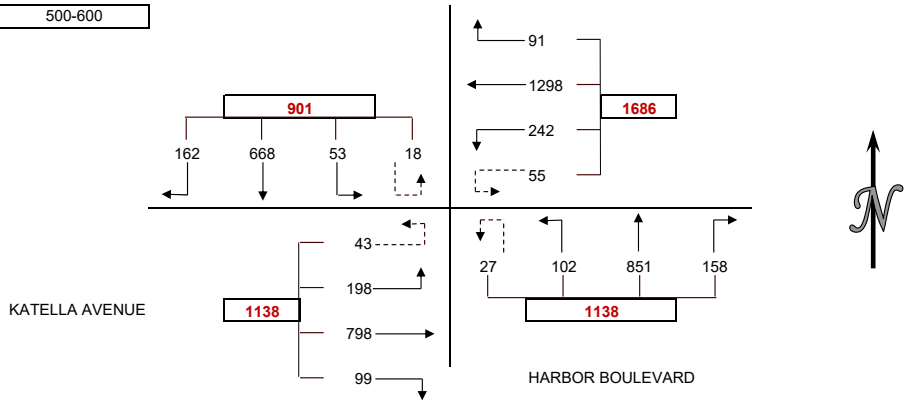
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HARBOR BOULEVARD
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	41	175	11	6	22	241	57	8	35	160	30	8	28	187	29	20	1058
415-430	34	158	17	9	23	262	50	9	34	179	28	7	32	218	36	10	1106
430-445	40	130	17	8	29	333	61	11	38	140	37	6	18	220	56	26	1170
445-500	31	168	12	8	19	307	61	17	40	207	36	11	26	196	46	13	1198
500-515	45	187	23	7	32	301	54	14	31	225	25	12	18	180	43	10	1207
515-530	38	136	12	6	17	318	74	11	38	187	25	4	28	188	61	9	1152
530-545	38	173	6	2	22	386	64	23	43	196	17	5	28	223	46	11	1283
545-600	41	172	12	3	20	293	50	7	46	243	35	6	25	207	48	13	1221
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	146	631	57	31	93	1143	229	45	147	686	131	32	104	821	167	69	4532
415-515	150	643	69	32	103	1203	226	51	143	751	126	36	94	814	181	59	4681
430-530	154	621	64	29	97	1259	250	53	147	759	123	33	90	784	206	58	4727
445-545	152	664	53	23	90	1312	253	65	152	815	103	32	100	787	196	43	4840
500-600	162	668	53	18	91	1298	242	55	158	851	102	27	99	798	198	43	4863

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	62	39	31	108	240
415-430	32	55	31	71	189
430-445	69	45	52	123	289
445-500	45	59	43	132	279
500-515	53	120	44	144	361
515-530	69	39	37	123	268
530-545	62	61	31	105	259
545-600	44	73	41	138	296
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	208	198	157	434	997
415-515	199	279	170	470	1118
430-530	236	263	176	522	1197
445-545	229	279	155	504	1167
500-600	228	293	153	510	1184

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	2	0	5
415-430	0	2	1	1	4
430-445	5	1	1	1	8
445-500	2	2	2	1	7
500-515	3	1	0	1	5
515-530	2	2	0	0	4
530-545	0	1	2	2	5
545-600	3	1	3	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	8	6	3	24
415-515	10	6	4	4	24
430-530	12	6	3	3	24
445-545	7	6	4	4	21
500-600	8	5	5	4	22

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	865	977		1510	1070		996	996		1161	1489
415-515	894	1067		1583	1077		1056	999		1148	1538
430-530	868	1091		1659	1048		1062	994		1138	1594
445-545	892	1124		1720	1057		1102	1049		1126	1610
500-600	901	1158		1686	1064		1138	1036		1138	1605

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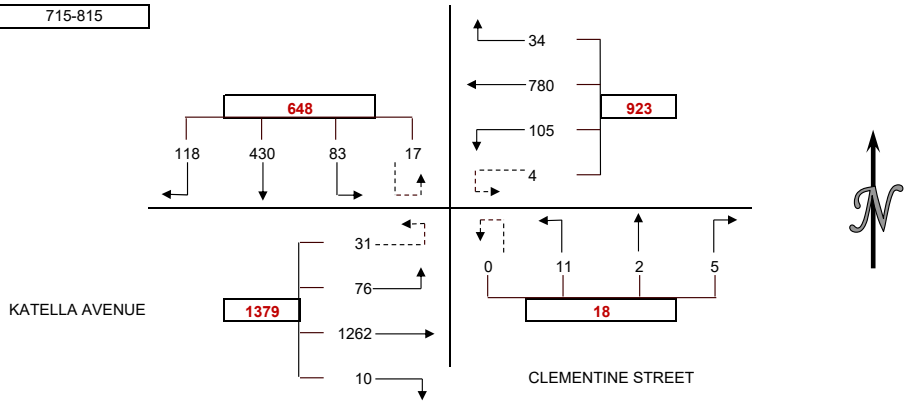
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S CLEMENTINE STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	23	89	29	2	10	158	14	6	0	1	4	0	1	312	9	4	662
715-730	28	98	20	2	8	178	25	1	0	0	2	0	3	318	17	5	705
730-745	35	128	23	3	8	206	27	1	0	1	4	0	2	300	12	3	753
745-800	22	114	17	4	15	189	25	2	1	0	1	0	4	358	25	13	790
800-815	33	90	23	8	3	207	28	0	4	1	4	0	1	286	22	10	720
815-830	29	92	16	0	9	198	15	0	2	0	5	0	4	296	17	15	698
830-845	23	109	20	3	7	136	18	0	5	1	3	0	2	239	23	15	604
845-900	24	104	15	2	8	183	18	6	2	1	0	0	2	217	14	9	605
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	108	429	89	11	41	731	91	10	1	2	11	0	10	1288	63	25	2910
715-815	118	430	83	17	34	780	105	4	5	2	11	0	10	1262	76	31	2968
730-830	119	424	79	15	35	800	95	3	7	2	14	0	11	1240	76	41	2961
745-845	107	405	76	15	34	730	86	2	12	2	13	0	11	1179	87	53	2812
800-900	109	395	74	13	27	724	79	6	13	3	12	0	9	1038	76	49	2627

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	9	1	10	0	20
715-730	2	1	14	2	19
730-745	9	2	45	2	58
745-800	7	2	18	3	30
800-815	16	3	14	2	35
815-830	4	1	12	2	19
830-845	6	2	7	1	16
845-900	7	1	27	3	38
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	27	6	87	7	127
715-815	34	8	91	9	142
730-830	36	8	89	9	142
745-845	33	8	51	8	100
800-900	33	7	60	8	108

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	2	0	3
715-730	0	0	0	0	0
730-745	0	0	2	0	2
745-800	0	0	0	0	0
800-815	1	0	1	0	2
815-830	1	0	1	0	2
830-845	1	0	1	0	2
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	4	0	5
715-815	1	0	3	0	4
730-830	2	0	4	0	6
745-845	3	0	3	0	6
800-900	4	0	4	0	8

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	637	117		873	1388		14	530		1386	875
715-815	648	129		923	1354		18	545		1379	940
730-830	637	128		933	1329		23	530		1368	974
745-845	603	138		852	1269		27	502		1330	903
800-900	591	119		836	1131		28	483		1172	894

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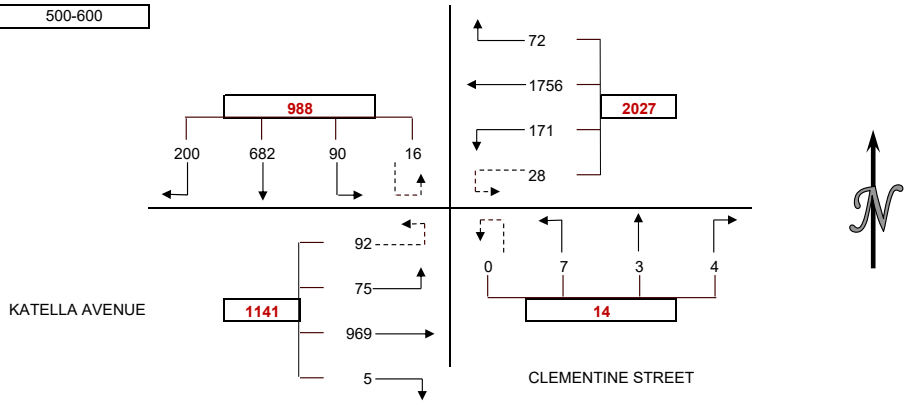
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S CLEMENTINE STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	38	160	12	7	14	312	40	8	2	1	1	0	2	230	15	8	850
415-430	36	128	18	5	9	300	33	7	2	1	5	0	2	232	24	19	821
430-445	43	169	25	4	6	337	41	8	2	2	2	0	2	250	13	13	917
445-500	37	137	21	7	13	362	51	7	0	0	0	0	2	290	15	19	961
500-515	49	201	16	4	19	383	39	10	1	1	2	0	1	234	21	20	1001
515-530	41	167	27	2	20	445	49	5	1	2	2	0	1	253	19	19	1053
530-545	57	141	30	5	19	463	36	5	1	0	2	0	2	242	21	24	1048
545-600	53	173	17	5	14	465	47	8	1	0	1	0	1	240	14	29	1068
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	154	594	76	23	42	1311	165	30	6	4	8	0	8	1002	67	59	3549
415-515	165	635	80	20	47	1382	164	32	5	4	9	0	7	1006	73	71	3700
430-530	170	674	89	17	58	1527	180	30	4	5	6	0	6	1027	68	71	3932
445-545	184	646	94	18	71	1653	175	27	3	3	6	0	6	1019	76	82	4063
500-600	200	682	90	16	72	1756	171	28	4	3	7	0	5	969	75	92	4170

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	7	8	13	1	29
415-430	8	2	22	3	35
430-445	6	3	17	10	36
445-500	5	4	12	4	25
500-515	7	7	12	12	38
515-530	10	5	21	18	54
530-545	9	4	20	9	42
545-600	16	4	9	15	44
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	26	17	64	18	125
415-515	26	16	63	29	134
430-530	28	19	62	44	153
445-545	31	20	65	43	159
500-600	42	20	62	54	178

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	0	1	1	7
415-430	1	0	3	0	4
430-445	0	3	4	2	9
445-500	0	0	3	0	3
500-515	1	0	0	0	1
515-530	1	0	0	0	1
530-545	1	1	1	0	3
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	3	11	3	23
415-515	2	3	10	2	17
430-530	2	3	7	2	14
445-545	3	1	4	0	8
500-600	3	2	1	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	847	136		1548	1114		18	767		1136	1532
415-515	900	144		1625	1123		18	806		1157	1627
430-530	950	148		1795	1150		15	860		1172	1774
445-545	942	168		1926	1143		12	827		1183	1925
500-600	988	166		2027	1091		14	858		1141	2055

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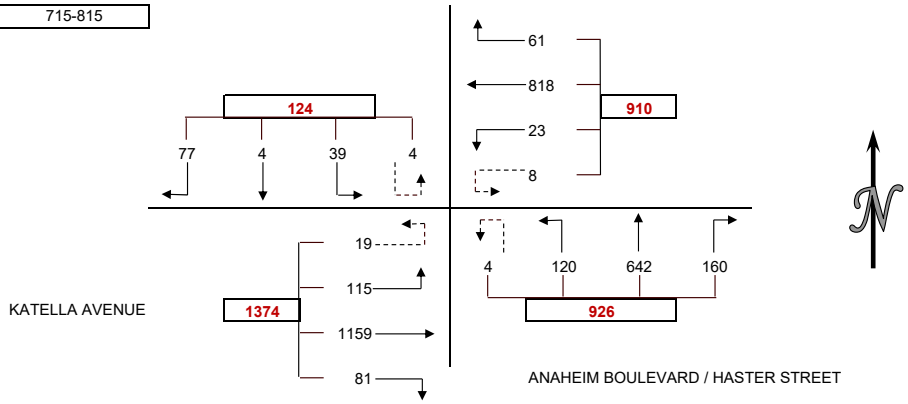
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ANAHEIM BOULEVARD / HASTER STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	12	4	9	1	16	144	2	2	41	127	20	0	12	223	32	5	650
715-730	11	1	5	2	17	172	2	2	39	160	30	0	23	320	16	4	804
730-745	16	1	13	1	12	192	9	5	44	186	32	1	14	259	27	9	821
745-800	23	2	9	0	16	215	4	1	49	149	25	3	26	324	37	1	884
800-815	27	0	12	1	16	239	8	0	28	147	33	0	18	256	35	5	825
815-830	14	7	10	0	26	190	8	1	30	151	22	0	10	266	34	9	778
830-845	23	3	2	1	20	180	8	3	20	137	15	0	16	238	33	2	701
845-900	19	1	14	1	18	177	0	10	35	143	22	0	21	182	22	4	669
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	62	8	36	4	61	723	17	10	173	622	107	4	75	1126	112	19	3159
715-815	77	4	39	4	61	818	23	8	160	642	120	4	81	1159	115	19	3334
730-830	80	10	44	2	70	836	29	7	151	633	112	4	68	1105	133	24	3308
745-845	87	12	33	2	78	824	28	5	127	584	95	3	70	1084	139	17	3188
800-900	83	11	38	3	80	786	24	14	113	578	92	0	65	942	124	20	2973

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	1	13	17
715-730	34	1	14	9	58
730-745	11	6	4	14	35
745-800	24	6	23	5	58
800-815	19	2	8	20	49
815-830	15	5	11	13	44
830-845	13	5	9	3	30
845-900	21	9	8	1	39
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	72	13	42	41	168
715-815	88	15	49	48	200
730-830	69	19	46	52	186
745-845	71	18	51	41	181
800-900	68	21	36	37	162

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	1	2	3
745-800	0	0	1	1	2
800-815	0	0	0	1	1
815-830	0	1	0	0	1
830-845	1	1	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	4	6
715-815	0	0	2	4	6
730-830	0	1	2	4	7
745-845	1	2	1	2	6
800-900	1	2	0	1	4

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	110	799		811	1345		906	104		1332	911
715-815	124	822		910	1366		926	112		1374	1034
730-830	136	838		942	1307		900	111		1330	1052
745-845	134	803		935	1249		809	113		1310	1023
800-900	135	785		904	1107		783	100		1151	981

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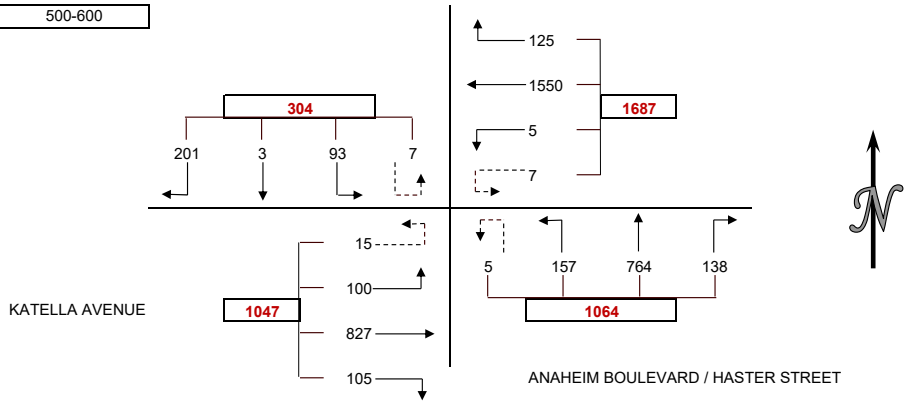
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ANAHEIM BOULEVARD / HASTER STREET
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	32	0	22	0	13	351	1	5	32	165	38	5	25	209	19	5	922
415-430	30	2	22	0	29	335	5	7	37	164	35	3	16	218	26	2	931
430-445	27	1	26	0	25	400	2	7	38	160	53	2	25	204	37	2	1009
445-500	32	1	24	0	16	384	2	5	32	189	47	1	24	263	40	4	1064
500-515	44	1	22	2	32	335	1	1	42	187	35	1	20	200	21	0	944
515-530	49	2	27	0	28	366	2	3	40	204	36	2	31	231	32	3	1056
530-545	48	0	23	3	18	412	2	2	29	172	48	1	35	176	25	7	1001
545-600	60	0	21	2	47	437	0	1	27	201	38	1	19	220	22	5	1101
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	121	4	94	0	83	1470	10	24	139	678	173	11	90	894	122	13	3926
415-515	133	5	94	2	102	1454	10	20	149	700	170	7	85	885	124	8	3948
430-530	152	5	99	2	101	1485	7	16	152	740	171	6	100	898	130	9	4073
445-545	173	4	96	5	94	1497	7	11	143	752	166	5	110	870	118	14	4065
500-600	201	3	93	7	125	1550	5	7	138	764	157	5	105	827	100	15	4102

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	19	4	9	11	43
415-430	13	4	18	5	40
430-445	7	4	7	9	27
445-500	9	8	9	4	30
500-515	24	9	11	7	51
515-530	25	0	10	6	41
530-545	34	6	12	7	59
545-600	44	4	14	21	83
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	48	20	43	29	140
415-515	53	25	45	25	148
430-530	65	21	37	26	149
445-545	92	23	42	24	181
500-600	127	19	47	41	234

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	3	5
415-430	1	0	4	2	7
430-445	1	0	4	6	11
445-500	0	0	4	4	8
500-515	0	0	0	0	0
515-530	0	0	1	2	3
530-545	0	0	1	2	3
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	13	15	31
415-515	2	0	12	12	26
430-530	1	0	9	12	22
445-545	0	0	6	8	14
500-600	0	0	3	4	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	219	883		1587	1151		1001	115		1119	1777
415-515	234	928		1586	1148		1026	107		1102	1765
430-530	258	973		1609	1165		1069	118		1137	1817
445-545	278	969		1609	1120		1066	126		1112	1850
500-600	304	996		1687	1065		1064	118		1047	1923

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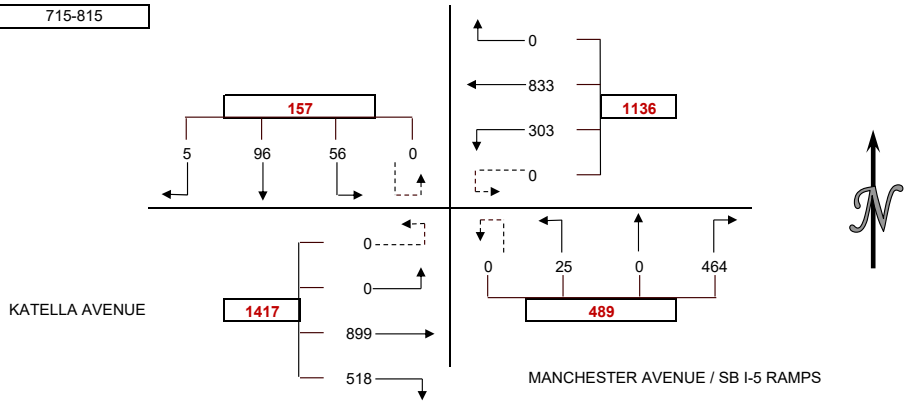
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: TUESDAY DECEMBER 10, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S MANCHESTER AVENUE / SB I-5 RAMPS
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	24	7	0	0	191	61	0	72	0	1	0	94	184	0	0	635
715-730	2	34	16	0	0	187	86	0	88	0	2	0	162	200	0	0	777
730-745	0	26	15	0	0	197	68	0	109	0	6	0	141	250	0	0	812
745-800	1	19	18	0	0	236	78	0	143	0	9	0	106	219	0	0	829
800-815	2	17	7	0	0	213	71	0	124	0	8	0	109	230	0	0	781
815-830	1	13	8	0	0	264	69	0	111	0	6	1	96	167	0	1	737
830-845	2	13	15	0	0	237	57	0	108	0	7	0	106	194	0	0	739
845-900	4	14	10	0	0	251	53	1	106	0	3	0	95	177	0	0	714
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	4	103	56	0	0	811	293	0	412	0	18	0	503	853	0	0	3053
715-815	5	96	56	0	0	833	303	0	464	0	25	0	518	899	0	0	3199
730-830	4	75	48	0	0	910	286	0	487	0	29	1	452	866	0	1	3159
745-845	6	62	48	0	0	950	275	0	486	0	30	1	417	810	0	1	3086
800-900	9	57	40	0	0	965	250	1	449	0	24	1	406	768	0	1	2971

PEAK HOUR	715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	2	0	3
715-730	1	0	0	0	1
730-745	1	0	0	1	2
745-800	0	0	1	2	3
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	0	4	4
845-900	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	3	3	9
715-815	2	0	1	3	6
730-830	1	0	2	3	6
745-845	0	0	2	6	8
800-900	0	0	1	7	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	3	0	0	0	3
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	2	0	2
815-830	0	0	1	1	2
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	1	0	6
715-815	3	0	3	0	6
730-830	0	0	4	1	5
745-845	0	0	5	1	6
800-900	0	0	4	1	5

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	163	0		1104	1321		430	899		1356	833
715-815	157	0		1136	1419		489	917		1417	863
730-830	127	0		1196	1401		517	814		1319	944
745-845	116	0		1225	1344		517	755		1228	987
800-900	106	0		1216	1258		474	714		1175	999

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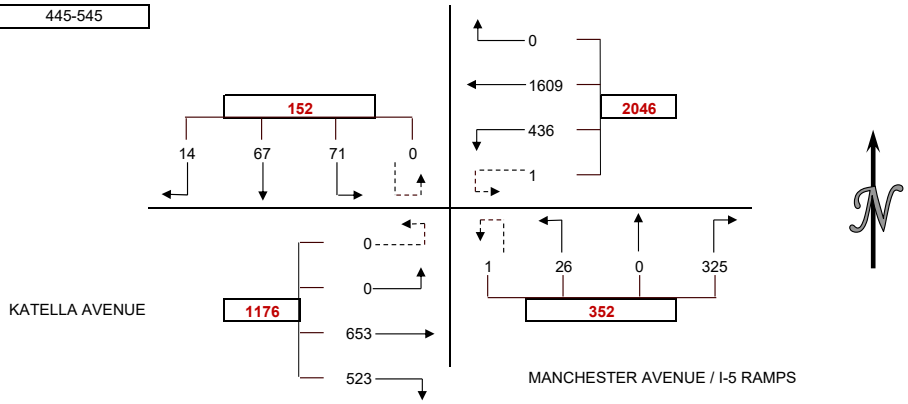
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: TUESDAY DECEMBER 10, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S MANCHESTER AVENUE / I-5 RAMPS
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	4	13	0	0	352	135	0	64	0	8	0	104	171	0	0	853
415-430	0	12	21	0	0	391	101	1	91	0	12	1	119	176	0	0	925
430-445	0	21	20	0	0	385	103	0	104	0	7	0	121	141	0	0	902
445-500	4	22	20	0	0	357	103	1	81	0	5	1	138	175	0	0	907
500-515	2	9	14	0	0	401	133	0	84	0	4	0	112	141	0	0	900
515-530	6	15	19	0	0	407	107	0	68	0	9	0	141	183	0	0	955
530-545	2	21	18	0	0	444	93	0	92	0	8	0	132	154	0	0	964
545-600	4	19	25	0	0	404	67	0	94	0	4	0	116	165	0	0	898
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	6	59	74	0	0	1485	442	2	340	0	32	2	482	663	0	0	3587
415-515	6	64	75	0	0	1534	440	2	360	0	28	2	490	633	0	0	3634
430-530	12	67	73	0	0	1550	446	1	337	0	25	1	512	640	0	0	3664
445-545	14	67	71	0	0	1609	436	1	325	0	26	1	523	653	0	0	3726
500-600	14	64	76	0	0	1656	400	0	338	0	25	0	501	643	0	0	3717

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	2	3
415-430	1	0	0	0	1
430-445	3	0	0	0	3
445-500	2	0	0	0	2
500-515	2	0	0	1	3
515-530	1	0	0	0	1
530-545	1	0	0	0	1
545-600	2	0	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	0	0	2	9
415-515	8	0	0	1	9
430-530	8	0	0	1	9
445-545	6	0	0	1	7
500-600	6	0	0	3	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	1	0	0	1	2
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	1	0	0	1	2
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	0	1	4
415-515	3	0	0	1	4
430-530	3	0	0	2	5
445-545	2	0	0	1	3
500-600	2	0	0	1	3

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	139	0		1929	1079		374	985		1145	1523
415-515	145	0		1976	1070		390	996		1123	1568
430-530	152	0		1997	1051		363	1026		1152	1587
445-545	152	0		2046	1050		352	1027		1176	1649
500-600	154	0		2056	1057		363	965		1144	1695

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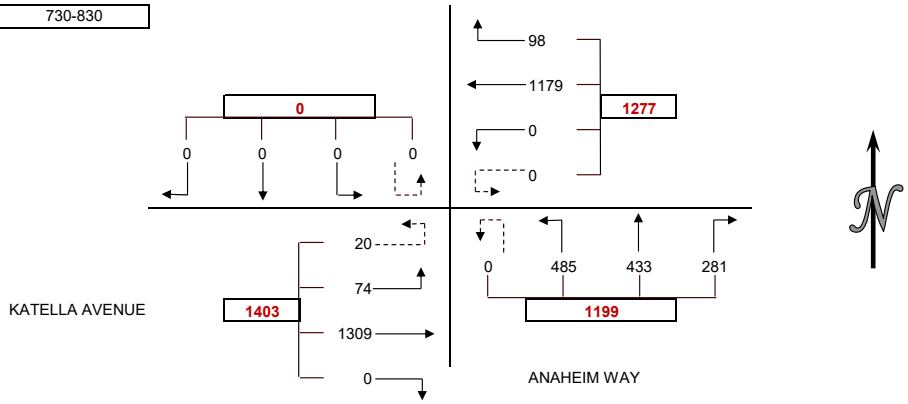
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ANAHEIM WAY
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	32	232	0	0	63	94	86	0	0	257	13	5	782
715-730	0	0	0	0	24	222	0	0	64	83	132	0	0	331	20	6	882
730-745	0	0	0	0	20	338	0	0	67	88	129	0	0	317	19	3	981
745-800	0	0	0	0	24	243	0	0	78	127	127	0	0	403	22	6	1030
800-815	0	0	0	0	31	333	0	0	69	99	116	0	0	286	12	4	950
815-830	0	0	0	0	23	265	0	0	67	119	113	0	0	303	21	7	918
830-845	0	0	0	0	31	255	0	0	53	76	102	0	0	252	25	9	803
845-900	0	0	0	0	37	249	0	0	59	96	117	0	0	235	21	12	826
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	100	1035	0	0	272	392	474	0	0	1308	74	20	3675
715-815	0	0	0	0	99	1136	0	0	278	397	504	0	0	1337	73	19	3843
730-830	0	0	0	0	98	1179	0	0	281	433	485	0	0	1309	74	20	3879
745-845	0	0	0	0	109	1096	0	0	267	421	458	0	0	1244	80	26	3701
800-900	0	0	0	0	122	1102	0	0	248	390	448	0	0	1076	79	32	3497

PEAK HOUR	730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	0	1	0	6
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	2	0	1	0	3
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	0	2	0	9
715-815	2	0	1	0	3
730-830	2	0	2	0	4
745-845	2	0	3	0	5
800-900	0	0	2	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	2	0	2
830-845	2	0	5	0	7
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	2	0	2
730-830	0	0	3	0	3
745-845	2	0	8	0	10
800-900	2	0	9	0	11

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
700-800	0	566		1135	1580		1138	0		1402	1529
715-815	0	569		1235	1615		1179	0		1429	1659
730-830	0	605		1277	1590		1199	0		1403	1684
745-845	0	610		1205	1511		1146	0		1350	1580
800-900	0	591		1224	1324		1086	0		1187	1582

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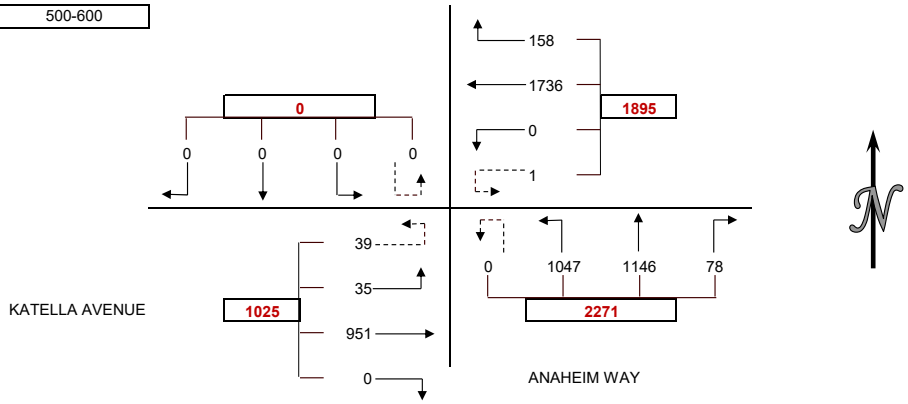
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC
PROJECT: ANAHEIM TRAFFIC COUNTS
DATE: THURSDAY DECEMBER 5, 2019
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ANAHEIM WAY
E/W KATELLA AVENUE
CITY: ANAHEIM

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	41	438	0	0	32	184	189	0	0	238	14	9	1145
415-430	0	0	0	0	42	415	0	0	30	209	208	0	0	248	13	10	1175
430-445	0	0	0	0	44	464	0	0	28	196	177	0	0	229	5	5	1148
445-500	0	0	0	0	38	384	0	0	26	280	203	0	0	286	13	10	1240
500-515	0	0	0	0	43	479	0	1	24	256	212	0	0	230	11	8	1264
515-530	0	0	0	0	31	471	0	0	16	307	277	0	0	244	9	10	1365
530-545	0	0	0	0	42	447	0	0	18	298	254	0	0	235	6	8	1308
545-600	0	0	0	0	42	339	0	0	20	285	304	0	0	242	9	13	1254
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	165	1701	0	0	116	869	777	0	0	1001	45	34	4708
415-515	0	0	0	0	167	1742	0	1	108	941	800	0	0	993	42	33	4827
430-530	0	0	0	0	156	1798	0	1	94	1039	869	0	0	989	38	33	5017
445-545	0	0	0	0	154	1781	0	1	84	1141	946	0	0	995	39	36	5177
500-600	0	0	0	0	158	1736	0	1	78	1146	1047	0	0	951	35	39	5191

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	1	2	3	0	6
445-500	0	1	0	0	1
500-515	0	0	2	0	2
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	3	5	0	9
415-515	1	3	6	0	10
430-530	1	3	5	0	9
445-545	0	1	2	0	3
500-600	0	0	2	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	0	2
415-430	1	0	2	0	3
430-445	1	1	4	0	6
445-500	0	0	2	0	2
500-515	1	3	2	0	6
515-530	3	0	0	0	3
530-545	0	0	2	0	2
545-600	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	2	8	0	13
415-515	3	4	10	0	17
430-530	5	4	8	0	17
445-545	4	3	6	0	13
500-600	5	3	5	0	13

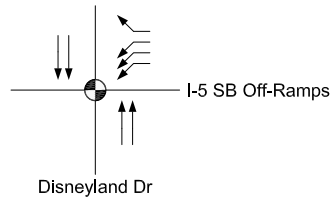
APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	0	1079		1866	1117		1762	0		1080	2512
415-515	0	1150		1910	1102		1849	0		1068	2575
430-530	0	1233		1955	1084		2002	0		1060	2700
445-545	0	1334		1936	1080		2171	0		1070	2763
500-600	0	1339		1895	1030		2271	0		1025	2822

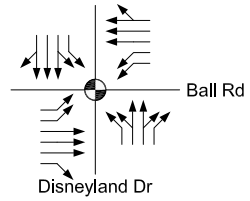
Appendix B

Intersection Lane Configurations

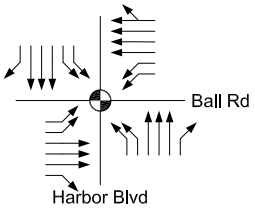
1. Disneyland Drive &
   I-5 Southbound Off-Ramps



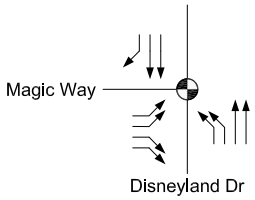
2. Disneyland Drive &
   Ball Road



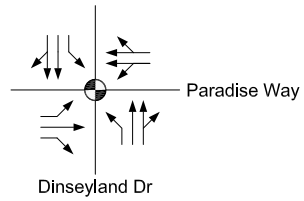
3. Harbor Boulevard &
   Ball Road



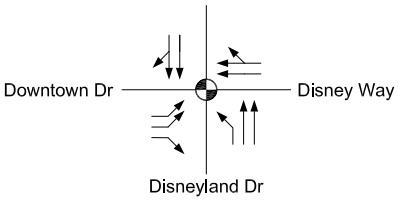
4. Disneyland Drive &
   Magic Way



5. Disneyland Drive &
   Paradise Way

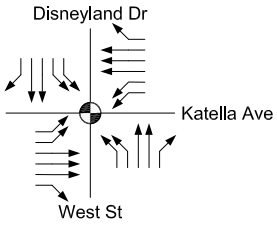


6. Disneyland Drive &
   Downtown Drive / Disney Way

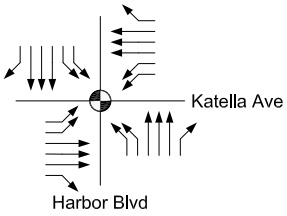


INTERSECTION LANE CONFIGURATIONS

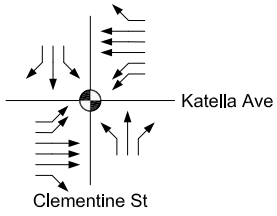
7. Disneyland Drive / West Street & Katella Avenue



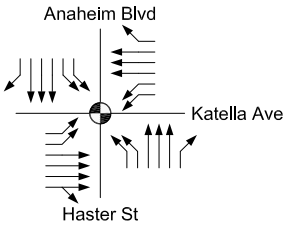
8. Harbor Boulevard & Katella Avenue



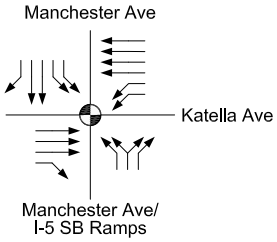
9. Clementine Street & Katella Avenue



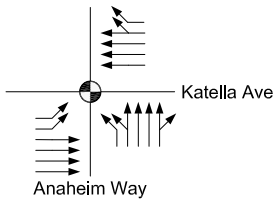
10. Anaheim Boulevard / Haster Street & Katella Avenue



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



12. Anaheim Way & Katella Avenue



INTERSECTION LANE CONFIGURATIONS

Appendix C

Intersection Level of Service Worksheets

Existing Conditions (Year 2020)

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

1. DISNEYLAND DRIVE & I-5 SOUTHBOUND OFF-RAMPS

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.028
Southbound	Through	2.00	3,400	615	0.181 *	N/S 2:	0.181 *
	Left	0.00	0	0	0.000	E/W 1:	0.148 *
	Right	1.00	1,700	23	0.014	E/W 2:	0.014
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	754	0.148 *	V/C Ratio:	0.329
	Right	0.00	0	0	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	95	0.028	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	0	0.000	ICU:	0.379
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.075 *
Southbound	Through	2.00	3,400	218	0.067	N/S 2:	0.067
	Left	0.00	1,700	9	0.005 *	E/W 1:	0.190 *
	Right	1.00	1,700	68	0.037	E/W 2:	0.037
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	970	0.190 *	V/C Ratio:	0.265
	Right	0.00	0	0	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	237	0.070 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.315
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

2. DISNEYLAND DRIVE & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	165	0.000	N/S 1:	0.260 *
Southbound	Through	2.00	3,599	405	0.158 *	N/S 2:	0.000
	Left	1.50	3,201	507	0.158	E/W 1:	0.244
	Right	0.50	0	78	0.000	E/W 2:	0.256 *
Westbound	Through	2.50	5,100	797	0.172 *		
	Left	2.00	3,400	337	0.099	V/C Ratio:	0.516
	Right	1.50	2,232	228	0.053	Loss Time:	0.050
Northbound	Through	1.00	2,868	293	0.102 *	ITS:	0.000
	Left	1.50	1,700	160	0.094		
	Right	1.00	1,700	110	0.018	ICU:	0.566
Eastbound	Through	3.00	5,100	738	0.145		
	Left	2.00	3,400	287	0.084 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	166	0.000	N/S 1:	0.368 *
Southbound	Through	2.00	5,100	657	0.161 *	N/S 2:	0.000
	Left	1.50	1,700	158	0.093	E/W 1:	0.248
	Right	0.50	0	128	0.000	E/W 2:	0.382 *
Westbound	Through	2.50	5,100	1,356	0.291 *		
	Left	2.00	3,400	405	0.119	V/C Ratio:	0.750
	Right	1.50	2,193	454	0.148	Loss Time:	0.050
Northbound	Through	1.00	2,907	602	0.207 *	ITS:	0.000
	Left	1.50	1,700	217	0.128		
	Right	1.00	1,700	122	0.008	ICU:	0.800
Eastbound	Through	3.00	5,100	656	0.129		
	Left	2.00	3,400	308	0.091 *	LOS:	C

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

3. HARBOR BOULEVARD & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	456	0.233 *	N/S 1:	0.165
Southbound	Through	3.00	5,100	1,051	0.206	N/S 2:	0.429 *
	Left	2.00	3,400	98	0.029	E/W 1:	0.199
	Right	0.50	0	149	0.000	E/W 2:	0.222 *
Westbound	Through	3.50	6,800	880	0.151 *		
	Left	2.00	3,400	187	0.055	V/C Ratio:	0.651
	Right	1.00	1,700	183	0.080	Loss Time:	0.050
Northbound	Through	3.00	5,100	693	0.136	ITS:	0.000
	Left	2.00	3,400	666	0.196 *		
	Right	1.00	1,700	401	0.138	ICU:	0.701
Eastbound	Through	3.00	5,100	734	0.144		
	Left	2.00	3,400	242	0.071 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	416	0.197 *	N/S 1:	0.218
Southbound	Through	3.00	5,100	900	0.176	N/S 2:	0.423 *
	Left	2.00	3,400	127	0.037	E/W 1:	0.194
	Right	0.50	0	55	0.000	E/W 2:	0.299 *
Westbound	Through	3.50	6,800	1,323	0.203 *		
	Left	2.00	3,400	203	0.060	V/C Ratio:	0.722
	Right	1.00	1,700	200	0.088	Loss Time:	0.050
Northbound	Through	3.00	5,100	924	0.181	ITS:	0.000
	Left	2.00	3,400	768	0.226 *		
	Right	1.00	1,700	408	0.127	ICU:	0.772
Eastbound	Through	3.00	5,100	682	0.134		
	Left	2.00	3,400	325	0.096 *	LOS:	C

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

4. DISNEYLAND DRIVE & MAGIC WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	138	0.061		N/S 1:	0.142	
Southbound	Through	2.00	3,400	410	0.121	*	N/S 2:	0.158	*
	Left	0.00	1,700	2	0.001		E/W 1:	0.000	
	Right	0.00	0	0	0.000		E/W 2:	0.041	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.199	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	480	0.141		ITS:	0.000	
	Left	2.00	3,400	125	0.037	*			
	Right	2.00	3,400	54	0.000		ICU:	0.249	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	140	0.041	*	LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	114	0.049		N/S 1:	0.151	
Southbound	Through	2.00	3,400	424	0.125	*	N/S 2:	0.159	*
	Left	0.00	0	0	0.000		E/W 1:	0.021	
	Right	0.00	0	0	0.000		E/W 2:	0.036	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.195	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	514	0.151		ITS:	0.000	
	Left	2.00	3,400	114	0.034	*			
	Right	2.00	3,400	129	0.021		ICU:	0.245	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	123	0.036	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

5. DISNEYLAND DRIVE & PARADISE WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	22	0.000	N/S 1:	0.194 *
Southbound	Through	1.50	3,400	379	0.118	N/S 2:	0.144
	Left	1.00	1,700	31	0.018 *	E/W 1:	0.013
	Right	0.50	0	3	0.000	E/W 2:	0.018 *
Westbound	Through	1.00	3,400	15	0.007 *		
	Left	0.50	1,700	6	0.004	V/C Ratio:	0.212
	Right	0.50	0	26	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	571	0.176 *	ITS:	0.000
	Left	1.00	1,700	44	0.026		
	Right	1.00	1,700	17	0.000	ICU:	0.262
Eastbound	Through	1.00	1,700	16	0.009		
	Left	1.00	1,700	19	0.011 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	20	0.000	N/S 1:	0.208 *
Southbound	Through	1.50	3,400	524	0.160	N/S 2:	0.195
	Left	1.00	1,700	36	0.021 *	E/W 1:	0.020
	Right	0.50	0	6	0.000	E/W 2:	0.032 *
Westbound	Through	1.00	1,700	13	0.023 *		
	Left	0.50	1,700	20	0.012	V/C Ratio:	0.240
	Right	0.50	0	34	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	601	0.187 *	ITS:	0.000
	Left	1.00	1,700	60	0.035		
	Right	1.00	1,700	25	0.000	ICU:	0.290
Eastbound	Through	1.00	1,700	14	0.008		
	Left	1.00	1,700	15	0.009 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

6. DISNEYLAND DRIVE & DOWNTOWN DRIVE / DISNEY WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	36	0.000	N/S 1:	0.182 *
Southbound	Through	1.50	3,400	390	0.125	N/S 2:	0.131
	Left	0.00	0	0	0.000 *	E/W 1:	0.023 *
	Right	0.50	0	2	0.000	E/W 2:	0.016
Westbound	Through	1.50	1,700	0	0.005		
	Left	0.00	1,700	6	0.004 *	V/C Ratio:	0.205
	Right	0.00	0	17	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	603	0.182 *	ITS:	0.000
	Left	1.00	1,700	10	0.006		
	Right	1.00	1,700	38	0.019 *	ICU:	0.255
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	39	0.011	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	92	0.000	N/S 1:	0.159
Southbound	Through	1.50	3,400	494	0.172 *	N/S 2:	0.233 *
	Left	0.00	0	0	0.000	E/W 1:	0.079 *
	Right	0.50	0	7	0.000	E/W 2:	0.048
Westbound	Through	1.50	3,400	0	0.004		
	Left	0.00	1,700	7	0.004 *	V/C Ratio:	0.312
	Right	0.00	0	3	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	537	0.159	ITS:	0.000
	Left	1.00	1,700	104	0.061 *		
	Right	1.00	1,700	179	0.075 *	ICU:	0.362
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	150	0.044	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

7. DISNEYLAND DRIVE / WEST STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	104	0.041		N/S 1:	0.146	*
Southbound	Through	2.00	3,400	206	0.061		N/S 2:	0.112	
	Left	2.00	3,400	132	0.039	*	E/W 1:	0.354	*
	Right	1.00	1,700	161	0.075		E/W 2:	0.126	
Westbound	Through	3.00	5,100	444	0.087				
	Left	2.00	3,400	90	0.026	*	V/C Ratio:	0.500	
	Right	1.00	1,700	136	0.067		Loss Time:	0.050	
Northbound	Through	2.00	3,400	363	0.107	*	ITS:	0.000	
	Left	2.00	3,400	173	0.051				
	Right	1.00	1,700	217	0.102		ICU:	0.550	
Eastbound	Through	3.00	5,100	1,671	0.328	*			
	Left	2.00	3,400	134	0.039		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	110	0.052		N/S 1:	0.160	
Southbound	Through	2.00	3,400	354	0.104	*	N/S 2:	0.175	*
	Left	2.00	3,400	198	0.058		E/W 1:	0.194	
	Right	1.00	1,700	142	0.054		E/W 2:	0.275	*
Westbound	Through	3.00	5,100	1,272	0.249	*			
	Left	2.00	3,400	165	0.049		V/C Ratio:	0.450	
	Right	1.00	1,700	130	0.052		Loss Time:	0.050	
Northbound	Through	2.00	3,400	348	0.102		ITS:	0.000	
	Left	2.00	3,400	240	0.071	*			
	Right	1.00	1,700	157	0.057		ICU:	0.500	
Eastbound	Through	3.00	5,100	738	0.145				
	Left	2.00	3,400	89	0.026	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

8. HARBOR BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	134	0.056	N/S 1:	0.150
Southbound	Through	3.00	5,100	707	0.139 *	N/S 2:	0.169 *
	Left	2.00	3,400	85	0.025	E/W 1:	0.295 *
	Right	1.00	1,700	73	0.030	E/W 2:	0.155
Westbound	Through	3.00	5,100	555	0.109		
	Left	2.00	3,400	279	0.082 *	V/C Ratio:	0.464
	Right	1.00	1,700	163	0.055	Loss Time:	0.050
Northbound	Through	3.00	5,100	638	0.125	ITS:	0.000
	Left	2.00	3,400	103	0.030 *		
	Right	1.00	1,700	79	0.031	ICU:	0.514
Eastbound	Through	3.00	5,100	1,086	0.213 *		
	Left	2.00	3,400	157	0.046	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	162	0.060	N/S 1:	0.188 *
Southbound	Through	3.00	5,100	668	0.131	N/S 2:	0.169
	Left	2.00	3,400	71	0.021 *	E/W 1:	0.243
	Right	1.00	1,700	91	0.043	E/W 2:	0.326 *
Westbound	Through	3.00	5,100	1,298	0.255 *		
	Left	2.00	3,400	297	0.087	V/C Ratio:	0.514
	Right	1.00	1,700	158	0.049	Loss Time:	0.050
Northbound	Through	3.00	5,100	851	0.167 *	ITS:	0.000
	Left	2.00	3,400	129	0.038		
	Right	1.00	1,700	99	0.039	ICU:	0.564
Eastbound	Through	3.00	5,100	798	0.156		
	Left	2.00	3,400	241	0.071 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

9. CLEMENTINE STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	118	0.054		N/S 1:	0.060	
Southbound	Through	1.00	1,700	430	0.253	*	N/S 2:	0.259	*
	Left	1.00	1,700	100	0.059		E/W 1:	0.279	*
	Right	1.00	1,700	34	0.000		E/W 2:	0.184	
Westbound	Through	3.00	5,100	780	0.153				
	Left	2.00	3,400	109	0.032	*	V/C Ratio:	0.538	
	Right	1.00	1,700	5	0.000		Loss Time:	0.050	
Northbound	Through	1.00	1,700	2	0.001		ITS:	0.000	
	Left	1.00	1,700	11	0.006	*			
	Right	1.00	1,700	10	0.003		ICU:	0.588	
Eastbound	Through	3.00	5,100	1,262	0.247	*			
	Left	2.00	3,400	107	0.031		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	200	0.093		N/S 1:	0.064	
Southbound	Through	1.00	1,700	682	0.401	*	N/S 2:	0.405	*
	Left	1.00	1,700	106	0.062		E/W 1:	0.249	
	Right	1.00	1,700	72	0.011		E/W 2:	0.393	*
Westbound	Through	3.00	5,100	1,756	0.344	*			
	Left	2.00	3,400	199	0.059		V/C Ratio:	0.798	
	Right	1.00	1,700	4	0.000		Loss Time:	0.050	
Northbound	Through	1.00	1,700	3	0.002		ITS:	0.000	
	Left	1.00	1,700	7	0.004	*			
	Right	1.00	1,700	5	0.001		ICU:	0.848	
Eastbound	Through	3.00	5,100	969	0.190				
	Left	2.00	3,400	167	0.049	*	LOS:	D	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

10. ANAHEIM BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	77	0.026		N/S 1:	0.139	*
Southbound	Through	3.00	5,100	4	0.001		N/S 2:	0.062	
	Left	2.00	3,400	43	0.013	*	E/W 1:	0.191	
	Right	1.00	1,700	61	0.030		E/W 2:	0.199	*
Westbound	Through	3.00	5,100	818	0.160	*			
	Left	2.00	3,400	31	0.009		V/C Ratio:	0.338	
	Right	1.00	1,700	160	0.085		Loss Time:	0.050	
Northbound	Through	3.00	5,100	642	0.126	*	ITS:	0.000	
	Left	2.00	3,400	124	0.036				
	Right	0.50	0	81	0.000		ICU:	0.388	
Eastbound	Through	3.50	6,800	1,159	0.182				
	Left	2.00	3,400	134	0.039	*	LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	201	0.101		N/S 1:	0.179	*
Southbound	Through	3.00	5,100	3	0.001		N/S 2:	0.149	
	Left	2.00	3,400	100	0.029	*	E/W 1:	0.141	
	Right	1.00	1,700	125	0.059		E/W 2:	0.338	*
Westbound	Through	3.00	5,100	1,550	0.304	*			
	Left	2.00	3,400	12	0.004		V/C Ratio:	0.517	
	Right	1.00	1,700	138	0.078		Loss Time:	0.050	
Northbound	Through	3.00	5,100	764	0.150	*	ITS:	0.000	
	Left	2.00	3,400	162	0.048				
	Right	0.50	0	105	0.000		ICU:	0.567	
Eastbound	Through	3.50	6,800	827	0.137				
	Left	2.00	3,400	115	0.034	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

11. MANCHESTER AVENUE / I-5 SOUTHBOUND RAMPS & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	0 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	5	0.003		N/S 1:	0.164	*
Southbound	Through	2.00	3,400	96	0.028	*	N/S 2:	0.000	
	Left	2.00	3,400	56	0.016		E/W 1:	0.394	*
	Right	0.00	0	0	0.000		E/W 2:	0.123	
Westbound	Through	4.00	6,800	833	0.123				
	Left	2.00	3,400	303	0.089	*	V/C Ratio:	0.558	
	Right	1.50	3,400	464	0.136	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	25	0.015				
	Right	1.00	1,700	518	0.305	*	ICU:	0.608	
Eastbound	Through	3.00	5,100	899	0.176				
	Left	0.00	0	0	0.000		LOS:	B	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	14	0.008		N/S 1:	0.117	*
Southbound	Through	2.00	3,400	67	0.020		N/S 2:	0.000	
	Left	2.00	3,400	71	0.021	*	E/W 1:	0.437	*
	Right	0.00	0	0	0.000		E/W 2:	0.237	
Westbound	Through	4.00	6,800	1,609	0.237				
	Left	2.00	3,400	437	0.129	*	V/C Ratio:	0.554	
	Right	1.50	3,400	325	0.096	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	27	0.016				
	Right	1.00	1,700	523	0.308	*	ICU:	0.604	
Eastbound	Through	3.00	5,100	653	0.128				
	Left	0.00	0	0	0.000		LOS:	B	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

12. ANAHEIM WAY & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.165 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.143
	Left	0.00	0	0	0.000 *	E/W 1:	0.193
	Right	1.50	1,700	98	0.058	E/W 2:	0.201 *
Westbound	Through	3.50	6,800	1,179	0.173 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.366
	Right	0.50	1,700	281	0.165 *	Loss Time:	0.050
Northbound	Through	3.00	3,400	433	0.127	ITS:	0.000
	Left	1.50	3,400	485	0.143		
	Right	0.00	0	0	0.000	ICU:	0.416
Eastbound	Through	4.00	6,800	1,309	0.193		
	Left	2.00	3,400	94	0.028 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.240
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.308 *
	Left	0.00	0	0	0.000	E/W 1:	0.140
	Right	1.50	1,700	158	0.093	E/W 2:	0.277 *
Westbound	Through	3.50	6,800	1,736	0.255 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.585
	Right	0.50	0	78	0.000	Loss Time:	0.050
Northbound	Through	3.00	5,100	1,146	0.240	ITS:	0.000
	Left	1.50	3,400	1,047	0.308 *		
	Right	0.00	0	0	0.000	ICU:	0.635
Eastbound	Through	4.00	6,800	951	0.140		
	Left	2.00	3,400	74	0.022 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

Existing with Project Conditions (Year 2020)

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

1. DISNEYLAND DRIVE & I-5 SOUTHBOUND OFF-RAMPS

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.032
Southbound	Through	2.00	3,400	617	0.181 *	N/S 2:	0.181 *
	Left	0.00	0	0	0.000	E/W 1:	0.152 *
	Right	1.00	1,700	23	0.014	E/W 2:	0.014
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	773	0.152 *	V/C Ratio:	0.333
	Right	0.00	0	14	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	96	0.032	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	0	0.000	ICU:	0.383
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.081 *
Southbound	Through	2.00	3,400	219	0.067	N/S 2:	0.067
	Left	0.00	1,700	9	0.005 *	E/W 1:	0.193 *
	Right	1.00	1,700	68	0.037	E/W 2:	0.037
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	986	0.193 *	V/C Ratio:	0.274
	Right	0.00	0	19	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	238	0.076 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.324
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

2. DISNEYLAND DRIVE & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	165	0.000	N/S 1:	0.267 *
Southbound	Through	2.00	3,657	425	0.161 *	N/S 2:	0.000
	Left	1.50	3,143	507	0.161	E/W 1:	0.247
	Right	0.50	0	78	0.000	E/W 2:	0.256 *
Westbound	Through	2.50	5,100	797	0.172 *		
	Left	2.00	3,400	348	0.102	V/C Ratio:	0.523
	Right	1.50	2,196	233	0.055	Loss Time:	0.050
Northbound	Through	1.00	2,904	308	0.106 *	ITS:	0.000
	Left	1.50	1,700	162	0.095		
	Right	1.00	1,700	114	0.019	ICU:	0.573
Eastbound	Through	3.00	5,100	738	0.145		
	Left	2.00	3,400	287	0.084 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	166	0.000	N/S 1:	0.377 *
Southbound	Through	2.00	5,100	674	0.165 *	N/S 2:	0.000
	Left	1.50	1,700	158	0.093	E/W 1:	0.251
	Right	0.50	0	128	0.000	E/W 2:	0.382 *
Westbound	Through	2.50	5,100	1,356	0.291 *		
	Left	2.00	3,400	415	0.122	V/C Ratio:	0.759
	Right	1.50	2,168	460	0.151	Loss Time:	0.050
Northbound	Through	1.00	2,932	622	0.212 *	ITS:	0.000
	Left	1.50	1,700	220	0.129		
	Right	1.00	1,700	125	0.009	ICU:	0.809
Eastbound	Through	3.00	5,100	656	0.129		
	Left	2.00	3,400	308	0.091 *	LOS:	D

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

3. HARBOR BOULEVARD & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	458	0.234 *	N/S 1:	0.165
Southbound	Through	3.00	5,100	1,051	0.206	N/S 2:	0.432 *
	Left	2.00	3,400	98	0.029	E/W 1:	0.199
	Right	0.50	0	149	0.000	E/W 2:	0.223 *
Westbound	Through	3.50	6,800	883	0.152 *		
	Left	2.00	3,400	187	0.055	V/C Ratio:	0.655
	Right	1.00	1,700	183	0.080	Loss Time:	0.050
Northbound	Through	3.00	5,100	693	0.136	ITS:	0.000
	Left	2.00	3,400	672	0.198 *		
	Right	1.00	1,700	403	0.138	ICU:	0.705
Eastbound	Through	3.00	5,100	736	0.144		
	Left	2.00	3,400	243	0.071 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	417	0.197 *	N/S 1:	0.218
Southbound	Through	3.00	5,100	900	0.176	N/S 2:	0.425 *
	Left	2.00	3,400	127	0.037	E/W 1:	0.194
	Right	0.50	0	55	0.000	E/W 2:	0.299 *
Westbound	Through	3.50	6,800	1,326	0.203 *		
	Left	2.00	3,400	203	0.060	V/C Ratio:	0.724
	Right	1.00	1,700	200	0.088	Loss Time:	0.050
Northbound	Through	3.00	5,100	924	0.181	ITS:	0.000
	Left	2.00	3,400	774	0.228 *		
	Right	1.00	1,700	411	0.128	ICU:	0.774
Eastbound	Through	3.00	5,100	685	0.134		
	Left	2.00	3,400	326	0.096 *	LOS:	C

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

4. DISNEYLAND DRIVE & MAGIC WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	173	0.078		N/S 1:	0.142	
Southbound	Through	2.00	3,400	410	0.121	*	N/S 2:	0.163	*
	Left	0.00	1,700	2	0.001		E/W 1:	0.000	
	Right	0.00	0	0	0.000		E/W 2:	0.048	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.211	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	480	0.141		ITS:	0.000	
	Left	2.00	3,400	143	0.042	*			
	Right	2.00	3,400	63	0.000		ICU:	0.261	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	162	0.048	*	LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	144	0.062		N/S 1:	0.151	
Southbound	Through	2.00	3,400	424	0.125	*	N/S 2:	0.163	*
	Left	0.00	0	0	0.000		E/W 1:	0.023	
	Right	0.00	0	0	0.000		E/W 2:	0.045	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.208	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	514	0.151		ITS:	0.000	
	Left	2.00	3,400	130	0.038	*			
	Right	2.00	3,400	142	0.023		ICU:	0.258	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	152	0.045	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

5. DISNEYLAND DRIVE & PARADISE WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	22	0.000	N/S 1:	0.199 *
Southbound	Through	1.50	3,400	388	0.121	N/S 2:	0.147
	Left	1.00	1,700	31	0.018 *	E/W 1:	0.013
	Right	0.50	0	3	0.000	E/W 2:	0.018 *
Westbound	Through	1.00	3,400	15	0.007 *		
	Left	0.50	1,700	6	0.004	V/C Ratio:	0.217
	Right	0.50	0	26	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	589	0.181 *	ITS:	0.000
	Left	1.00	1,700	44	0.026		
	Right	1.00	1,700	17	0.000	ICU:	0.267
Eastbound	Through	1.00	1,700	16	0.009		
	Left	1.00	1,700	19	0.011 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	20	0.000	N/S 1:	0.212 *
Southbound	Through	1.50	3,400	537	0.164	N/S 2:	0.199
	Left	1.00	1,700	36	0.021 *	E/W 1:	0.020
	Right	0.50	0	6	0.000	E/W 2:	0.032 *
Westbound	Through	1.00	1,700	13	0.023 *		
	Left	0.50	1,700	20	0.012	V/C Ratio:	0.244
	Right	0.50	0	34	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	617	0.191 *	ITS:	0.000
	Left	1.00	1,700	60	0.035		
	Right	1.00	1,700	25	0.000	ICU:	0.294
Eastbound	Through	1.00	1,700	14	0.008		
	Left	1.00	1,700	15	0.009 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

6. DISNEYLAND DRIVE & DOWNTOWN DRIVE / DISNEY WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	36	0.000	N/S 1:	0.188 *
Southbound	Through	1.50	3,400	399	0.128	N/S 2:	0.134
	Left	0.00	0	0	0.000 *	E/W 1:	0.023 *
	Right	0.50	0	2	0.000	E/W 2:	0.016
Westbound	Through	1.50	1,700	0	0.005		
	Left	0.00	1,700	6	0.004 *	V/C Ratio:	0.211
	Right	0.00	0	17	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	621	0.188 *	ITS:	0.000
	Left	1.00	1,700	10	0.006		
	Right	1.00	1,700	38	0.019 *	ICU:	0.261
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	39	0.011	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	92	0.000	N/S 1:	0.164
Southbound	Through	1.50	3,400	507	0.176 *	N/S 2:	0.237 *
	Left	0.00	0	0	0.000	E/W 1:	0.079 *
	Right	0.50	0	7	0.000	E/W 2:	0.048
Westbound	Through	1.50	3,400	0	0.004		
	Left	0.00	1,700	7	0.004 *	V/C Ratio:	0.316
	Right	0.00	0	3	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	553	0.164	ITS:	0.000
	Left	1.00	1,700	104	0.061 *		
	Right	1.00	1,700	179	0.075 *	ICU:	0.366
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	150	0.044	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

7. DISNEYLAND DRIVE / WEST STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	106	0.042		N/S 1:	0.148	*
Southbound	Through	2.00	3,400	208	0.061		N/S 2:	0.112	
	Left	2.00	3,400	137	0.040	*	E/W 1:	0.354	*
	Right	1.00	1,700	172	0.081		E/W 2:	0.128	
Westbound	Through	3.00	5,100	444	0.087				
	Left	2.00	3,400	90	0.026	*	V/C Ratio:	0.502	
	Right	1.00	1,700	136	0.067		Loss Time:	0.050	
Northbound	Through	2.00	3,400	366	0.108	*	ITS:	0.000	
	Left	2.00	3,400	173	0.051				
	Right	1.00	1,700	217	0.102		ICU:	0.552	
Eastbound	Through	3.00	5,100	1,671	0.328	*			
	Left	2.00	3,400	138	0.041		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	113	0.053		N/S 1:	0.163	
Southbound	Through	2.00	3,400	357	0.105	*	N/S 2:	0.176	*
	Left	2.00	3,400	205	0.060		E/W 1:	0.194	
	Right	1.00	1,700	152	0.059		E/W 2:	0.276	*
Westbound	Through	3.00	5,100	1,272	0.249	*			
	Left	2.00	3,400	165	0.049		V/C Ratio:	0.452	
	Right	1.00	1,700	130	0.052		Loss Time:	0.050	
Northbound	Through	2.00	3,400	351	0.103		ITS:	0.000	
	Left	2.00	3,400	240	0.071	*			
	Right	1.00	1,700	157	0.057		ICU:	0.502	
Eastbound	Through	3.00	5,100	738	0.145				
	Left	2.00	3,400	92	0.027	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

8. HARBOR BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,700	134	0.056		N/S 1:	0.150
Southbound	Through	3.00	5,100	707	0.139	*	N/S 2:	0.170 *
	Left	2.00	3,400	85	0.025		E/W 1:	0.296 *
	Right	1.00	1,700	73	0.030		E/W 2:	0.156
Westbound	Through	3.00	5,100	563	0.110			
	Left	2.00	3,400	279	0.082	*	V/C Ratio:	0.466
	Right	1.00	1,700	163	0.055		Loss Time:	0.050
Northbound	Through	3.00	5,100	638	0.125		ITS:	0.000
	Left	2.00	3,400	106	0.031	*		
	Right	1.00	1,700	81	0.032		ICU:	0.516
Eastbound	Through	3.00	5,100	1,089	0.214	*		
	Left	2.00	3,400	157	0.046		LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,700	162	0.060		N/S 1:	0.188 *
Southbound	Through	3.00	5,100	668	0.131		N/S 2:	0.170
	Left	2.00	3,400	71	0.021	*	E/W 1:	0.244
	Right	1.00	1,700	91	0.043		E/W 2:	0.327 *
Westbound	Through	3.00	5,100	1,305	0.256	*		
	Left	2.00	3,400	297	0.087		V/C Ratio:	0.515
	Right	1.00	1,700	158	0.049		Loss Time:	0.050
Northbound	Through	3.00	5,100	851	0.167	*	ITS:	0.000
	Left	2.00	3,400	132	0.039			
	Right	1.00	1,700	102	0.041		ICU:	0.565
Eastbound	Through	3.00	5,100	803	0.157			
	Left	2.00	3,400	241	0.071	*	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

9. CLEMENTINE STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	118	0.054		N/S 1:	0.060	
Southbound	Through	1.00	1,700	430	0.253	*	N/S 2:	0.259	*
	Left	1.00	1,700	100	0.059		E/W 1:	0.280	*
	Right	1.00	1,700	34	0.000		E/W 2:	0.186	
Westbound	Through	3.00	5,100	788	0.155				
	Left	2.00	3,400	109	0.032	*	V/C Ratio:	0.539	
	Right	1.00	1,700	5	0.000		Loss Time:	0.050	
Northbound	Through	1.00	1,700	2	0.001		ITS:	0.000	
	Left	1.00	1,700	11	0.006	*			
	Right	1.00	1,700	10	0.003		ICU:	0.589	
Eastbound	Through	3.00	5,100	1,265	0.248	*			
	Left	2.00	3,400	107	0.031		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	200	0.093		N/S 1:	0.064	
Southbound	Through	1.00	1,700	682	0.401	*	N/S 2:	0.405	*
	Left	1.00	1,700	106	0.062		E/W 1:	0.250	
	Right	1.00	1,700	72	0.011		E/W 2:	0.395	*
Westbound	Through	3.00	5,100	1,763	0.346	*			
	Left	2.00	3,400	199	0.059		V/C Ratio:	0.800	
	Right	1.00	1,700	4	0.000		Loss Time:	0.050	
Northbound	Through	1.00	1,700	3	0.002		ITS:	0.000	
	Left	1.00	1,700	7	0.004	*			
	Right	1.00	1,700	5	0.001		ICU:	0.850	
Eastbound	Through	3.00	5,100	974	0.191				
	Left	2.00	3,400	167	0.049	*	LOS:	D	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

10. ANAHEIM BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	77	0.026	N/S 1:	0.139 *
Southbound	Through	3.00	5,100	4	0.001	N/S 2:	0.062
	Left	2.00	3,400	43	0.013 *	E/W 1:	0.192
	Right	1.00	1,700	61	0.030	E/W 2:	0.201 *
Westbound	Through	3.00	5,100	826	0.162 *		
	Left	2.00	3,400	31	0.009	V/C Ratio:	0.340
	Right	1.00	1,700	160	0.085	Loss Time:	0.050
Northbound	Through	3.00	5,100	642	0.126 *	ITS:	0.000
	Left	2.00	3,400	124	0.036		
	Right	0.50	0	81	0.000	ICU:	0.390
Eastbound	Through	3.50	6,800	1,162	0.183		
	Left	2.00	3,400	134	0.039 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	201	0.101	N/S 1:	0.179 *
Southbound	Through	3.00	5,100	3	0.001	N/S 2:	0.149
	Left	2.00	3,400	100	0.029 *	E/W 1:	0.142
	Right	1.00	1,700	125	0.059	E/W 2:	0.339 *
Westbound	Through	3.00	5,100	1,557	0.305 *		
	Left	2.00	3,400	12	0.004	V/C Ratio:	0.518
	Right	1.00	1,700	138	0.078	Loss Time:	0.050
Northbound	Through	3.00	5,100	764	0.150 *	ITS:	0.000
	Left	2.00	3,400	162	0.048		
	Right	0.50	0	105	0.000	ICU:	0.568
Eastbound	Through	3.50	6,800	832	0.138		
	Left	2.00	3,400	115	0.034 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

11. MANCHESTER AVENUE / I-5 SOUTHBOUND RAMPS & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	0 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	5	0.003		N/S 1:	0.164	*
Southbound	Through	2.00	3,400	96	0.028	*	N/S 2:	0.000	
	Left	2.00	3,400	56	0.016		E/W 1:	0.395	*
	Right	0.00	0	0	0.000		E/W 2:	0.124	
Westbound	Through	4.00	6,800	841	0.124				
	Left	2.00	3,400	303	0.089	*	V/C Ratio:	0.559	
	Right	1.50	3,400	464	0.136	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	25	0.015				
	Right	1.00	1,700	520	0.306	*	ICU:	0.609	
Eastbound	Through	3.00	5,100	901	0.177				
	Left	0.00	0	0	0.000		LOS:	B	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	14	0.008		N/S 1:	0.117	*
Southbound	Through	2.00	3,400	67	0.020		N/S 2:	0.000	
	Left	2.00	3,400	71	0.021	*	E/W 1:	0.438	*
	Right	0.00	0	0	0.000		E/W 2:	0.238	
Westbound	Through	4.00	6,800	1,616	0.238				
	Left	2.00	3,400	437	0.129	*	V/C Ratio:	0.555	
	Right	1.50	3,400	325	0.096	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	27	0.016				
	Right	1.00	1,700	526	0.309	*	ICU:	0.605	
Eastbound	Through	3.00	5,100	655	0.128				
	Left	0.00	0	0	0.000		LOS:	B	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

12. ANAHEIM WAY & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.165 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.144
	Left	0.00	0	0	0.000 *	E/W 1:	0.193
	Right	1.50	1,700	98	0.058	E/W 2:	0.202 *
Westbound	Through	3.50	6,800	1,182	0.174 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.367
	Right	0.50	1,700	281	0.165 *	Loss Time:	0.050
Northbound	Through	3.00	3,400	433	0.127	ITS:	0.000
	Left	1.50	3,400	490	0.144		
	Right	0.00	0	0	0.000	ICU:	0.417
Eastbound	Through	4.00	6,800	1,311	0.193		
	Left	2.00	3,400	94	0.028 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.240
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.309 *
	Left	0.00	0	0	0.000	E/W 1:	0.140
	Right	1.50	1,700	158	0.093	E/W 2:	0.278 *
Westbound	Through	3.50	6,800	1,738	0.256 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.587
	Right	0.50	0	78	0.000	Loss Time:	0.050
Northbound	Through	3.00	5,100	1,146	0.240	ITS:	0.000
	Left	1.50	3,400	1,052	0.309 *		
	Right	0.00	0	0	0.000	ICU:	0.637
Eastbound	Through	4.00	6,800	953	0.140		
	Left	2.00	3,400	74	0.022 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

Future without Project Conditions (Year 2023)

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

1. DISNEYLAND DRIVE & I-5 SOUTHBOUND OFF-RAMPS

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.029
Southbound	Through	2.00	3,400	633	0.186 *	N/S 2:	0.186 *
	Left	0.00	0	0	0.000	E/W 1:	0.153 *
	Right	1.00	1,700	24	0.014	E/W 2:	0.014
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	781	0.153 *	V/C Ratio:	0.339
	Right	0.00	0	2	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	98	0.029	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	0	0.000	ICU:	0.389
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.078 *
Southbound	Through	2.00	3,400	225	0.069	N/S 2:	0.069
	Left	0.00	1,700	9	0.005 *	E/W 1:	0.196 *
	Right	1.00	1,700	70	0.039	E/W 2:	0.039
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	1,002	0.196 *	V/C Ratio:	0.274
	Right	0.00	0	5	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	244	0.073 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.324
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

2. DISNEYLAND DRIVE & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	174	0.000	N/S 1:	0.269 *
Southbound	Through	2.00	3,611	417	0.164 *	N/S 2:	0.000
	Left	1.50	3,189	522	0.164	E/W 1:	0.253
	Right	0.50	0	80	0.000	E/W 2:	0.267 *
Westbound	Through	2.50	5,100	835	0.179 *		
	Left	2.00	3,400	347	0.102	V/C Ratio:	0.536
	Right	1.50	2,232	235	0.054	Loss Time:	0.050
Northbound	Through	1.00	2,868	302	0.105 *	ITS:	0.000
	Left	1.50	1,700	165	0.097		
	Right	1.00	1,700	113	0.018	ICU:	0.586
Eastbound	Through	3.00	5,100	768	0.151		
	Left	2.00	3,400	298	0.088 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	174	0.000	N/S 1:	0.380 *
Southbound	Through	2.00	5,100	677	0.167 *	N/S 2:	0.000
	Left	1.50	1,700	163	0.096	E/W 1:	0.258
	Right	0.50	0	132	0.000	E/W 2:	0.397 *
Westbound	Through	2.50	5,100	1,410	0.302 *		
	Left	2.00	3,400	417	0.123	V/C Ratio:	0.777
	Right	1.50	2,194	468	0.152	Loss Time:	0.050
Northbound	Through	1.00	2,906	620	0.213 *	ITS:	0.000
	Left	1.50	1,700	224	0.132		
	Right	1.00	1,700	126	0.008	ICU:	0.827
Eastbound	Through	3.00	5,100	691	0.135		
	Left	2.00	3,400	322	0.095 *	LOS:	D

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

3. HARBOR BOULEVARD & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	471	0.240 *	N/S 1:	0.173
Southbound	Through	3.00	5,100	1,113	0.218	N/S 2:	0.444 *
	Left	2.00	3,400	101	0.030	E/W 1:	0.207
	Right	0.50	0	153	0.000	E/W 2:	0.229 *
Westbound	Through	3.50	6,800	910	0.156 *		
	Left	2.00	3,400	196	0.058	V/C Ratio:	0.673
	Right	1.00	1,700	191	0.084	Loss Time:	0.050
Northbound	Through	3.00	5,100	727	0.143	ITS:	0.000
	Left	2.00	3,400	695	0.204 *		
	Right	1.00	1,700	417	0.143	ICU:	0.723
Eastbound	Through	3.00	5,100	758	0.149		
	Left	2.00	3,400	249	0.073 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	429	0.203 *	N/S 1:	0.231
Southbound	Through	3.00	5,100	951	0.186	N/S 2:	0.438 *
	Left	2.00	3,400	131	0.039	E/W 1:	0.202
	Right	0.50	0	57	0.000	E/W 2:	0.308 *
Westbound	Through	3.50	6,800	1,366	0.209 *		
	Left	2.00	3,400	213	0.063	V/C Ratio:	0.746
	Right	1.00	1,700	209	0.092	Loss Time:	0.050
Northbound	Through	3.00	5,100	978	0.192	ITS:	0.000
	Left	2.00	3,400	800	0.235 *		
	Right	1.00	1,700	425	0.132	ICU:	0.796
Eastbound	Through	3.00	5,100	707	0.139		
	Left	2.00	3,400	336	0.099 *	LOS:	C

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

4. DISNEYLAND DRIVE & MAGIC WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	142	0.062		N/S 1:	0.146	
Southbound	Through	2.00	3,400	422	0.125	*	N/S 2:	0.163	*
	Left	0.00	1,700	2	0.001		E/W 1:	0.000	
	Right	0.00	0	0	0.000		E/W 2:	0.042	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.205	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	494	0.145		ITS:	0.000	
	Left	2.00	3,400	129	0.038	*			
	Right	2.00	3,400	56	0.000		ICU:	0.255	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	144	0.042	*	LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	117	0.050		N/S 1:	0.156	
Southbound	Through	2.00	3,400	437	0.129	*	N/S 2:	0.163	*
	Left	0.00	0	0	0.000		E/W 1:	0.022	
	Right	0.00	0	0	0.000		E/W 2:	0.037	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.200	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	529	0.156		ITS:	0.000	
	Left	2.00	3,400	117	0.034	*			
	Right	2.00	3,400	133	0.022		ICU:	0.250	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	127	0.037	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

5. DISNEYLAND DRIVE & PARADISE WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	23	0.000	N/S 1:	0.200 *
Southbound	Through	1.50	3,400	390	0.121	N/S 2:	0.147
	Left	1.00	1,700	32	0.019 *	E/W 1:	0.013
	Right	0.50	0	3	0.000	E/W 2:	0.019 *
Westbound	Through	1.00	3,400	15	0.007 *		
	Left	0.50	1,700	6	0.004	V/C Ratio:	0.219
	Right	0.50	0	27	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	588	0.181 *	ITS:	0.000
	Left	1.00	1,700	45	0.026		
	Right	1.00	1,700	18	0.000	ICU:	0.269
Eastbound	Through	1.00	1,700	16	0.009		
	Left	1.00	1,700	20	0.012 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	21	0.000	N/S 1:	0.214 *
Southbound	Through	1.50	3,400	540	0.165	N/S 2:	0.201
	Left	1.00	1,700	37	0.022 *	E/W 1:	0.020
	Right	0.50	0	6	0.000	E/W 2:	0.033 *
Westbound	Through	1.00	1,700	13	0.024 *		
	Left	0.50	1,700	21	0.012	V/C Ratio:	0.247
	Right	0.50	0	35	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	619	0.192 *	ITS:	0.000
	Left	1.00	1,700	62	0.036		
	Right	1.00	1,700	26	0.000	ICU:	0.297
Eastbound	Through	1.00	1,700	14	0.008		
	Left	1.00	1,700	15	0.009 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

6. DISNEYLAND DRIVE & DOWNTOWN DRIVE / DISNEY WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	37	0.000	N/S 1:	0.188 *
Southbound	Through	1.50	3,400	402	0.129	N/S 2:	0.135
	Left	0.00	0	0	0.000 *	E/W 1:	0.024 *
	Right	0.50	0	2	0.000	E/W 2:	0.017
Westbound	Through	1.50	1,700	0	0.005		
	Left	0.00	1,700	6	0.004 *	V/C Ratio:	0.212
	Right	0.00	0	18	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	621	0.188 *	ITS:	0.000
	Left	1.00	1,700	10	0.006		
	Right	1.00	1,700	39	0.020 *	ICU:	0.262
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	40	0.012	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	95	0.000	N/S 1:	0.164
Southbound	Through	1.50	3,400	509	0.178 *	N/S 2:	0.241 *
	Left	0.00	0	0	0.000	E/W 1:	0.081 *
	Right	0.50	0	7	0.000	E/W 2:	0.050
Westbound	Through	1.50	3,400	0	0.004		
	Left	0.00	1,700	7	0.004 *	V/C Ratio:	0.322
	Right	0.00	0	3	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	553	0.164	ITS:	0.000
	Left	1.00	1,700	107	0.063 *		
	Right	1.00	1,700	184	0.077 *	ICU:	0.372
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	155	0.046	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

7. DISNEYLAND DRIVE / WEST STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	107	0.043		N/S 1:	0.150	*
Southbound	Through	2.00	3,400	212	0.062		N/S 2:	0.114	
	Left	2.00	3,400	136	0.040	*	E/W 1:	0.375	*
	Right	1.00	1,700	166	0.078		E/W 2:	0.139	
Westbound	Through	3.00	5,100	501	0.098				
	Left	2.00	3,400	93	0.027	*	V/C Ratio:	0.525	
	Right	1.00	1,700	140	0.069		Loss Time:	0.050	
Northbound	Through	2.00	3,400	374	0.110	*	ITS:	0.000	
	Left	2.00	3,400	178	0.052				
	Right	1.00	1,700	224	0.106		ICU:	0.575	
Eastbound	Through	3.00	5,100	1,777	0.348	*			
	Left	2.00	3,400	138	0.041		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	113	0.053		N/S 1:	0.165	
Southbound	Through	2.00	3,400	365	0.107	*	N/S 2:	0.180	*
	Left	2.00	3,400	204	0.060		E/W 1:	0.211	
	Right	1.00	1,700	146	0.056		E/W 2:	0.295	*
Westbound	Through	3.00	5,100	1,367	0.268	*			
	Left	2.00	3,400	170	0.050		V/C Ratio:	0.475	
	Right	1.00	1,700	134	0.054		Loss Time:	0.050	
Northbound	Through	2.00	3,400	358	0.105		ITS:	0.000	
	Left	2.00	3,400	247	0.073	*			
	Right	1.00	1,700	162	0.059		ICU:	0.525	
Eastbound	Through	3.00	5,100	823	0.161				
	Left	2.00	3,400	92	0.027	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

8. HARBOR BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	145	0.060	N/S 1:	0.173
Southbound	Through	3.00	5,100	770	0.151 *	N/S 2:	0.182 *
	Left	2.00	3,400	117	0.034	E/W 1:	0.313 *
	Right	1.00	1,700	142	0.066	E/W 2:	0.172
Westbound	Through	3.00	5,100	619	0.121		
	Left	2.00	3,400	289	0.085 *	V/C Ratio:	0.495
	Right	1.00	1,700	172	0.059	Loss Time:	0.050
Northbound	Through	3.00	5,100	711	0.139	ITS:	0.000
	Left	2.00	3,400	106	0.031 *		
	Right	1.00	1,700	81	0.032	ICU:	0.545
Eastbound	Through	3.00	5,100	1,163	0.228 *		
	Left	2.00	3,400	172	0.051	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	178	0.067	N/S 1:	0.215 *
Southbound	Through	3.00	5,100	742	0.145	N/S 2:	0.184
	Left	2.00	3,400	110	0.032 *	E/W 1:	0.264
	Right	1.00	1,700	189	0.095	E/W 2:	0.348 *
Westbound	Through	3.00	5,100	1,386	0.272 *		
	Left	2.00	3,400	310	0.091	V/C Ratio:	0.563
	Right	1.00	1,700	166	0.052	Loss Time:	0.050
Northbound	Through	3.00	5,100	935	0.183 *	ITS:	0.000
	Left	2.00	3,400	133	0.039		
	Right	1.00	1,700	102	0.040	ICU:	0.613
Eastbound	Through	3.00	5,100	883	0.173		
	Left	2.00	3,400	258	0.076 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

9. CLEMENTINE STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	0 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,700	145	0.085		N/S 1:	0.089
Southbound	Through	1.00	1,700	443	0.261	*	N/S 2:	0.267 *
	Left	1.00	1,700	146	0.086		E/W 1:	0.294 *
	Right	1.00	1,700	131	0.077		E/W 2:	0.207
Westbound	Through	3.00	5,100	856	0.168			
	Left	2.00	3,400	112	0.033	*	V/C Ratio:	0.561
	Right	1.00	1,700	5	0.003		Loss Time:	0.050
Northbound	Through	1.00	1,700	2	0.001		ITS:	0.000
	Left	1.00	1,700	11	0.006	*		
	Right	1.00	1,700	10	0.006		ICU:	0.611
Eastbound	Through	3.00	5,100	1,330	0.261	*		
	Left	2.00	3,400	131	0.039		LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,700	234	0.138		N/S 1:	0.113
Southbound	Through	1.00	1,700	702	0.413	*	N/S 2:	0.417 *
	Left	1.00	1,700	189	0.111		E/W 1:	0.267
	Right	1.00	1,700	144	0.085		E/W 2:	0.420 *
Westbound	Through	3.00	5,100	1,859	0.365	*		
	Left	2.00	3,400	205	0.060		V/C Ratio:	0.837
	Right	1.00	1,700	4	0.002		Loss Time:	0.050
Northbound	Through	1.00	1,700	3	0.002		ITS:	0.000
	Left	1.00	1,700	7	0.004	*		
	Right	1.00	1,700	5	0.003		ICU:	0.887
Eastbound	Through	3.00	5,100	1,054	0.207			
	Left	2.00	3,400	187	0.055	*	LOS:	D

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

10. ANAHEIM BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	79	0.024	N/S 1:	0.143 *
Southbound	Through	3.00	5,100	4	0.001	N/S 2:	0.062
	Left	2.00	3,400	44	0.013 *	E/W 1:	0.205
	Right	1.00	1,700	210	0.117	E/W 2:	0.240 *
Westbound	Through	3.00	5,100	992	0.195 *		
	Left	2.00	3,400	32	0.009	V/C Ratio:	0.383
	Right	1.00	1,700	165	0.088	Loss Time:	0.050
Northbound	Through	3.00	5,100	661	0.130 *	ITS:	0.000
	Left	2.00	3,400	128	0.038		
	Right	0.50	0	83	0.000	ICU:	0.433
Eastbound	Through	3.50	6,800	1,250	0.196		
	Left	2.00	3,400	154	0.045 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	207	0.102	N/S 1:	0.184 *
Southbound	Through	3.00	5,100	3	0.001	N/S 2:	0.151
	Left	2.00	3,400	103	0.030 *	E/W 1:	0.163
	Right	1.00	1,700	267	0.142	E/W 2:	0.376 *
Westbound	Through	3.00	5,100	1,717	0.337 *		
	Left	2.00	3,400	12	0.004	V/C Ratio:	0.560
	Right	1.00	1,700	142	0.080	Loss Time:	0.050
Northbound	Through	3.00	5,100	787	0.154 *	ITS:	0.000
	Left	2.00	3,400	167	0.049		
	Right	0.50	0	108	0.000	ICU:	0.610
Eastbound	Through	3.50	6,800	973	0.159		
	Left	2.00	3,400	133	0.039 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

11. MANCHESTER AVENUE / I-5 SOUTHBOUND RAMPS & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	0 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	15	0.009		N/S 1:	0.199	*
Southbound	Through	2.00	3,400	129	0.038	*	N/S 2:	0.000	
	Left	2.00	3,400	78	0.023		E/W 1:	0.406	*
	Right	0.00	0	0	0.000		E/W 2:	0.159	
Westbound	Through	4.00	6,800	1,078	0.159				
	Left	2.00	3,400	312	0.092	*	V/C Ratio:	0.605	
	Right	1.50	3,400	548	0.161	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	91	0.054				
	Right	1.00	1,700	534	0.314	*	ICU:	0.655	
Eastbound	Through	3.00	5,100	982	0.193				
	Left	0.00	0	0	0.000		LOS:	B	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	28	0.016		N/S 1:	0.198	*
Southbound	Through	2.00	3,400	110	0.032	*	N/S 2:	0.000	
	Left	2.00	3,400	101	0.030		E/W 1:	0.449	*
	Right	0.00	0	0	0.000		E/W 2:	0.271	
Westbound	Through	4.00	6,800	1,840	0.271				
	Left	2.00	3,400	450	0.132	*	V/C Ratio:	0.647	
	Right	1.50	3,400	565	0.166	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	89	0.052				
	Right	1.00	1,700	539	0.317	*	ICU:	0.697	
Eastbound	Through	3.00	5,100	794	0.156				
	Left	0.00	0	0	0.000		LOS:	B	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

12. ANAHEIM WAY & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.170 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.161
	Left	0.00	0	0	0.000 *	E/W 1:	0.220
	Right	1.50	1,700	273	0.161	E/W 2:	0.233 *
Westbound	Through	3.50	6,800	1,386	0.204 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.403
	Right	0.50	1,700	289	0.170 *	Loss Time:	0.050
Northbound	Through	3.00	3,400	446	0.131	ITS:	0.000
	Left	1.50	3,400	549	0.161		
	Right	0.00	0	0	0.000	ICU:	0.453
Eastbound	Through	4.00	6,800	1,494	0.220		
	Left	2.00	3,400	97	0.029 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.247
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.331 *
	Left	0.00	0	0	0.000	E/W 1:	0.200
	Right	1.50	1,700	287	0.169	E/W 2:	0.305 *
Westbound	Through	3.50	6,800	1,925	0.283 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.636
	Right	0.50	0	80	0.000	Loss Time:	0.050
Northbound	Through	3.00	5,100	1,180	0.247	ITS:	0.000
	Left	1.50	3,400	1,124	0.331 *		
	Right	0.00	0	0	0.000	ICU:	0.686
Eastbound	Through	4.00	6,800	1,359	0.200		
	Left	2.00	3,400	76	0.022 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

Future with Project Conditions (Year 2023)

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

1. DISNEYLAND DRIVE & I-5 SOUTHBOUND OFF-RAMPS

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.034
Southbound	Through	2.00	3,400	635	0.187 *	N/S 2:	0.187 *
	Left	0.00	0	0	0.000	E/W 1:	0.157 *
	Right	1.00	1,700	24	0.014	E/W 2:	0.014
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	800	0.157 *	V/C Ratio:	0.344
	Right	0.00	0	16	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	99	0.034	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	0	0.000	ICU:	0.394
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.084 *
Southbound	Through	2.00	3,400	226	0.069	N/S 2:	0.069
	Left	0.00	1,700	9	0.005 *	E/W 1:	0.200 *
	Right	1.00	1,700	70	0.039	E/W 2:	0.039
Westbound	Through	0.00	0	0	0.000		
	Left	3.00	5,100	1,018	0.200 *	V/C Ratio:	0.284
	Right	0.00	0	24	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	245	0.079 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.334
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

2. DISNEYLAND DRIVE & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	174	0.000	N/S 1:	0.276 *
Southbound	Through	2.00	3,667	437	0.167 *	N/S 2:	0.000
	Left	1.50	3,133	522	0.167	E/W 1:	0.256
	Right	0.50	0	80	0.000	E/W 2:	0.267 *
Westbound	Through	2.50	5,100	835	0.179 *		
	Left	2.00	3,400	358	0.105	V/C Ratio:	0.543
	Right	1.50	2,197	240	0.057	Loss Time:	0.050
Northbound	Through	1.00	2,903	317	0.109 *	ITS:	0.000
	Left	1.50	1,700	167	0.098		
	Right	1.00	1,700	117	0.020	ICU:	0.593
Eastbound	Through	3.00	5,100	768	0.151		
	Left	2.00	3,400	298	0.088 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	174	0.000	N/S 1:	0.388 *
Southbound	Through	2.00	5,100	694	0.170 *	N/S 2:	0.000
	Left	1.50	1,700	163	0.096	E/W 1:	0.261
	Right	0.50	0	132	0.000	E/W 2:	0.397 *
Westbound	Through	2.50	5,100	1,410	0.302 *		
	Left	2.00	3,400	427	0.126	V/C Ratio:	0.785
	Right	1.50	2,170	474	0.156	Loss Time:	0.050
Northbound	Through	1.00	2,930	640	0.218 *	ITS:	0.000
	Left	1.50	1,700	227	0.134		
	Right	1.00	1,700	129	0.009	ICU:	0.835
Eastbound	Through	3.00	5,100	691	0.135		
	Left	2.00	3,400	322	0.095 *	LOS:	D

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

3. HARBOR BOULEVARD & BALL ROAD

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	473	0.241 *	N/S 1:	0.173
Southbound	Through	3.00	5,100	1,113	0.218	N/S 2:	0.447 *
	Left	2.00	3,400	101	0.030	E/W 1:	0.207
	Right	0.50	0	153	0.000	E/W 2:	0.231 *
Westbound	Through	3.50	6,800	913	0.157 *		
	Left	2.00	3,400	196	0.058	V/C Ratio:	0.678
	Right	1.00	1,700	191	0.084	Loss Time:	0.050
Northbound	Through	3.00	5,100	727	0.143	ITS:	0.000
	Left	2.00	3,400	701	0.206 *		
	Right	1.00	1,700	419	0.143	ICU:	0.728
Eastbound	Through	3.00	5,100	760	0.149		
	Left	2.00	3,400	250	0.074 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	430	0.203 *	N/S 1:	0.231
Southbound	Through	3.00	5,100	951	0.186	N/S 2:	0.440 *
	Left	2.00	3,400	131	0.039	E/W 1:	0.202
	Right	0.50	0	57	0.000	E/W 2:	0.309 *
Westbound	Through	3.50	6,800	1,369	0.210 *		
	Left	2.00	3,400	213	0.063	V/C Ratio:	0.749
	Right	1.00	1,700	209	0.092	Loss Time:	0.050
Northbound	Through	3.00	5,100	978	0.192	ITS:	0.000
	Left	2.00	3,400	806	0.237 *		
	Right	1.00	1,700	428	0.133	ICU:	0.799
Eastbound	Through	3.00	5,100	710	0.139		
	Left	2.00	3,400	337	0.099 *	LOS:	C

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

4. DISNEYLAND DRIVE & MAGIC WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	177	0.080		N/S 1:	0.146	
Southbound	Through	2.00	3,400	422	0.125	*	N/S 2:	0.168	*
	Left	0.00	1,700	2	0.001		E/W 1:	0.000	
	Right	0.00	0	0	0.000		E/W 2:	0.049	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.217	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	494	0.145		ITS:	0.000	
	Left	2.00	3,400	147	0.043	*			
	Right	2.00	3,400	65	0.000		ICU:	0.267	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	166	0.049	*	LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	147	0.064		N/S 1:	0.156	
Southbound	Through	2.00	3,400	437	0.129	*	N/S 2:	0.168	*
	Left	0.00	0	0	0.000		E/W 1:	0.023	
	Right	0.00	0	0	0.000		E/W 2:	0.046	*
Westbound	Through	0.00	0	0	0.000	*			
	Left	0.00	0	0	0.000		V/C Ratio:	0.214	
	Right	0.00	0	0	0.000		Loss Time:	0.050	
Northbound	Through	2.00	3,400	529	0.156		ITS:	0.000	
	Left	2.00	3,400	133	0.039	*			
	Right	2.00	3,400	146	0.023		ICU:	0.264	
Eastbound	Through	0.00	0	0	0.000				
	Left	2.00	3,400	156	0.046	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

5. DISNEYLAND DRIVE & PARADISE WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	23	0.000	N/S 1:	0.205 *
Southbound	Through	1.50	3,400	399	0.124	N/S 2:	0.150
	Left	1.00	1,700	32	0.019 *	E/W 1:	0.013
	Right	0.50	0	3	0.000	E/W 2:	0.019 *
Westbound	Through	1.00	3,400	15	0.007 *		
	Left	0.50	1,700	6	0.004	V/C Ratio:	0.224
	Right	0.50	0	27	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	606	0.186 *	ITS:	0.000
	Left	1.00	1,700	45	0.026		
	Right	1.00	1,700	18	0.000	ICU:	0.274
Eastbound	Through	1.00	1,700	16	0.009		
	Left	1.00	1,700	20	0.012 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	21	0.000	N/S 1:	0.219 *
Southbound	Through	1.50	3,400	553	0.169	N/S 2:	0.205
	Left	1.00	1,700	37	0.022 *	E/W 1:	0.020
	Right	0.50	0	6	0.000	E/W 2:	0.033 *
Westbound	Through	1.00	1,700	13	0.024 *		
	Left	0.50	1,700	21	0.012	V/C Ratio:	0.252
	Right	0.50	0	35	0.000	Loss Time:	0.050
Northbound	Through	1.50	3,400	635	0.197 *	ITS:	0.000
	Left	1.00	1,700	62	0.036		
	Right	1.00	1,700	26	0.000	ICU:	0.302
Eastbound	Through	1.00	1,700	14	0.008		
	Left	1.00	1,700	15	0.009 *	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

6. DISNEYLAND DRIVE & DOWNTOWN DRIVE / DISNEY WAY

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	37	0.000	N/S 1:	0.193 *
Southbound	Through	1.50	3,400	411	0.132	N/S 2:	0.138
	Left	0.00	0	0	0.000 *	E/W 1:	0.024 *
	Right	0.50	0	2	0.000	E/W 2:	0.017
Westbound	Through	1.50	1,700	0	0.005		
	Left	0.00	1,700	6	0.004 *	V/C Ratio:	0.217
	Right	0.00	0	18	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	639	0.193 *	ITS:	0.000
	Left	1.00	1,700	10	0.006		
	Right	1.00	1,700	39	0.020 *	ICU:	0.267
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	40	0.012	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	95	0.000	N/S 1:	0.168
Southbound	Through	1.50	3,400	522	0.181 *	N/S 2:	0.244 *
	Left	0.00	0	0	0.000	E/W 1:	0.081 *
	Right	0.50	0	7	0.000	E/W 2:	0.050
Westbound	Through	1.50	3,400	0	0.004		
	Left	0.00	1,700	7	0.004 *	V/C Ratio:	0.325
	Right	0.00	0	3	0.000	Loss Time:	0.050
Northbound	Through	2.00	3,400	569	0.168	ITS:	0.000
	Left	1.00	1,700	107	0.063 *		
	Right	1.00	1,700	184	0.077 *	ICU:	0.375
Eastbound	Through	0.00	0	0	0.000		
	Left	2.00	3,400	155	0.046	LOS:	A

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

7. DISNEYLAND DRIVE / WEST STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	109	0.043		N/S 1:	0.152	*
Southbound	Through	2.00	3,400	214	0.063		N/S 2:	0.115	
	Left	2.00	3,400	141	0.041	*	E/W 1:	0.375	*
	Right	1.00	1,700	177	0.083		E/W 2:	0.140	
Westbound	Through	3.00	5,100	501	0.098				
	Left	2.00	3,400	93	0.027	*	V/C Ratio:	0.527	
	Right	1.00	1,700	140	0.069		Loss Time:	0.050	
Northbound	Through	2.00	3,400	377	0.111	*	ITS:	0.000	
	Left	2.00	3,400	178	0.052				
	Right	1.00	1,700	224	0.106		ICU:	0.577	
Eastbound	Through	3.00	5,100	1,777	0.348	*			
	Left	2.00	3,400	142	0.042		LOS:	A	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	116	0.054		N/S 1:	0.168	
Southbound	Through	2.00	3,400	368	0.108	*	N/S 2:	0.181	*
	Left	2.00	3,400	211	0.062		E/W 1:	0.211	
	Right	1.00	1,700	156	0.061		E/W 2:	0.296	*
Westbound	Through	3.00	5,100	1,367	0.268	*			
	Left	2.00	3,400	170	0.050		V/C Ratio:	0.477	
	Right	1.00	1,700	134	0.054		Loss Time:	0.050	
Northbound	Through	2.00	3,400	361	0.106		ITS:	0.000	
	Left	2.00	3,400	247	0.073	*			
	Right	1.00	1,700	162	0.059		ICU:	0.527	
Eastbound	Through	3.00	5,100	823	0.161				
	Left	2.00	3,400	95	0.028	*	LOS:	A	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

8. HARBOR BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	145	0.060	N/S 1:	0.173
Southbound	Through	3.00	5,100	770	0.151 *	N/S 2:	0.183 *
	Left	2.00	3,400	117	0.034	E/W 1:	0.314 *
	Right	1.00	1,700	142	0.066	E/W 2:	0.174
Westbound	Through	3.00	5,100	627	0.123		
	Left	2.00	3,400	289	0.085 *	V/C Ratio:	0.497
	Right	1.00	1,700	172	0.059	Loss Time:	0.050
Northbound	Through	3.00	5,100	711	0.139	ITS:	0.000
	Left	2.00	3,400	109	0.032 *		
	Right	1.00	1,700	83	0.033	ICU:	0.547
Eastbound	Through	3.00	5,100	1,166	0.229 *		
	Left	2.00	3,400	172	0.051	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	178	0.067	N/S 1:	0.215 *
Southbound	Through	3.00	5,100	742	0.145	N/S 2:	0.185
	Left	2.00	3,400	110	0.032 *	E/W 1:	0.265
	Right	1.00	1,700	189	0.095	E/W 2:	0.349 *
Westbound	Through	3.00	5,100	1,393	0.273 *		
	Left	2.00	3,400	310	0.091	V/C Ratio:	0.564
	Right	1.00	1,700	166	0.052	Loss Time:	0.050
Northbound	Through	3.00	5,100	935	0.183 *	ITS:	0.000
	Left	2.00	3,400	136	0.040		
	Right	1.00	1,700	105	0.042	ICU:	0.614
Eastbound	Through	3.00	5,100	888	0.174		
	Left	2.00	3,400	258	0.076 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

9. CLEMENTINE STREET & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	145	0.066	N/S 1:	0.087
Southbound	Through	1.00	1,700	443	0.261 *	N/S 2:	0.267 *
	Left	1.00	1,700	146	0.086	E/W 1:	0.294 *
	Right	1.00	1,700	131	0.034	E/W 2:	0.208
Westbound	Through	3.00	5,100	864	0.169		
	Left	2.00	3,400	112	0.033 *	V/C Ratio:	0.561
	Right	1.00	1,700	5	0.000	Loss Time:	0.050
Northbound	Through	1.00	1,700	2	0.001	ITS:	0.000
	Left	1.00	1,700	11	0.006 *		
	Right	1.00	1,700	10	0.003	ICU:	0.611
Eastbound	Through	3.00	5,100	1,333	0.261 *		
	Left	2.00	3,400	131	0.039	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	234	0.110	N/S 1:	0.113
Southbound	Through	1.00	1,700	702	0.413 *	N/S 2:	0.417 *
	Left	1.00	1,700	189	0.111	E/W 1:	0.268
	Right	1.00	1,700	144	0.029	E/W 2:	0.421 *
Westbound	Through	3.00	5,100	1,866	0.366 *		
	Left	2.00	3,400	205	0.060	V/C Ratio:	0.838
	Right	1.00	1,700	4	0.000	Loss Time:	0.050
Northbound	Through	1.00	1,700	3	0.002	ITS:	0.000
	Left	1.00	1,700	7	0.004 *		
	Right	1.00	1,700	5	0.001	ICU:	0.888
Eastbound	Through	3.00	5,100	1,059	0.208		
	Left	2.00	3,400	187	0.055 *	LOS:	D

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

10. ANAHEIM BOULEVARD & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	79	0.024	N/S 1:	0.143 *
Southbound	Through	3.00	5,100	4	0.001	N/S 2:	0.062
	Left	2.00	3,400	44	0.013 *	E/W 1:	0.205
	Right	1.00	1,700	210	0.117	E/W 2:	0.241 *
Westbound	Through	3.00	5,100	1,000	0.196 *		
	Left	2.00	3,400	32	0.009	V/C Ratio:	0.384
	Right	1.00	1,700	165	0.088	Loss Time:	0.050
Northbound	Through	3.00	5,100	661	0.130 *	ITS:	0.000
	Left	2.00	3,400	128	0.038		
	Right	0.50	0	83	0.000	ICU:	0.434
Eastbound	Through	3.50	6,800	1,253	0.196		
	Left	2.00	3,400	154	0.045 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,700	207	0.102	N/S 1:	0.184 *
Southbound	Through	3.00	5,100	3	0.001	N/S 2:	0.151
	Left	2.00	3,400	103	0.030 *	E/W 1:	0.164
	Right	1.00	1,700	267	0.142	E/W 2:	0.377 *
Westbound	Through	3.00	5,100	1,724	0.338 *		
	Left	2.00	3,400	12	0.004	V/C Ratio:	0.561
	Right	1.00	1,700	142	0.080	Loss Time:	0.050
Northbound	Through	3.00	5,100	787	0.154 *	ITS:	0.000
	Left	2.00	3,400	167	0.049		
	Right	0.50	0	108	0.000	ICU:	0.611
Eastbound	Through	3.50	6,800	978	0.160		
	Left	2.00	3,400	133	0.039 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

11. MANCHESTER AVENUE / I-5 SOUTHBOUND RAMPS & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	0 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	15	0.009		N/S 1:	0.199	*
Southbound	Through	2.00	3,400	129	0.038	*	N/S 2:	0.000	
	Left	2.00	3,400	78	0.023		E/W 1:	0.407	*
	Right	0.00	0	0	0.000		E/W 2:	0.160	
Westbound	Through	4.00	6,800	1,086	0.160				
	Left	2.00	3,400	312	0.092	*	V/C Ratio:	0.606	
	Right	1.50	3,400	548	0.161	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	91	0.054				
	Right	1.00	1,700	536	0.315	*	ICU:	0.656	
Eastbound	Through	3.00	5,100	984	0.193				
	Left	0.00	0	0	0.000		LOS:	B	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,700	28	0.016		N/S 1:	0.198	*
Southbound	Through	2.00	3,400	110	0.032	*	N/S 2:	0.000	
	Left	2.00	3,400	101	0.030		E/W 1:	0.451	*
	Right	0.00	0	0	0.000		E/W 2:	0.272	
Westbound	Through	4.00	6,800	1,847	0.272				
	Left	2.00	3,400	450	0.132	*	V/C Ratio:	0.649	
	Right	1.50	3,400	565	0.166	*	Loss Time:	0.050	
Northbound	Through	0.00	0	0	0.000		ITS:	0.000	
	Left	1.50	1,700	89	0.052				
	Right	1.00	1,700	542	0.319	*	ICU:	0.699	
Eastbound	Through	3.00	5,100	796	0.156				
	Left	0.00	0	0	0.000		LOS:	B	

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

THE DISNEY VACATION CLUB HOTEL AT 1150 MAGIC WAY

Intersection Capacity Utilization Analysis

12. ANAHEIM WAY & KATELLA AVENUE

Through Lane Capacity:	1700 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1700 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	5%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.170 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.163
	Left	0.00	0	0	0.000 *	E/W 1:	0.220
	Right	1.50	1,700	273	0.161	E/W 2:	0.233 *
Westbound	Through	3.50	6,800	1,389	0.204 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.403
	Right	0.50	1,700	289	0.170 *	Loss Time:	0.050
Northbound	Through	3.00	3,400	446	0.131	ITS:	0.000
	Left	1.50	3,400	554	0.163		
	Right	0.00	0	0	0.000	ICU:	0.453
Eastbound	Through	4.00	6,800	1,496	0.220		
	Left	2.00	3,400	97	0.029 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	[a] Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.247
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.332 *
	Left	0.00	0	0	0.000	E/W 1:	0.200
	Right	1.50	1,700	287	0.169	E/W 2:	0.305 *
Westbound	Through	3.50	6,800	1,927	0.283 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.637
	Right	0.50	0	80	0.000	Loss Time:	0.050
Northbound	Through	3.00	5,100	1,180	0.247	ITS:	0.000
	Left	1.50	3,400	1,129	0.332 *		
	Right	0.00	0	0	0.000	ICU:	0.687
Eastbound	Through	4.00	6,800	1,361	0.200		
	Left	2.00	3,400	76	0.022 *	LOS:	B

* Critical Movement

[a] Where movements are shared between lanes, indicated capacity may vary based on traffic volumes.

Appendix D

Hotel Driveway Trip Generation Counts

Map of Traffic Count Locations
Hotel Driveway Trip Generation Counts



Peak Hour Driveway Count

Driveway ID: 1
City: Anaheim, CA
Location: Disneyland Hotel entry road south of Magic Way
Date: Thursday, October 19, 2017

	In	Out
	SB	NB
7:00	21	11
7:15	54	6
7:30	38	18
7:45	51	14
8:00	32	23
8:15	37	21
8:30	28	22
8:45	36	14

	In	Out
	SB	NB
16:00	8	20
16:15	9	15
16:30	19	32
16:45	10	19
17:00	14	26
17:15	18	33
17:30	25	21
17:45	20	19

	In	Out
	SB	NB
22:00	15	15
22:15	15	12
22:30	14	15
22:45	11	15
23:00	8	12
23:15	14	12
23:30	9	7
23:45	7	5

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 1
City: Anaheim, CA
Location: Disneyland Hotel entry road south of Magic Way
Date: Friday, October 20, 2017

	In	Out
	SB	NB
7:00	11	2
7:15	20	6
7:30	22	12
7:45	20	15
8:00	21	9
8:15	32	17
8:30	42	28
8:45	25	17

	In	Out
	SB	NB
16:00	30	30
16:15	18	19
16:30	16	29
16:45	20	20
17:00	23	21
17:15	25	17
17:30	29	22
17:45	29	29

	In	Out
	SB	NB
22:00	28	29
22:15	19	31
22:30	23	29
22:45	13	9
23:00	22	30
23:15	20	19
23:30	7	14
23:45	15	15

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 1
City: Anaheim, CA
Location: Disneyland Hotel entry road south of Magic Way
Date: Sunday, October 22, 2017

	In	Out
	SB	NB
7:00	22	8
7:15	19	13
7:30	30	12
7:45	26	25
8:00	30	18
8:15	32	20
8:30	28	23
8:45	41	31

	In	Out
	SB	NB
16:00	39	46
16:15	37	26
16:30	35	31
16:45	33	33
17:00	21	16
17:15	20	30
17:30	29	27
17:45	22	41

	In	Out
	SB	NB
22:00	9	14
22:15	13	21
22:30	9	13
22:45	13	16
23:00	5	10
23:15	3	7
23:30	7	6
23:45	7	16

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 2
City: Anaheim, CA
Location: Disney Grand Californian exit driveway (right-turn only)
Date: Thursday, October 19, 2017

	In	Out
7:00		2
7:15		2
7:30		4
7:45		3
8:00		7
8:15		10
8:30		7
8:45		7

	In	Out
16:00		6
16:15		13
16:30		4
16:45		11
17:00		16
17:15		14
17:30		28
17:45		15

	In	Out
22:00		5
22:15		6
22:30		11
22:45		7
23:00		9
23:15		5
23:30		2
23:45		3

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 2
City: Anaheim, CA
Location: Disney Grand Californian exit driveway (right-turn only)
Date: Friday, October 20, 2017

	In	Out
7:00		5
7:15		1
7:30		1
7:45		7
8:00		9
8:15		6
8:30		5
8:45		5

	In	Out
16:00		14
16:15		16
16:30		8
16:45		12
17:00		14
17:15		15
17:30		12
17:45		11

	In	Out
22:00		14
22:15		13
22:30		19
22:45		18
23:00		5
23:15		14
23:30		5
23:45		10

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 2
City: Anaheim, CA
Location: Disney Grand Californian exit driveway (right-turn only)
Date: Sunday, October 22, 2017

	In	Out
7:00		4
7:15		5
7:30		6
7:45		14
8:00		9
8:15		6
8:30		20
8:45		12

	In	Out
16:00		18
16:15		14
16:30		13
16:45		22
17:00		17
17:15		13
17:30		9
17:45		10

	In	Out
22:00		3
22:15		11
22:30		16
22:45		8
23:00		3
23:15		5
23:30		10
23:45		5

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 3
City: Anaheim, CA
Location: Paradise Pier valet entry road
Date: Thursday, October 19, 2017

	In	Out
7:00	5	
7:15	7	
7:30	5	
7:45	7	
8:00	8	
8:15	8	
8:30	13	
8:45	7	

	In	Out
16:00	4	
16:15	8	
16:30	5	
16:45	12	
17:00	5	
17:15	5	
17:30	10	
17:45	3	

	In	Out
22:00	6	
22:15	7	
22:30	4	
22:45	4	
23:00	10	
23:15	4	
23:30	3	
23:45	4	

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 3
City: Anaheim, CA
Location: Paradise Pier valet entry road
Date: Friday, October 20, 2017

	In	Out
7:00	9	
7:15	8	
7:30	6	
7:45	10	
8:00	9	
8:15	13	
8:30	7	
8:45	9	

	In	Out
16:00	14	
16:15	12	
16:30	11	
16:45	11	
17:00	7	
17:15	9	
17:30	7	
17:45	7	

	In	Out
22:00	7	
22:15	6	
22:30	4	
22:45	6	
23:00	7	
23:15	6	
23:30	6	
23:45	3	

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 3
City: Anaheim, CA
Location: Paradise Pier valet entry road
Date: Sunday, October 22, 2017

	In	Out
7:00	7	
7:15	7	
7:30	5	
7:45	10	
8:00	10	
8:15	10	
8:30	10	
8:45	6	

	In	Out
16:00	12	
16:15	9	
16:30	10	
16:45	7	
17:00	7	
17:15	17	
17:30	9	
17:45	5	

	In	Out
22:00	4	
22:15	6	
22:30	4	
22:45	5	
23:00	4	
23:15	1	
23:30	6	
23:45	3	

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 4
City: Anaheim, CA
Location: Paradise Pier valet exit road
Date: Thursday, October 19, 2017

	In	Out
7:00		2
7:15		1
7:30		1
7:45		4
8:00		1
8:15		6
8:30		4
8:45		3

	In	Out
16:00		3
16:15		5
16:30		4
16:45		5
17:00		2
17:15		2
17:30		8
17:45		3

	In	Out
22:00		4
22:15		2
22:30		4
22:45		3
23:00		8
23:15		2
23:30		2
23:45		4

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 4
City: Anaheim, CA
Location: Paradise Pier valet exit road
Date: Friday, October 20, 2017

	In	Out
7:00		5
7:15		5
7:30		2
7:45		4
8:00		2
8:15		3
8:30		8
8:45		4

	In	Out
16:00		5
16:15		7
16:30		9
16:45		2
17:00		6
17:15		4
17:30		3
17:45		6

	In	Out
22:00		4
22:15		4
22:30		2
22:45		5
23:00		5
23:15		5
23:30		3
23:45		4

Prepared by City Count, LLC. (www.citycount.com)

Peak Hour Driveway Count

Driveway ID: 4
City: Anaheim, CA
Location: Paradise Pier valet exit road
Date: Sunday, October 22, 2017

	In	Out
7:00		2
7:15		4
7:30		1
7:45		3
8:00		5
8:15		6
8:30		6
8:45		1

	In	Out
16:00		10
16:15		2
16:30		5
16:45		4
17:00		4
17:15		9
17:30		10
17:45		4

	In	Out
22:00		2
22:15		6
22:30		3
22:45		5
23:00		2
23:15		1
23:30		4
23:45		2

Prepared by City Count, LLC. (www.citycount.com)

Location ID: 5 **Thursday**
North/South: Disneyland Drive Date: 10/19/2017
East/West: Paradise Way City: Anaheim, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	69	5	1	2	1	2	113	11	3	1	6	224
7:15	12	73	3	0	5	2	5	162	19	2	2	8	293
7:30	17	126	8	0	5	0	4	188	24	6	7	9	394
7:45	29	85	15	1	9	0	7	163	22	5	4	9	349
8:00	16	102	7	2	3	2	11	171	21	4	2	8	349
8:15	15	76	9	2	8	3	15	187	25	5	4	9	358
8:30	19	90	12	2	5	3	7	165	22	9	4	9	347
8:45	14	61	15	1	2	4	8	123	24	11	6	11	280
Total Volume:	132	682	74	9	39	15	59	1272	168	45	30	69	2594
Approach %	15%	77%	8%	14%	62%	24%	4%	85%	11%	31%	21%	48%	
Peak Hr Begin:	7:30												
PHV	77	389	39	5	25	5	37	709	92	20	17	35	1450
PHF		0.836			0.673			0.923			0.818		0.920

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	6	90	4	3	2	2	9	129	12	15	4	26	302
16:15	5	112	4	0	7	0	7	165	16	17	1	29	363
16:30	5	83	10	2	1	2	10	145	14	9	2	22	305
16:45	2	92	12	0	0	5	8	145	14	11	1	9	299
17:00	10	117	11	2	3	3	12	171	8	10	5	18	370
17:15	4	111	22	0	1	1	9	188	15	10	5	11	377
17:30	9	111	14	2	1	1	11	142	8	17	1	17	334
17:45	7	89	13	0	5	1	11	155	13	20	5	10	329
Total Volume:	48	805	90	9	20	15	77	1240	100	109	24	142	2679
Approach %	5%	85%	10%	20%	45%	34%	5%	88%	7%	40%	9%	52%	
Peak Hr Begin:	17:00												
PHV	30	428	60	4	10	6	43	656	44	57	16	56	1410
PHF		0.938			0.625			0.876			0.921		0.935

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
22:00	4	97	13	1	0	4	3	69	8	3	1	6	209
22:15	6	103	5	1	3	0	5	65	13	4	1	3	209
22:30	2	111	8	1	2	0	5	65	8	4	0	7	213
22:45	5	87	3	1	1	2	2	64	8	4	0	10	187
23:00	6	59	10	1	1	7	3	66	9	8	1	9	180
23:15	7	50	7	1	0	0	3	81	9	4	0	8	170
23:30	1	65	2	1	0	2	8	69	3	5	0	12	168
23:45	1	41	2	0	0	1	1	48	6	3	0	7	110
Total Volume:	32	613	50	7	7	16	30	527	64	35	3	62	1446
Approach %	5%	88%	7%	23%	23%	53%	5%	85%	10%	35%	3%	62%	
Peak Hr Begin:	22:00												
PHV	17	398	29	4	6	6	15	263	37	15	2	26	818
PHF		0.917			0.800			0.949			0.768		0.960

Location ID: 5 **Friday**
North/South: Disneyland Drive Date: 10/20/2017
East/West: Paradise Way City: Anaheim, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	106	11	0	1	2	4	123	9	2	4	7	280
7:15	11	98	4	1	0	1	2	156	15	2	3	4	297
7:30	15	133	8	1	1	1	8	173	10	2	1	8	361
7:45	8	84	9	1	1	1	4	171	21	7	3	2	312
8:00	13	64	8	1	3	2	4	140	18	5	4	6	268
8:15	14	64	7	0	2	0	8	129	21	7	3	11	266
8:30	5	73	10	0	1	2	13	172	17	6	3	8	310
8:45	10	65	6	3	5	4	18	123	14	5	3	9	265
Total Volume:	87	687	63	7	14	13	61	1187	125	36	24	55	2359
Approach %	10%	82%	8%	21%	41%	38%	4%	86%	9%	31%	21%	48%	
Peak Hr Begin:	7:00												
PHV	45	421	32	3	3	5	18	623	55	13	11	21	1250
PHF		0.798			0.917			0.888			0.865		0.866

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	6	102	17	2	4	3	10	154	14	8	5	10	335
16:15	10	120	9	0	5	2	10	188	17	7	3	10	381
16:30	11	116	15	1	4	3	15	169	10	14	4	15	377
16:45	7	134	16	0	3	2	11	147	26	9	5	14	374
17:00	9	125	19	1	3	2	16	157	30	9	2	10	383
17:15	4	144	23	4	2	2	12	172	16	5	3	12	399
17:30	8	226	22	2	1	2	13	124	12	9	0	19	438
17:45	9	274	32	1	10	3	12	154	24	8	3	20	550
Total Volume:	64	1241	153	11	32	19	99	1265	149	69	25	110	3237
Approach %	4%	85%	10%	18%	52%	31%	7%	84%	10%	34%	12%	54%	
Peak Hr Begin:	17:00												
PHV	30	769	96	8	16	9	53	607	82	31	8	61	1770
PHF		0.710			0.589			0.914			0.806		0.805

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
22:00	6	104	14	0	2	2	6	75	16	7	0	10	242
22:15	4	136	9	0	3	3	8	92	10	4	2	6	277
22:30	3	102	11	2	2	2	10	92	11	6	1	6	248
22:45	5	77	3	2	2	3	9	94	12	4	3	11	225
23:00	4	65	12	1	1	6	5	86	12	9	1	6	208
23:15	2	81	3	0	0	2	3	97	7	7	0	14	216
23:30	4	69	8	1	0	1	4	81	5	8	0	8	189
23:45	0	60	6	1	2	1	5	80	7	1	1	8	172
Total Volume:	28	694	66	7	12	20	50	697	80	46	8	69	1777
Approach %	4%	88%	8%	18%	31%	51%	6%	84%	10%	37%	7%	56%	
Peak Hr Begin:	22:00												
PHV	18	419	37	4	9	10	33	353	49	21	6	33	992
PHF		0.795			0.821			0.946			0.833		0.895

Location ID: 5 **Sunday**
North/South: Disneyland Drive Date: 10/22/2017
East/West: Paradise Way City: Anaheim, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	44	4	0	0	2	9	41	11	0	1	2	115
7:15	9	56	3	1	2	2	4	89	13	0	3	8	190
7:30	8	73	11	1	0	3	9	95	12	6	3	4	225
7:45	14	254	22	0	4	2	10	108	13	3	2	4	436
8:00	4	55	18	3	2	1	11	145	15	2	8	8	272
8:15	8	63	11	1	3	2	15	119	22	4	8	19	275
8:30	6	239	11	1	3	0	6	126	18	7	1	8	426
8:45	8	196	29	0	2	3	12	112	30	6	5	15	418
Total Volume:	58	980	109	7	16	15	76	835	134	28	31	68	2357
Approach %	5%	85%	10%	18%	42%	39%	7%	80%	13%	22%	24%	54%	

Peak Hr Begin:	7:45												
PHV	32	611	62	5	12	5	42	498	68	16	19	39	1409
PHF		0.608			0.917			0.889			0.597		0.808

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	8	94	16	3	9	3	15	116	24	6	5	24	323
16:15	10	92	15	1	6	0	12	113	15	11	7	19	301
16:30	9	103	12	1	2	7	18	140	17	10	2	17	338
16:45	7	89	11	1	9	1	15	170	14	6	4	15	342
17:00	10	128	14	1	3	6	9	129	16	3	7	18	344
17:15	10	74	6	3	4	7	10	155	14	9	5	6	303
17:30	9	86	11	1	1	3	10	150	17	6	1	13	308
17:45	5	67	10	0	1	3	11	148	12	8	5	8	278
Total Volume:	68	733	95	11	35	30	100	1121	129	59	36	120	2537
Approach %	8%	82%	11%	14%	46%	39%	7%	83%	10%	27%	17%	56%	

Peak Hr Begin:	16:30												
PHV	36	394	43	6	18	21	52	594	61	28	18	56	1327
PHF		0.778			0.804			0.888			0.879		0.964

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Lanes:	R	T	L	R	T	L	R	T	L	R	T	L	
22:00	2	80	6	0	0	2	4	68	6	6	0	13	187
22:15	1	78	7	1	0	5	5	70	12	6	0	4	189
22:30	5	79	5	0	0	2	11	75	10	7	0	5	199
22:45	2	69	4	0	0	1	2	91	5	5	0	7	186
23:00	2	49	4	0	0	4	3	81	2	3	0	6	154
23:15	2	42	3	1	0	1	2	87	4	4	1	5	152
23:30	1	42	3	0	1	1	2	45	6	9	2	12	124
23:45	0	35	4	1	0	1	2	58	2	2	1	1	107
Total Volume:	15	474	36	3	1	17	31	575	47	42	4	53	1298
Approach %	3%	90%	7%	14%	5%	81%	5%	88%	7%	42%	4%	54%	

Peak Hr Begin:	22:00												
PHV	10	306	22	1	0	10	22	304	33	24	0	29	761
PHF		0.949			0.458			0.916			0.697		0.956

Prepared by City Count, LLC. (www.citycount.com)

Appendix E

Development Agreement Letter

CITY OF ANAHEIM, CALIFORNIA

200 South Anaheim Boulevard, Suite 356
Anaheim, California 92805

Telephone:
714/765-5169
FAX:
714/765-5123
www.anaheim.net

Office of
CITY ATTORNEY

August 29, 2002

Walt Disney World Co.
Attn: Deanna Detchemendy, Counsel
500 South Buena Vista Street
Burbank, CA 91521-0171

Dear Deanna:

Enclosed please find a copy of the letter from Doug Moreland to Tom Wood dated August 2, 2002, relating to interpretation of Section 3.2.10 of Development Agreement No. 96-01. The letter was signed by Tom Wood to indicate concurrence with its contents and approved as to form by Jack White.

The original will be maintained with the Development Agreement in the City Clerk's Office, and copies will be kept by our office and provided to Linda Johnson, John Lower and Russ Maguire.

Please call me if you have any questions.

Very truly yours,

JACK L. WHITE, CITY ATTORNEY

Selma Mann

By: Selma J. Mann
Assistant City Attorney

enclosure

c: Linda Johnson (w/enclosure)
John Lower (w/enclosure)
Russ Maguire (w/enclosure)
Sheryll Schroeder (w/o enclosure)

46317.1

DRUG USE IS LIFE ABUSE

CITY OF ANAHEIM, CALIFORNIA

200 South Anaheim Boulevard, Suite 356
Anaheim, California 92805

Telephone:
714/765-5169
FAX:
714/765-5123
www.anaheim.net

Office of
CITY ATTORNEY

August 29, 2002

TO: SHERYLL SCHROEDER, CITY CLERK

FROM: CITY ATTORNEY'S OFFICE

RE: DEVELOPMENT AGREEMENT NO. 96-01, DATED AS OF OCTOBER 1, 1996, BY AND BETWEEN WALT DISNEY WORLD CO. AND THE CITY OF ANAHEIM

Attached please find an original letter from Doug Moreland to Tom Wood dated August 2, 2002, interpreting a provision of Development Agreement No. 96-01. The letter is to be maintained with the Development Agreement.

Please call me if you have any questions.

Very truly yours,

JACK L. WHITE, CITY ATTORNEY

BY Selma Mann
SELMA J. MANN
Assistant City Attorney

Enclosure

20333.2

DRUG USE IS LIFE ABUSE



ORIGINAL

August 2, 2002

Tom Wood
City of Anaheim Civic Center
200 South Anaheim Boulevard
Anaheim, California 92805

Re: Development Agreement No. 96-01 (the "Development Agreement") dated as of October 1, 1996 by and between Walt Disney World Co. ("Disney") and the City of Anaheim (the "City")

Dear Tom:

Capitalized terms used in this letter shall have the meanings given to them in the Development Agreement.

This will confirm our mutual understanding concerning the various Impact Fees charged by the City to Disney in connection with the Project build-out, to clarify any doubt about the correct interpretation of Development Agreement Section 3.2.10.

With regard to Section 3.2.10 of the Development Agreement, it is our mutual understanding that the installation of, or required payments for, improvements identified in the Mitigation Measures and/or the Conditions of Approval implemented in connection with construction of any of the Project Elements, shall be deemed to satisfy applicable Impact Fees which would otherwise be due in connection with the construction of any such Project Elements, regardless of whether such construction relates to the Opening Day Project or the Buildout of the Project (as that term is described in Table 2-1 of the Final EIR No. 311 Addendum), provided such Impact Fees "specifically relate to the type of improvements required by such Mitigation Measures or otherwise required to be paid by Disney pursuant to the Conditions of Approval and Applicable Rules." (Section 3.2.10.)

The aforesaid interpretation shall govern any future application of Section 3.2.10 of the Development Agreement.

© Disney

Please counter-sign this letter where indicated below to indicate your agreement with the understanding described in this letter.

Very truly yours,

Walt Disney World Co.

By: _____
Douglas M. Moreland
Senior Vice President, Pre-Development

Approved: _____
Deanna Detchemendy
Counsel to Walt Disney World Co.

Concur:

_____
Tom Wood, ~~Deputy~~ Asst City Manager

Date:

Approved:

Jack White, City Attorney

By: _____
Name:
Title:
Date:

EXHIBIT I

Project Approvals

Project Approvals

Approval	Description
RESOLUTION NO. 93R-107	CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT NO. 311, ADOPTING A STATEMENT OF FINDINGS AND FACTS AND STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION THEREWITH, AND ADOPTING MITIGATION MONITORING PROGRAM NO. 0067
RESOLUTION NO. 93R-108	APPROVING AMENDMENTS TO THE LAND USE AND CIRCULATION ELEMENTS OF THE ANAHEIM GENERAL PLAN DESIGNATED AS GENERAL PLAN AMENDMENT NO. 331
RESOLUTION NO 93R-146	ADOPTING THE DISNEYLAND RESORT SPECIFIC PLAN NO. 92-1 (INCLUDING ZONING AND DEVELOPMENT STANDARDS, A DESIGN PLAN AND GUIDELINES AND A PUBLIC FACILITIES PLAN) (SP92-1)
RESOLUTION NO. 93R-147	APPROVING ZONING AND DEVELOPMENT STANDARDS FOR THE DISNEYLAND RESORT SPECIFIC PLAN (SP 92-1)
ORDINANCE NO. 5377	AMENDING THE ZONING MAP REFERRED TO IN TITLE 18 OF THE ANAHEIM MUNICIPAL CODE RELATING TO ZONING (SPECIFIC PLAN NO. 92-1, THE DISNEYLAND RESORT)
ORDINANCE NO. 5378	AMENDING TITLE 18 OF THE ANAHEIM MUNICIPAL CODE BY ADDING THERETO CHAPTER 18.78 RELATING TO ZONING AND DEVELOPMENT STANDARDS FOR THE DISNEYLAND RESORT SPECIFIC PLAN NO. 92-1 (SP92-1)
RESOLUTION NO. 94R-41	AMENDING RESOLUTION NOS. 93R-146 AND 93R-147 PERTAINING TO THE DISNEYLAND RESORT SPECIFIC PLAN (SP92-1)
ORDINANCE NO. 5420	AMENDING ORDINANCES 5377 AND 5378 PERTAINING TO THE DISNEYLAND RESORT SPECIFIC PLAN NO. SP92-1 (AMENDMENT NO. 1)
RESOLUTION NO. 95R-95	AMENDING RESOLUTION NOS. 93R-146 AND 93R-147 AS PREVIOUSLY AMENDED PERTAINING TO THE DISNEYLAND RESORT SPECIFIC PLAN (SP92-1)
ORDINANCE NO. 5503	AMENDING ORDINANCES 5377 AND 5378 PERTAINING TO THE DISNEYLAND RESORT SPECIFIC PLAN NO. 92-1 (AMENDMENT NO. 2)
RESOLUTION NO. 96R-176	APPROVING THE ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 311
ORDINANCE NO. 5580	AMENDING ORDINANCES 5377 AND 5378 PERTAINING TO THE DISNEYLAND RESORT SPECIFIC PLAN NO. 92-1 (AMENDMENT NO. 3)

EXHIBIT J

Statement of Overriding Considerations

The Statement of Overriding Considerations enclosed were adopted by Resolution No. 93R-107 and Resolution No. 96R-176.

The following Statement of Overriding Considerations was adopted by Resolution No. 93R-107.

9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Based upon the evidence presented in the Final EIR, the following Findings of Fact have been made:

a. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the following significant environmental effects thereof as identified in the Environmental Impact Report: Land Use — Related Plans and Policies (Partially); Land Use Compatibility (Partially); Transportation and Circulation (Partially); Air Quality (Partially); Noise; Earth Resources — Geology, Soils and Seismicity; Groundwater and Surface Hydrology; Construction Impacts (Partially); Public Services and Utilities; Hazardous Materials; Visual Resources and Aesthetics (partially); and Energy.

b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should have been adopted by such other agency for improvements related to Transportation and Circulation.

c. Specific economic, social or other considerations make infeasible the mitigation measures or project alterations identified in the Environmental Impact Report to reduce the following significant impacts to below a level of significance: Land Use — Related Plans and Policies (Partially); Land Use Compatibility (Partially); Transportation and Circulation (Partially); Air Quality (Partially); Construction Impacts (Partially); Public Services and Utilities — Solid Waste Disposal; Visual Resources and Aesthetics (Partially); and Energy.

Section 15093(b) of the State CEQA Guidelines provides that when the decision of the public agency allows the occurrence of significant impacts which are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. The City has found that the impacts listed in "c" above are significant and unavoidable impacts.

Accordingly, the City of Anaheim adopts the following Statement of Overriding Considerations based on information in the Final EIR and on other information in the record. The City recognizes that significant and unavoidable impacts will result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected the alternatives to the Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable effects, the City of Anaheim hereby finds that the benefits outweigh and override the significant unavoidable effects for the reasons stated below.

The reasons discussed below summarize the benefits, goals and objectives of the proposed Project, and provide, in addition to the above findings, the detailed rationale for the Project. These overriding considerations of economic, social, aesthetic and environmental benefits for The Disneyland Resort outweigh its environmental costs, and justify adoption of the Project and certification of the completed EIR. Many of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the Project.

9.1 **Increase Revenues for City, County and State.** The Disneyland Resort will produce substantial beneficial fiscal impacts. The Disneyland Resort will directly generate significant revenues in property taxes, sales taxes, hotel taxes, utility taxes, and miscellaneous taxes to the City of Anaheim, Orange County and the State of California.

Evidence of the substantial fiscal benefits of the Project has been submitted to the City in the public hearings and in written documentation. Additionally, the City of Anaheim has been studying the public revenues as well as the Project and the Commercial Recreation Area. This study has been presented to the decision-makers in two reports: 1) The CRA Fiscal Analysis Summary ("Fiscal Analysis"), a draft of which was presented in the April 28, 1993 staff report to the City Planning Commission; and 2) the companion report entitled, Anaheim Commercial Recreation Area Fiscal Analysis Technical Report, dated April 1993. These reports note that the economic benefits of the Project will include substantial net increases in municipal revenues from the Commercial Recreation Area. Additionally, the Project creates economic benefits from increased employment and induced economic activity in the City and the surrounding region; however, these multiplier effects are not calculated in the Fiscal Analysis.

As determined in the analysis which is summarized in the Fiscal Analysis, the Project will significantly increase the number of visitors to the Commercial Recreation Area. This will lead to increases in municipal revenues as well as increases in service costs. The mitigation measures identified in the EIR, which will be implemented through the Mitigation Monitoring Program, will ensure that the fair share of the increased costs of services associated with the Project will be paid. The City of Anaheim, through its review of other projects in the Commercial Recreation Area, will have the opportunity to ensure that the fair share of the costs of the increased services associated with such other projects will likewise be paid.

However, as the economic forecasts summarized in the Fiscal Analysis indicate, implementation of the Project will result in a substantial increase in the available net revenues which may be combined with other sources of funding to pay for needed public improvements in the Commercial Recreation Area. For example, the Fiscal Analysis states that with the Project, the Commercial Recreation Area's annual net contribution (net of operating expenditures) could be $50.6

million in 2008 (in 1993 dollars), which is $36.0 million greater than the increase in net revenue anticipated under baseline conditions without the Project.

9.2 Preserve Key Industries of Statewide Importance. The Disneyland Resort will improve and enhance the tourist industry, an industry of immense importance at the local, regional and statewide levels. The Anaheim Area Visitor Center and Convention Bureau, which tracks the county's tourists, estimated that 37.7 million people visited the area's theme parks and beaches in 1992. The Bureau estimated that the visitors spent $4.7 billion in Orange County in 1992. The Orange County region, and the City of Anaheim, benefit greatly from these revenues from tourism. In 1992, the Governor's Council on California Competitiveness published its report, "California's Jobs and Future." The Report identified the tourism industry as a key industry in the State of California and urged "extraordinary efforts" be made to preserve and enhance the competitiveness of such key industries.

The present Disneyland theme park has been an important and vital source of jobs, revenue and prestige for the City of Anaheim and the State. However, to maintain its vital role in the economy, it is necessary to allow the theme park and surrounding uses to evolve to meet current market demands for newer, more integrated resorts geared toward longer visitor stays, as would be accomplished by The Disneyland Resort.

9.3 Jobs for Area Residents. The Disneyland Resort will directly create thousands of new jobs, enhancing Disney's position as the largest employer in Anaheim. The EIR estimates that the WESTCOT Center will create thousands of net direct jobs, and thousands of construction jobs. The Disneyland Resort also will stimulate the creation of thousands of additional indirect jobs in visitor-serving businesses such as hotels, motels, restaurants, retail shops and transportation.

The analysis in the EIR demonstrates that approximately 11,848 new jobs will be created by the operation of the WESTCOT Center. As described in detail in the EIR (including the technical reports and responses to comments), this employment forecast included approximately 5,198 full-time jobs, 3,809 part-time jobs and 2,841 casual/temporary jobs during operation of the Project. Additionally, the construction of the Project will result in substantial construction employment opportunities. Approximately 23,800 person-years of construction employment will be required to complete the development of the WESTCOT Center and the retail floor area and hotel rooms induced by the WESTCOT Center.

While these forecasts indicate a significant increase in employment opportunities, based on the evidence presented to the City (including the evidence of the characteristics of the jobs and the employees), the Project will not induce significant migration into Southern California or substantially increase intra-urban relocation. Therefore, the Project's direct employment would not result in significant adverse employment impacts but would result in substantial employment benefits.

Finally, the EIR describes the employment growth that could be induced by the effects of the Project in the regional economy. The EIR notes that the Project could indirectly result in the creation of approximately 27,400 construction jobs and 12,200 indirect jobs.

The employment benefits of the Project will constitute a major contribution to the general welfare and the economic growth and stability of the City of Anaheim and the surrounding region.

9.4 **Increase Economic Opportunity for Existing Businesses.** Environmental Impact Report No. 311 indicates The Disneyland Resort indirectly will increase the demand for surrounding retail, restaurant service and hotel rooms. For example, The Disneyland Resort is estimated to induce demand for additional hotel rooms within the surrounding area. Additionally, many other businesses will benefit from opportunities such as construction of The Disneyland Resort and provision of additional visitor services.

9.5 **Visual Enhancement and Revitalization.** Landscaping and urban design features of The Disneyland Resort Specific Plan will unify and upgrade the appearance of the Project area, and substantially improve the aesthetic quality of the Commercial Recreation Area. The perimeter of The Disneyland Resort will be landscaped utilizing a series of greenbelt parkways and screening foliage that creates a public park-like atmosphere. Landscaped medians will be incorporated into Katella Avenue, Harbor Boulevard, West Street/Disneyland Drive and Walnut Street. For example, street trees, a landscaped parkway and landscaped medians will be developed.

9.6 **Develop Public/Private Partnership.** Many of the infrastructure improvements associated with The Disneyland Resort will be accomplished through public/private partnership and will be implemented in advance of demand. Certain of the improvements identified in the EIR will not only mitigate the impacts of the Project but will provide additional capacity for existing and future growth not related to the Project.

9.7 **Improvements to Transportation and Access to Resort.** The Specific Plan provides a Vehicular Circulation Plan and Pedestrian Circulation Plan. A number of improvements to the existing transportation and circulation system have been incorporated into the project design to enhance access to and egress from the Project area, and to provide convenient and pedestrian-oriented circulation within the Project area. These improvements will remove some of the current Disneyland traffic from the local streets. Impacts to local streets will be minimized by moving parking facilities to locations more convenient to I-5 and by providing freeway on/off ramps that conveniently access the parking facilities. The public parking facilities and pedestrian circulation systems will minimize trip generation within the Commercial Recreation Area. These improvements will benefit all users of the transportation system and improve overall levels of service in the area.

Certain of the transportation and circulation mitigation measures that have been incorporated into or required as a condition of approval for the Project will accommodate baseline traffic growth as well as mitigate the effects of the Project.

The Disneyland Resort will provide an extensive internal pedestrian circulation system, including landscaped walkways, and electrical conveyance systems. The project will accommodate a potential connection to the Orange County Fixed Guideway project and a potential pedestrian bridge over Katella Avenue.

9.8 **Air Quality Protection.** Completion of The Disneyland Resort Project will result in significant decreases in vehicle miles travelled (VMT), both by project cast and theme park guests who visit from outside Southern California. In addition, Disney has committed to target a 1.5 average vehicle ridership (AVR) for all cast trips, going well beyond the requirements of the South Coast Air Quality Management District's Regulation XV.

9.9 **Provide Public Parking Facilities.** Two new public parking facilities will be constructed at opposite sides of The Disneyland Resort Specific Plan area adjacent to I-5 to receive traffic from I-5 and to eliminate such traffic from local streets within the Commercial Recreation Area. These public parking facilities will provide public parking for The Disneyland Resort, the Anaheim Convention Center, and other day-uses within the Commercial Recreation Area.

9.10 **Provide Affordable Housing.** The applicant has agreed to build or preserve, or cause to be built or preserved, 500 affordable housing units in the City of Anaheim in connection with the development of the Project. The applicant will give preference to family housing units. A minimum of 40 percent of the units will serve "very low income households" and the remainder will serve "low income households."

9.11 **Improve Educational Programs.** The Disneyland Resort will continue a series of educational programs in cooperation with the local community and regional agencies and organizations.

9.12 **Deters Negative Impacts of No Project Alternative.** As stated in Sections 5.2 and 6.0 of the EIR (Volume I), without the project, commercial properties in the Commercial Recreation Area would continue to develop on a parcel-by-parcel basis or the existing developments would remain. The piece-meal development that would occur, in conjunction with the loss of the substantial municipal revenues that would be generated by the Project, would significantly detract from the quality of life and the attractiveness of the area.

The analysis in the EIR of the No Project/No Development Alternative assumes that the proposed Project would not be approved and primarily describes the conditions that would exist at that specific point in time. Thus, it assumes that all of the land uses within the project area would remain exactly as they are today. Therefore, none of the impacts of the proposed Project would occur.

Under this alternative, however, there would be no capital investment or improvements in the existing Disneyland theme park or in the surrounding area within the project site boundaries. Moreover, under the existing economic climate, adequate public funds will not be available for capital infrastructure improvements. The effects of halting improvements and investment in the area may be severe. It must be noted that the future economic conditions under this Alternative would be worse than the future conditions which are described under "Baseline Conditions and Trends" in the Draft CRA Fiscal Analysis Summary "Fiscal Analysis", a draft of which was presented in the April 28, 1993 Staff Report to the City Planning Commission as Attachment A. That report describes the future fiscal contributions from the Commercial Recreation Area based upon two planning assumptions: 1) The Disneyland Resort Project would not be implemented; and 2) some continued growth and development within Disneyland and throughout the Commercial Recreation Area would occur.

In the absence of continued improvement and enhancement of the existing Disneyland theme park and the surrounding area, it cannot be assumed that the enhancement of the Commercial Recreation Area would continue. As noted in the Fiscal Analysis,

> Maintaining and enhancing the CRA's net contribution to City funds will require an aggressive, on-going effort by the City. The CRA's economy is subject to a number of potentially adverse factors, including:
>
> - *Competition from other cities and tourist destinations*
> - *Constantly changing trends in the convention, tourism and* recreation markets
> - *Increasing demands on infrastructure and public facilities operations and maintenance*

As recognized in the General Plan, Disneyland is the major attraction around which the Commercial Recreation Area wa formed; it has played and continues to play a substantial role in the development of the Commercial Recreation Area. However, the continued enhancement and improvement to the existing Disneyland theme park and Disneyland Hotel as well as to the other commercial recreation uses within the Project area are essential to preserving the attractiveness of the Commercial Recreation Area to tourists and visitors. Without continued improvement and enhancement of the existing Disneyland theme park and the surrounding area, it is reasonable to anticipate that the adverse factors identified in the Fiscal Analysis would begin to affect the attractiveness of the theme park and the Commercial Recreation Area as a major tourist attraction and would negatively impact Convention Center activity. The loss of substantial amounts of tourist visitors to the Commercial Recreation Area and the loss of revenues from tourism would depress further investment and improvement in areas beyond the immediate Project boundaries.

There are numerous examples of once-popular tourist areas which have experienced a downward spiral. It is reasonable to assume that a halt in investment and improvement would result in a loss of attractiveness and a decline in visitors, which would result in a further decline in the visual attractiveness and deterioration in the infrastructure of the area.

9.13 **Further the Purpose of the Commercial Recreation Area.** The Disneyland Resort will be constructed in the Commercial Recreation Area. The City identified the Commercial Recreation Area as a "priority growth" area in its 1990 Economic Development Strategy Plan. The conversion of Disneyland from a primarily one-day visitor resort into a world-class destination resort will further the City's stated goal.

9.14 **Maintain and Enhance Anaheim's Position as a World-Class Tourist Destination.** The expansion is made in response to the competitive nature of modern recreational opportunities, and is calculated to keep the Anaheim area at the forefront in the tourism and recreational markets. The Disneyland Resort will upgrade the current park into a top-flight, world-class destination resort. It will maintain Anaheim's position as one of the country's premier vacation destinations, and establish Anaheim as a world leader in the industry for decades to come. This enhanced status will inject much needed revenues and job opportunities into the Anaheim area economy for decades.

The following Statement of Overriding Considerations was adopted by Resolution No. 96R-176.

ATTACHMENT C

SUBSTANTIAL BENEFITS

1. The adoption of Development Agreement 96-01 (the "Development Agreement") will facilitate the implementation of the Project and the public improvements described in the Final EIR and the Mitigation Monitoring Program. The draft Development Agreement vests certain development rights in the Applicant and creates various obligations on both the City and Disney to cooperate in the implementation of the Project. In exchange, and based on certain conditions, the applicant will agree to develop the Opening Day Project. The Development Agreement will formalize the public/private partnership which was described in the 1993 Statement of Overriding Considerations. Additionally, the Development Agreement will require the "up-front" implementation of public improvements identified in the Final EIR, Mitigation Monitoring Program No. 0067 and the 1993 Statement of Overriding Considerations. In addition, the Development Agreement addresses the implementation of the Conditions of Approval, including the requirements for funding of affordable housing in the vicinity of The Anaheim Resort Area.

2. The Development Agreement will help preserve key industries of statewide importance, particularly tourism and entertainment, by addressing development of an integrated destination resort including hotel, entertainment and theme park uses. As described in the Final EIR and the EIR Addendum, longer visitor stays will be encouraged by the variety of theme park, entertainment, retail and hotel opportunities at The Disneyland Resort. As previously described in the 1993 Statement of Overriding Considerations, these industries are vital to the economic health of the City, region and state. The indirect benefits of this development will include substantial revitalization of the site and the surrounding area.

3. Development pursuant to the proposed Development Agreement will generate great numbers of jobs for area residents. An economic and fiscal impact analysis prepared by Sedway Kotin Mouchly Group for The Disneyland Resort (the "SKMG Report"), dated July 2, 1996, a copy of which is on file with the City Clerk, demonstrated that approximately 13,900 new jobs will be created by the operation of the Project including the following: approximately 4,900 jobs; 2,200 induced jobs; and 1,000 indirect jobs. Additionally, construction of the Project will result in substantial construction employment opportunities. Approximately 13,900 person-years of construction employment will be required to complete development of The Disneyland Resort and the retail floor area and hotel rooms induced by the Project (approximately

11,500 direct person-years, 1600 induced person-years and 800 indirect person-years).

The SKMG Report describes the employment growth that could be induced by the effects of the Project in the regional economy. The SKMG Report notes that within Southern California, the Project would result in a total annual employment of 14,500 jobs and a total construction employment of approximately 29,000 person-years.

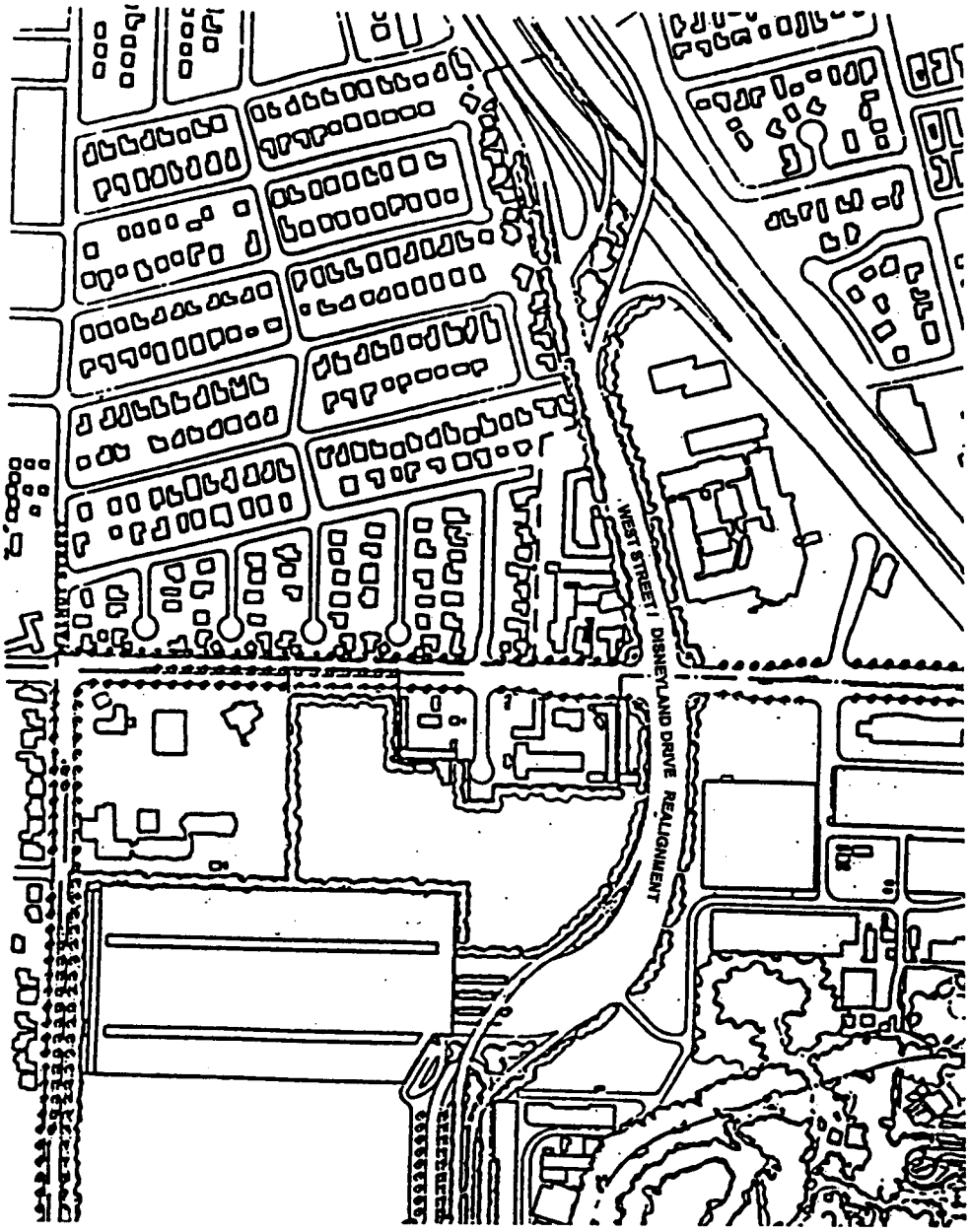
4. Development of the Opening Day project will increase economic opportunities for existing businesses including construction companies and, in the long term, related tourism, restaurants, manufacturing, entertainment, retail and other businesses.

5. The Development Agreement requires implementation of the Modified Mitigation Monitoring Program No. 0067, including the Mitigation Measures and Project Design Features, for the Project, even though the Development Agreement addresses only a portion of the Project for which those mitigation measures were designed. As a result, numerous public improvements will be completed as a condition of the Opening Day Project which would otherwise be implemented on an incremental basis.

6. The Development Agreement addresses the visual enhancement and revitalization which will be facilitated and encouraged by the Development Agreement through the economic and visual enhancement and redevelopment within The Disneyland Resort. The Development Agreement also requires the implementation of project design features and mitigation measures such as landscaping, screening, signage, streetscape and architectural requirements.

EXHIBIT K

West Street/Disneyland Drive Realignment



West Street / Disneyland Drive Realignment

This plan is a graphic representation of a preliminary conceptual design and configuration of the West Street / Disneyland Drive realignment. The realignment shown on this plan may be revised during detailed design and engineering.

EXHIBIT L

Impact Fees

Impact Fees

- Traffic Signal Assessment Fee (AMC § 14.58).
- Citywide Transportation and Impact and Improvement Fee (AMC § 17.32).
- Fire Protection Facilities and Paramedic Services Impact Fee for Anaheim Resort (AMC § 16.40).
- Anaheim Resort Water Facilities Fee Program (Rule 15E, Resolution No. 95R-140).
- Sanitary Sewer Impact and Improvement Fee Program for South Central Area (AMC § 10.12.085).
- Storm Drain Impact Fee and Improvement Fee for South Central Area (AMC § 10.4).
- Other Impact Fees in Existence as of the Effective Date.

Timing	Measure	Responsible for Monitoring	Completion
Ongoing During Project Operations	The existing Disneyland theme park has developed and/or has engaged in a series of educational programs in cooperation with the local community and regional agencies and organizations, designed to enhance and complement the educational opportunities and experiences for the youth. The 10 educational programs that currently exist are indicated below (see Section 3.10.5, Schools, for detailed information regarding these programs): 1. The Disneyland Creativity Challenge Awards Program 2. Orange County Young Listeners Concerts 3. Junior Achievement (JA) 4. Work Exposure Day at Disneyland 5. Disney Magic Music Days 6. Job Search Strategy Class 7. "Free From Drugs" Program 8. Job Training Opportunities 9. School Support Programs 10. CIF Champion Celebration The applicant will continue these programs and/or substitute similar programs of equal importance. (PDF3.10.5-1)	Planning Department, Planning Division	
	PUBLIC SERVICE AND UTILITIES - WATER		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.6-1)	Refer to Note #7 on page 1.	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit or Approval of Each Landscape Plan, Whichever Occurs First; to be Implemented Prior to Final Zoning and Building Inspections; and, Continuing on an Ongoing Basis During Project Operation	Among the water conservation measures to be shown on plans and implemented by the property owner/developer (to the extent feasible within the Theme Park District) within the Specific Plan area include the following: • Use of low-flow sprinkler heads in irrigation system. • Use of waterway re-circulation systems. • Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals. • Use of self-closing valves on drinking fountains. • Use of reclaimed water for irrigation and washdown when it becomes available. • Continuation of the existing cooling tower recirculation system. • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors. • Low-flow shower heads in hotels. • Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances. • Use of irrigation systems primarily at night when evaporation rates are lowest. • Provide information to the public in conspicuous places regarding water conservation. • Use of water-conserving landscape plant materials wherever feasible. • Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas. (3.10.6-2)	Utilities Department, Resource Efficiency Section; Community Services Department, Parks Division; Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Each Final Zoning and Building Inspection	The property owner/developer shall submit a certified water audit for landscape irrigation systems except for areas within the Theme Parks: (3.10.6-3)	Utilities Department, Resource Efficiency Section	
Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspections for the Disneyland Administration Building	The existing 12-inch water main between Ball Road and the southeast corner of the Disneyland Administration Building site will be replaced by the applicant with a new 16-inch diameter main to the satisfaction of the Public Utilities Department. (3.10.6-4)	Utilities Department, Water Services	Completed
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for the Demolition or Relocation of the Existing SCE Transmission Lines	For construction in the back-of-house area, excluding the Disneyland Administration Building, the existing 12 and 10-inch water mains located between the southeast corner of the Disneyland Administration Building site and Harbor Boulevard north of Manchester Avenue will be replaced with a new 16-inch water main to the satisfaction of the Public Utilities Department. (3.10.6-5)	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines; to be Implemented in Accordance with the Approved Phasing Plan	The applicant shall submit for review and approval an engineering report and phasing plan demonstrating the incorporation of the following water system improvements into The Disneyland Resort. The applicant shall construct or cause to be constructed the following improvements: a. The existing 8-inch water main in Clementine Street from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main. b. The existing 10-inch water main in Freedman Way from Clementine Street to Harbor Boulevard shall be replaced by a 20-inch water main. c. The existing 10-inch water main in Harbor Boulevard from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main. d. The 12-inch water main in Katella Avenue from Harbor Boulevard to Clementine Street shall be replaced by a 20-inch water main. e. The existing 10-inch water main in Harbor Boulevard from Freedman Way to Harbor Boulevard north of Manchester Avenue shall be replaced by a 16-inch water main.	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
	The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the, Anaheim Resort and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served. To implement this mitigation measure, the City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.6-6)		

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The applicant shall submit for review and approval an Engineering Report and Phasing Plan demonstrating the incorporation of a new water supply well in the vicinity of Clementine Street and Freedman Way. (3.10.6-7)	Utilities Department, Water Services; City Attorney's Office	
Prior to Final Building and Zoning Inspections for Phase II	The applicant shall fund or cause to be funded the drilling of a new water supply well in the vicinity of Clementine Street and Freedman Way. (3.10.6-8)	Utilities Department, Water Services; City Attorney's Office	
Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant shall cause to be constructed the site improvements for the well in the vicinity of Clementine Street and Freedman Way. The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant;	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
	(3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan Area, the Anaheim Resort or otherwise defined service area, as applicable, depending on the area served. The City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this mitigation measure. It is noted that the City may require the applicant to provide an advance in accordance with Rule 15E of the Water Rates, Rules and Regulations to complete the site improvements for the new water supply well for which the drilling phase was previously completed under Mitigation Measure No. 3.10.6-8. The City may also enter into alternative financing arrangements with the applicant to ensure that this mitigation measure is implemented. (3.10.6-9)		

Timing	Measure	Responsible for Monitoring	Completion
Prior to Each Final Building and Zoning Inspection for the Disneyland Resort	The Disneyland Resort will be developed with piping onsite to use reclaimed water when it is available from the County Sanitation District of Orange County (CSDOC), for use in the Disneyland Resort waterways and for irrigation. (PDF 3.10.6-1)	Utilities Department, Water Services	
To be Shown on Street Improvement Plans; to be Implemented Prior to Street Relocation or Final Building and Zoning Inspections for the Second Theme Park, Whichever Occurs First	With development of the Disneyland Resort, some street rights-of-way will be relocated, therefore requiring relocation of the utilities. The following improvements are included in the development of the Disneyland Resort: • The existing 10-inch water main in Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be abandoned with the proposed realignment of this portion of Cerritos Avenue, and a new 12-inch water main will be installed in the new Cerritos Avenue right-of-way. • The existing 12-inch and 14-inch water mains in West Street/Disneyland Drive will be replaced with a 20-inch water main and relocated with the realignment of the West Street/Disneyland Drive right-of-way. • An onsite 12-inch dual-feed water main through the proposed Disneyland Resort from the proposed water line in West Street/Disneyland Drive to the proposed water line in Harbor Boulevard will be constructed. The dual-feed system will create two means of water supply to any point fed from this line and will ensure good fire flow protection. (PDF 3.10.6-2)	Utilities Department, Water Services	

Timing	Measure	Responsible for Monitoring	Completion
	PUBLIC SERVICE AND UTILITIES - WASTEWATER/SEWER		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.7-1)	Refer to Note #7 on page 1.	
Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspection for the Disneyland Administration Building	The applicant shall submit a report indicating that the Administration Building will not increase the sewage flows to Ball Road beyond historic levels. The applicant will upgrade or parallel the existing 10-inch diameter pipe in Winston Road from the Disneyland property line to West Street/Disneyland Drive with an approximate 12-inch diameter pipe. Additionally, an upgrade or parallel pipe to the existing 10-inch diameter pipe in West Street between Winston Road and Cerritos Avenue will be provided. (3.10.7-2)	Public Works Department, Development Services Division and Design Division	
Prior to the First Final Building and Zoning Inspection for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The applicant shall construct or cause to be constructed the following improvements: • A City sewer main upgrade line or parallel sewer line to the existing 24-inch sewer main in Katella Avenue, from the existing 27-inch District sewer line at Walnut Street or Ninth Street to Harbor Boulevard. • A City sewer main upgrade line or parallel sewer line to the existing 15-inch sewer main in Harbor Boulevard from Katella Avenue to Manchester Avenue.	Public Works Department, Design Division; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
	The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served. To implement this mitigation measure, the City has adopted the Sewer Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5490 and Resolution No. 95R-60 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.7-3)		

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvements Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	With development of the Disneyland Resort, some street rights-of-way will be realigned, therefore requiring concurrent relocation of the sewer line to the proposed rights-of-way as follows: • Reconstruction of the existing pipeline in West Street/Disneyland Drive when the street alignment is implemented. • Construction of a 15-inch to 21-inch pipeline in Cerritos Avenue between West Street/Disneyland Drive and Walnut Street when the existing street is abandoned and relocated. • Construction of a 12-inch pipeline in West Street/Disneyland Drive from Winston Road to Cerritos Avenue. (PDF 3.10.7-1)	Public Works Department, Design Division	
	PUBLIC SERVICE AND UTILITIES - STORM DRAINS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.8-1)	Refer to Note #7 on page 1.	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Grading Plans; to be Constructed Prior to Final Building and Zoning Inspections for the Second Theme Park	Excluding the relocation of the SCE transmission lines or demolition, a detailed drainage study and plan that identifies either no increase in area historic drainage flows and no changes in area historic drainage patterns, except as already addressed through Project Design Features; or, that identifies additional drainage improvements to meet multi-year storm design frequency discharges for Phase II and Phase III improvements and to protect property in the event of a 100-year storm design frequency shall be submitted for review and approval. It is noted that the City has adopted the Storm Drain Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.8-2)	Public Works Department, Development Services Division	

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

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Storm drain laterals are required as part of normal street construction and are listed as follows: New storm drain laterals will be constructed in West Street/Disneyland Drive north of Katella Avenue to drain runoff to Katella Avenue; in West Street/Disneyland Drive north of the realigned Cerritos Avenue to drain runoff to Cerritos Avenue; and, in Walnut Street north of existing Cerritos Avenue; and in Walnut Street north of Katella Avenue to drain runoff to Katella Avenue. All will be designed in compliance with the Master Plan of Drainage for the South Central City Area. (PDF 3.10.8-4)	Public Works Department, Design Division	
	PUBLIC SERVICE AND UTILITIES - ELECTRICITY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.9-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standards for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). (3.10.9-2)	Utilities Department, Resource Efficiency Section	

Timing	Measure	Responsible for Monitoring	Completion
Prior to issuance of the first Building Permit for Phases II and III	The applicant shall enter into an agreement with the City of Anaheim to address the need, timing and financial responsibility for improvements required to serve the increase in electrical demand associated with development of the Disneyland Resort project. Pursuant to this agreement, the applicant shall provide demand projections to the City based on the applicant's development plans. When warranted by demand projections of the project, the applicant shall construct or cause to be constructed a maximum 100 MVA substation and associated facilities on the Disneyland Resort property to accommodate the increased demand. This requirement will not be necessary until the demand from the project of the existing and new Disneyland Resort project exceeds 45 MVA. The substation site shall comply with all City requirements for the necessary installation and maintenance within or crossing rights-of-way. (3.10.9-3)	Utilities Department, Electrical Engineering Division, City Attorney's Office	
Prior to Issuance of Building Permit for the undergrounding of the SCE 220kV Electrical Lines	If the SCE 220kV electrical lines are to be undergrounded, then a leak response/safety plan shall be submitted for review and approval and will include, at a minimum, the following information: a. Leak and spill procedure b. Location of absorbent materials and containers c. Storage and handling procedures d. First aid measures The plan shall outline the procedures for responding to a leak or other events identified by the Fire Department. (3.10.9-4)	Fire Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspection for the Second Theme Park	The Southern California Edison transmission lines that cross the existing Disneyland South Parking Lot will be relocated, with the 66kV lines undergrounded and the 220KV lines in an aerial configuration. (PDF 3.10.9-1)	Planning Department, Planning Division	
Prior to Final Building and Zoning Inspection for the Second Theme Park	Coordinate with the Southern California Edison Company for the relocation of the 220 kV lines and 66kV lines presently crossing the existing Disneyland theme park parking lot. (PDF 3.10.9-1a)	Planning Department, Planning Division	
Prior to Issuance of Each Building Permit; to be Implemented Prior to Each Final Building and Zoning Inspection	In order to conserve energy, the Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following: • Consultation with the City energy-conservation experts for assistance with energy-conservation design features. • Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors. • Use of electric motors designed to conserve energy. • Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights. • Use of T8 lamps and electronic ballasts. Metal hallide or high-pressure sodium for outdoor lighting and parking lots. (PDF 3.10.9-2)	Utilities Department, Electrical Services	

Timing	Measure	Responsible for Monitoring	Completion
At Time That Relocated 220 kV Transmission Lines Are Placed in Service	The 220KV transmission lines will use cross-phasing and/or use other reasonable methods agreed to by SCE in the aerial alignment to minimize EMF levels. (PDF 3.10.9-3)	The Planning Department, Planning Division	
	PUBLIC SERVICE AND UTILITIES - NATURAL GAS		
Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code). (3.10.10-1)	Utilities Department, Energy Services	
Prior to Approval of Each Final Building and Zoning Inspection	The Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies. (3.10.10-2)	Planning Department, Building Division	
	PUBLIC SERVICE AND UTILITIES - TELEVISION		
Prior to Issuance of First Building Permit; and, 6 Months After Topping Out for Phase II and Phase III of the Disneyland Resort	Excluding the Disneyland Administration Building, a pre-project study of area television reception shall be undertaken by the applicant to determine baseline conditions. After topping out for Phase II and Phase III of the Disneyland Resort, a followup study of area television reception shall be undertaken immediately by the applicant. If the City of Anaheim determines that the proposed project creates a significant impact on broadcast television reception at local residences, a signal booster or relay system shall be installed on the roof of the tallest project building to restore broadcast television reception to its original condition as soon as practicable. (3.10.12-1)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
	HAZARDOUS MATERIALS		
Varies	The applicant shall implement the project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.11-1)	Refer to Note #7 on page 1.	
Prior to Approval of the First Grading Plan or Issuance of the First Demolition Permit, Whichever Occurs First, for Each Phase	Investigation for the presence of cryptic tanks using geophysical methods shall be conducted in the subject area for the property owner/developer by a qualified environmental professional in the areas of former service stations and those areas known or thought to have been formerly occupied by USTs and where tank removal has not been verified prior to excavation or grading in these areas. Soil sampling or a soil organic vapor survey may be required if soil sampling results are not available or indicate contamination is present above regulatory guidelines. If warranted, subsurface investigation and sampling shall be undertaken in these areas, and appropriate remediation measures developed, if necessary, before demolition, excavation, or grading takes place in these areas. (3.11-2)	Orange County Health Department; Fire Department, Environmental Protection Section	
Prior to Removal of Underground Tanks; and, During Removal of Underground Tanks	A permit shall be obtained for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Environmental Protection Section shall be onsite to direct soil sampling. (3.11-3)	Orange County Health Department; Fire Department, Environmental Protection Section	
Ongoing During Remediation	Remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Fire Department. (3.11-4)	Orange County Health Department; Fire Department, Environmental Protection Section	
Prior to Approval of the First Grading Plan or Issuance of the First Phase I Demolition Permit, Whichever Occurs First	The property owner/developer will submit a plan which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite. (3.11-5)	Orange County Health Department; Fire Department, Environmental Protection Section	

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

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

Timing	Measure	Responsible for Monitoring	Completion
	CULTURAL RESOURCES		
Prior to Approval of Each Grading Plan	The property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented: a. The archaeologist must be present at the pregrading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution. c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted. (3.13-1)	Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Each Grading Plan	The property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented: a. The paleontologist must be present at the pregrading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational research institution. c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. d. A final report detailing the findings and disposition of the specimens shall be submitted. Upon completion of the grading, the paleontologist shall notify the City as to when the final report will be submitted. (3.13-2)	Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
	ENERGY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.14-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the proposed project to the extent feasible. (3.14-2)	Planning Department, Building Division	
Prior to Final Building and Zoning Inspection for the Second Theme Park; and, Ongoing During Project Operation	The project shall be developed in conformance with The Disneyland Resort Specific Plan and shall offer a broad diversity of theme park, retail, dining and entertainment experiences which will enhance the destination resort character of The Disneyland Resort. As a result, many visitors will extend their length of stay; thus, incremental vehicular trips to and from the site are expected to be reduced. (PDF 3.14-1*)	Planning Department, Planning Division	
Prior to Issuance of Each Building Permit for Public Day-Use Parking Facilities	The public parking facilities, which may be used for theme park guest parking, shall be designed in accordance with the speed parking procedures set forth in Section 7.0, Zoning and Development Standards, of the Specific Plan which will assist in reducing vehicular fuel from idling engines. (PDF 3.14-2)	Public Works/ Department, Traffic and Transportation Division	

EXHIBIT F

Opening Day Project

Opening Day Project

1. Theme Park: Second-gated theme park designed to attract and accommodate a planned annual attendance of 7 million guests.

2. Hotels: 750 new hotel rooms (in addition to the 1,136 Disneyland Hotel rooms*) comparable in quality to Disney's Wilderness Lodge at Walt Disney World. These new hotel rooms will be integrated within or adjacent to the new theme park, and will be "Disney" or "Disneyland" branded Hotel Rooms generally marketed under the "Disney" or "Disneyland" trade-name, trademark or logo.

3. Retail, Dining and Entertainment Uses: Minimum of 200,000 square feet of new Retail, Dinning and Entertainment Uses.

4. Pedestrian Plaza: A pedestrian plaza between the two theme parks, linking Harbor Boulevard and Disneyland Drive.

5. Parking: At least 5,800 net new parking spaces (in addition to the number of spaces currently serving Disneyland, the Disneyland Hotel, and the Disneyland Pacific Hotel).

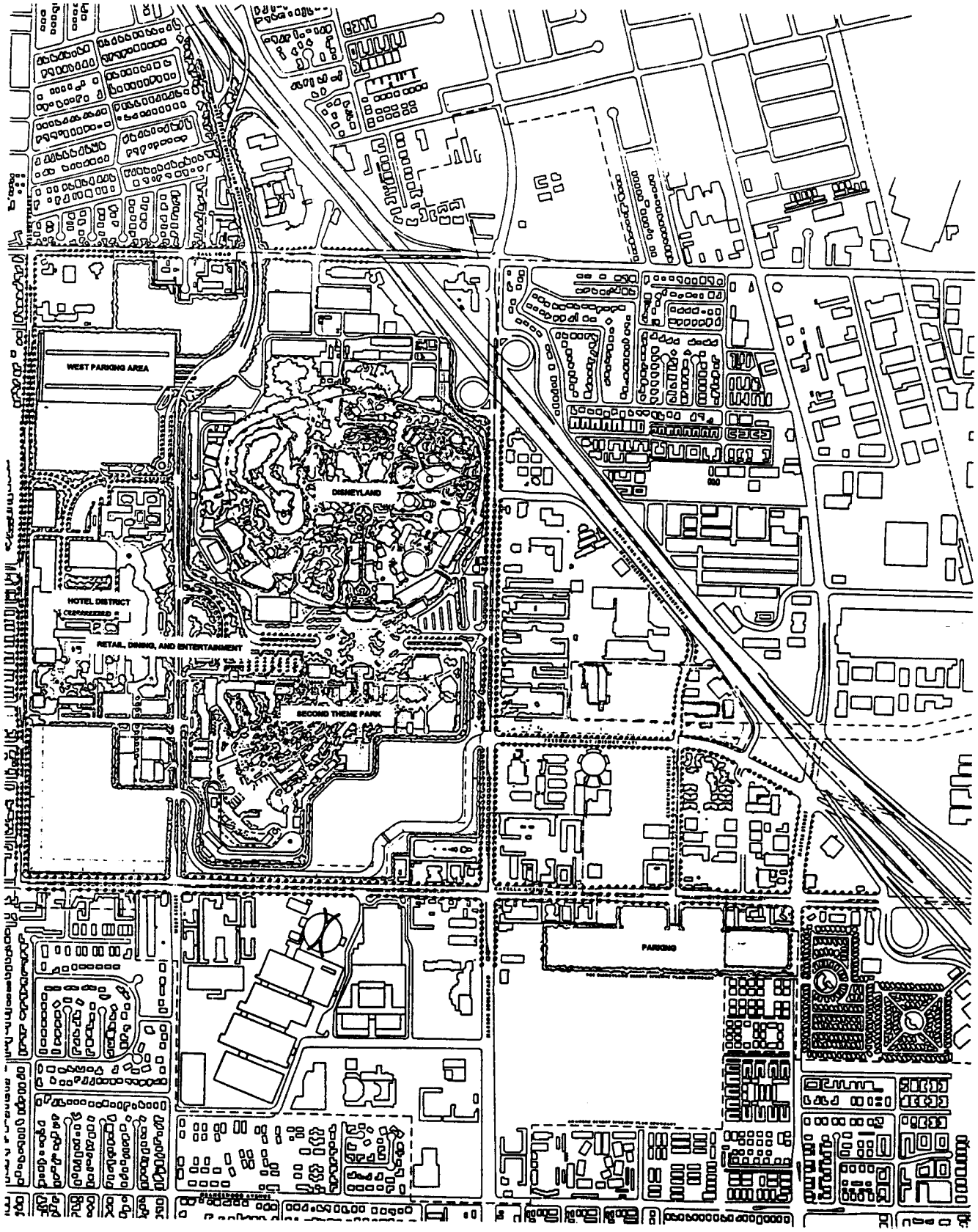
6. Mitigation Measures and Conditions of Approval: Completion of all Mitigation Measures and Conditions of Approval applicable to the foregoing.

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* Approximately 145 of these Existing Hotel Rooms are to be demolished in connection with the Opening Day Project, and may be rebuilt or replaced by Disney in accordance with Section 3.2.1.3 of this Agreement.

EXHIBIT G

Illustrative Plan



Illustrative Plan

The Illustrative Plan is a graphical representation of a preliminary conceptual design and configuration of the Opening Day Project. Disney may in its discretion, modify the design, configuration, elements and content of the Illustrative Plan in connection with evolution and implementation of the Opening Day Project, consistent with the description of the Opening Day Project (Exhibit F) and the overall resort destination concept reflected in the Illustrative Plan (Exhibit G).

EXHIBIT H

Procedures Resolution

RESOLUTION NO. 82R-565

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANAHEIM ESTABLISHING PROCEDURES AND REQUIREMENTS FOR THE CONSIDERATION OF DEVELOPMENT AGREEMENTS PURSUANT TO SECTION 65865 OF THE GOVERNMENT CODE AND REPEALING RESOLUTION NO. 82R-30.

WHEREAS, the lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development to the consumer, and discourage investment in and commitment to comprehensive planning which make maximum efficient utilization of resources at the least economic cost to the public; and

WHEREAS, assurance to the applicant for a development project that upon approval of the project, the applicant may proceed with the project in accordance with existing policies, rules and regulations, and, subject to conditions of approval, will strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic costs of development; and

WHEREAS, Article 2.5 (commencing with Section 65864) of Chapter 4 of Title 7 of the Government Code authorizes municipalities to, by resolution or ordinance, establish procedures and requirements for the consideration of development agreements upon application by, or on behalf of, the property owner or other person having a legal or equitable interest in the property.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Anaheim that, pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4 of Title 7 of the Government Code, the City does hereby establish as procedures and requirements for the consideration of development agreements those certain procedures and requirements as set forth in Exhibit "A" attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that Resolution No. 82R-30 be, and the same is hereby, repealed.

THE FOREGOING RESOLUTION is approved and adopted by the City Council of the City of Anaheim this 23rd day of November, 1982.

MAYOR OF THE CITY OF ANAHEIM

ATTEST:

CITY CLERK OF THE CITY OF ANAHEIM

JLW:fm
0282M
11-2-82

RESOLUTION NO. 82R-565

EXHIBIT "A"

PROCEDURES AND REQUIREMENTS FOR CONSIDERATION OF DEVELOPMENT AGREEMENTS

SECTIONS:

1.0 Applications.

2.0 Planning Commission Review.

3.0 City Council Actions.

4.0 Recordation.

5.0 Amendment or Cancellation of Agreement by Mutual Consent.

6.0 Periodic Review.

7.0 Modification or Termination.

8.0 Effect of Agreement.

9.0 Enforceability.

10.0 Successors and Assigns.

11.0 State and Federal Laws.

12.0 Extension of Time to Act.

1.0 APPLICATIONS.

Any person wishing to enter into a development agreement ("Development Agreement") must file an application for approval of a Development Agreement with the Planning Department and demonstrate that the project satisfies the eligibility requirements set forth in Section 1.3 hereof. The form of said application ("Application") shall be as established by the Planning Director of the City of Anaheim ("Planning Director").

1.1 Fees. An Application shall be accompanied by a filing fee in such amount as may hereinafter be established from time to time by the City Council.

1.2 Applicant. An Application may be filed only by the property owner or other person having a legal or equitable interest in the property that is the subject of the Development Agreement or by that person's authorized agent ("Applicant"). The term "Applicant" shall also include any successor in interest to the property owner or successor in interest to any other person having a legal or equitable interest in the property.

1.3 Eligibility Requirements. The City finds that it may be in the City's best interest to enter into a Development Agreement when construction of the project will be phased over a several year period, is a large scale development, shall occupy substantial acreage, or in some other way requires long-term certainty on the part of the developer and the City. The City may, but shall not be deemed required to, approve a Development Agreement when the Applicant demonstrates eligibility therefor by making one or more of the following showings:

(a) That the project shall occupy at least fifty (50) acres; or

(b) That, upon completion, the project shall result in the construction of at least (i) two hundred fifty (250) dwelling units, (ii) two hundred fifty thousand (250,000) square feet of commercial-office space, or (iii) two hundred fifty thousand (250,000) square feet of industrial space; or

(c) That the project will be constructed in phases over an anticipated period of not less than five (5) years; or

(d) A project shall also be eligible if the Planning Director finds that the public health, safety or general welfare of the citizens of Anaheim will best be served by accepting an Application for consideration by the Planning Commission and City Council.

1.4 Proposed Development Agreement. Each Application shall be accompanied by a proposed Development Agreement ("Proposed Agreement").

(a) A Proposed Agreement shall specify the duration of the Agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes.

(b) A Proposed Agreement may include conditions, terms, restrictions and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of the development set forth in the Agreement. A Proposed Agreement may also provide that construction shall be commenced within a

specified time and that the project or any phases thereof by completed within a specified time.

(c) A Proposed Agreement may include such additional conditions, terms, restrictions or requirements as determined by the City Council to be in the public interest.

2.0 PLANNING COMMISSION REVIEW.

2.1 Notice of Intention to Consider. Upon receipt of an Application conforming to the eligibility requirements of Section 1.3 hereof, the Planning Director shall give notice of the Planning Commission's intention to consider a recommendation to the City Council regarding adoption of a Development Agreement. Such notice and any other notices required hereunder shall be given in the manner specified in Section 65867 of the Government Code and, in addition, in the same manner notice is given for public hearings upon zoning reclassifications as provided under Section 18.03.060 of the Anaheim Municipal Code.

2.2 Public Hearing. The Planning Commission shall set and give notice of a public hearing to be held not more than thirty (30) days from receipt of an Application.

2.3 Recommendation. Not later than fifteen (15) days following completion of the public hearing before the Planning Commission, the Planning Commission shall make a recommendation in writing and transmit that recommendation and the Application to the City Council. The recommendation shall include the Planning Commission's determination of whether the Proposed Agreement is (i) consistent with the General Plan of the City of Anaheim and any applicable specific plan; (ii) compatible with the uses authorized in and the regulations prescribed for the applicable zoning district; (iii) compatible with the orderly development of property in the

surrounding area; and (iv) is not otherwise detrimental to the health safety and general welfare of the citizens of Anaheim.

3.0 CITY COUNCIL ACTIONS

3.1 Notice of Intention to Consider. Upon receipt of the Planning Commission's recommendation, the City Clerk shall give notice of the City Council's intention to consider adoption of a Development Agreement in the same manner as set forth in Section 2.1 hereof.

3.2 Public Hearing. The City Council shall set and give notice of a public hearing to be held not more than forty-five (45) days after receipt of the recommendation of the Planning Commission.

3.3 Findings. Approval of a Development Agreement is a legislative act of the City Council and the City Council shall have absolute discretion to approve, approve with modifications, or deny any Proposed Agreement; provided, however, the City Council shall not approve any Development Agreement unless the City Council finds the provisions of the Agreement are consistent with the General Plan of the City of Anaheim and any applicable specific plan.

3.4 Decision. The City Council shall announce its findings and decision on any Development Agreement not later than ten (10) days following completion of the public hearing on such matter. Approving a Development Agreement shall be accomplished by enacting an ordinance which ordinance shall be subject to referendum in the manner set forth in Section 1303 of the City Charter of the City of Anaheim. Not later than ten (10) days following adoption of the ordinance, one copy thereof shall be forwarded to the Applicant.

3.5 Entering into a Development Agreement. If the City Council adopts an ordinance approving a Development Agreement, then the parties thereto shall execute the Development Agreement within thirty (30) days after adoption of the ordinance; provided, however,

that the Development Agreement shall not become effective until the ordinance authorizing the Development Agreement also becomes effective. The time for executing the Agreement may be extended by the mutual consent of the City Council and the Applicant.

4.0 RECORDATION.

Within ten (10) days after the City enters into the Development Agreement, the City Clerk shall have the Agreement recorded with the Orange County Recorder. If the parties to the Agreement or their successors in interest amend or cancel the Agreement as provided in Government Code Section 65868, or if the City terminates or modifies the Agreement as provided in Government Code Section 65865.1 for failure of the Applicant to materially comply in good faith with the terms or conditions in the Agreement, then the City Clerk shall have notice of such action recorded with the Orange County Recorder.

5.0 AMENDMENT OR CANCELLATION OF AGREEMENT BY MUTUAL CONSENT.

5.1 Initiation of Amendment or Cancellation. Either party may propose an amendment to, or cancellation of, the Development Agreement, in whole or in part, previously entered into.

5.2 Procedure. The procedure for proposing and adopting an amendment to, or cancellation of, the Development Agreement, in whole or in part, shall be the same as the procedure for entering into an Agreement in the first instance; said procedure is set forth in Sections 2 and 3 hereof. Any such proposal submitted by the Applicant shall be accompanied by a processing fee in an amount equal to one-half of any initial filing fee as may hereinafter be established from time to time by the City Council pursuant to Section 1.1 hereof.

Any amendment to, or cancellation of, any Development Agreement pursuant to this Section shall require the consent of all parties to said Development Agreement.

6.0 PERIODIC REVIEW.

6.1 Time for Review. The City shall periodically review the Development Agreement at least once every twelve months after the City enters into the Agreement.

6.2 Applicant's Submission. Not less than forty-five (45) nor more than sixty (60) days prior to the yearly anniversary of the date the Development Agreement was entered into, the Applicant shall submit evidence to the City Council of the Applicant's good faith compliance with the Development Agreement and notify the City Council in writing that such evidence is being submitted to the City pursuant to the periodic review requirements of this Section. Said notification shall be accompanied by a processing fee in such amount as may hereinafter be established from time to time by the City Council.

6.3 Findings. Within forty-five (45) days after the submission of the Applicant's evidence, the City Council shall determine upon the basis of substantial evidence whether or not the Applicant has, for the period under review, complied in good faith with the terms and conditions of the Agreement. If the City Council finds and determines on the basis of substantial evidence that the Applicant has complied in good faith with the terms and conditions of the Development Agreement during the period under review, the review for that period shall be deemed concluded. If the City Council finds and determines on the basis of substantial evidence that the Applicant has not complied in good faith with the terms and conditions of the Agreement for the period under review, the City Council may proceed to modify or terminate the Agreement. or establish a time schedule for compliance therewith, in accordance with the procedures set forth in Section 7 hereinafter.

6.4 Initiation of Review by City Council. In addition to the annual periodic review set forth in Section 6.1, 6.2 and 6.3 hereof, the City Council may at any time initiate a review of the Development Agreement upon the giving of written notice thereof to Applicant. Within thirty (30) days following the receipt of such notice, the Applicant shall submit evidence to the City Council of Applicant's good faith compliance with the Development Agreement and such review and determination shall proceed in the manner otherwise provided in Section 6 and 7 hereof.

7.0 MODIFICATION OR TERMINATION.

7.1 Notice to Applicant. If the City Council finds and determines on the basis of substantial evidence that the Applicant has not complied in good faith with the terms and conditions of the Development Agreement during the period under review and if the City Council determines to proceed with modification or termination of the Development Agreement, or establish a time schedule for compliance therewith, the City Council shall give notice to the Applicant of City Council's intention to do so within ten (10) days of making its findings under Section 6.3 hereof.

7.2 Public Hearing. The City Council shall set and give notice of a public hearing on modification or termination, or to establish a time schedule for compliance, to be held within forty-five (45) days after the City Council gives notice to the Applicant.

7.3 Decision. The City Council shall announce its findings and decision on whether the Development Agreement is to be terminated, or how the Development Agreement is to be modified, or the provisions of the Development Agreement with which Applicant must comply and a time schedule therefor, not later than ten (10) days following completion of the public hearing on such matter. Modifying or terminating

a Development Agreement shall be accomplished by enacting an ordinance. The ordinance shall recite the reasons which, in the opinion of the City Council, make the modifications or termination of the Development Agreement necessary. Not later than ten (10) days following adoption of the ordinance, one copy thereof shall be forwarded to the Applicant. The Development Agreement shall be terminated or the modified Development Agreement shall become effective on the effective date of the ordinance modifying or terminating said Agreement. Compliance with any performance time schedule established by the City Council as an alternative to modification or termination of the Development Agreement shall be subject to periodic review in the manner set forth in Sections 6 and 7 hereof and lack of good faith compliance therewith shall be a basis for termination or modification of said Development Agreement.

8.0 EFFECT OF AGREEMENT.

Unless otherwise provided by the Development Agreement, rules, regulations, and official policies governing permitted uses of the land, density, design, public improvements and construction standards and specifications shall be those rules, regulations and official policies in force at the time of execution of the Development Agreement. The City shall not, however, be prohibited from applying to the property which is the subject of the Development Agreement new rules, regulations and policies which do not conflict with those rules, regulations and policies set forth in the Development Agreement, nor shall the City be prohibited from denying or conditionally approving any subsequent development project application on the basis of such existing or new rules, regulations and policies.

9.0 ENFORCEABILITY.

Unless amended or cancelled, a Development Agreement shall be enforceable by any party thereto notwithstanding any change in any

applicable general or specific plan, zoning, subdivision or building regulation adopted by the City which alters or amends the rules, regulations or policies specified in Section 8 hereof or is inconsistent with the provisions contained in the Development Agreement.

10.0 SUCCESSORS AND ASSIGNS.

The burdens of the Development Agreement shall be binding upon, and the benefits of the Development Agreement inure to, all successors in interest and assigns of the parties to the Development Agreement.

11.0 STATE AND FEDERAL LAWS.

In the event that the state or federal laws or regulations enacted after a Development Agreement has been entered into, prevent or preclude compliance with one or more provisions of the Development Agreement, such provisions of the Development Agreement shall be modified or suspended as may be necessary to comply with such state or federal law or regulation, so long as such laws or regulations shall remain in effect.

12.0 EXTENSION OF TIME TO ACT.

The time period within which any party or entity is otherwise required to act pursuant to any applicable provision hereof shall be deemed extended for any period of time necessary to comply with any applicable provisions of the California Environmental Quality Act and the State Guidelines adopted pursuant thereto.

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ANAHEIM)

I, LINDA D. ROBERTS, City Clerk of the City of Anaheim, do hereby certify that the foregoing Resolution No. 82R-565 was introduced and adopted at a regular meeting provided by law, of the City Council of the City of Anaheim held on the 23rd day of November, 1982, by the following vote of the members thereof:

AYES: COUNCIL MEMBERS: Kaywood, Pickler, Overholt, Day and Roth

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

AND I FURTHER certify that the Mayor of the City of Anaheim signed said Resolution No. 82R-565 on the 23rd day of November, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Anaheim this 23rd day of November, 1982.

CITY CLERK OF THE CITY OF ANAHEIM

(SEAL)

I, LINDA D. ROBERTS, City Clerk of the City of Anaheim, do hereby certify that the foregoing is the original of Resolution No. 82R-565 duly passed and adopted by the Anaheim City Council on November 23, 1982.

CITY CLERK

Appendix F

Highway Capacity Manual Worksheets

Existing Conditions (Year 2020)

Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	95	0	0	615	754	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	0	0	615	754	23
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	0	166	203	6
Total Analysis Volume [veh/h]	102	0	0	663	813	25
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	29	0	0	29	61	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	18	18
g / C, Green / Cycle	0.71	0.71	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.03	0.19	0.16	0.16
s, saturation flow rate [veh/h]	3547	3547	3445	1755
c, Capacity [veh/h]	2504	2504	707	360
d1, Uniform Delay [s]	4.01	4.79	33.88	33.91
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.26	1.96	3.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.26	0.78	0.79
d, Delay for Lane Group [s/veh]	4.04	5.04	35.84	37.78
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.23	1.81	5.81	6.15
50th-Percentile Queue Length [ft/ln]	5.80	45.19	145.25	153.70
95th-Percentile Queue Length [veh/ln]	0.42	3.25	9.76	10.21
95th-Percentile Queue Length [ft/ln]	10.43	81.34	244.07	255.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.04	0.00	0.00	5.04	36.45	37.78
Movement LOS	A			A	D	D
d_A, Approach Delay [s/veh]	4.04		5.04		36.49	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	21.42					
Intersection LOS	C					
Intersection V/C	0.383					

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	57.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	160	293	228	507	405	165	287	738	110	337	797	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	293	228	507	405	165	287	738	110	337	797	78
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	76	59	131	105	43	74	191	28	87	206	20
Total Analysis Volume [veh/h]	166	304	236	525	420	171	297	765	114	349	826	81
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	55	50	0	60	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	67	0	0	41	0	15	47	0	15	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	21	21	21	21	32	32	32	32	17	75	75	20	78	78
g / C, Green / Cycle	0.12	0.12	0.12	0.12	0.19	0.19	0.19	0.19	0.10	0.44	0.44	0.12	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.09	0.10	0.10	0.10	0.16	0.16	0.16	0.17	0.09	0.15	0.07	0.10	0.17	0.17
s, saturation flow rate [veh/h]	1774	1863	1744	1583	1774	1792	1695	1513	3445	5074	1583	3445	3547	1779
c, Capacity [veh/h]	221	232	217	197	336	339	321	286	351	2244	700	405	1624	814
d1, Uniform Delay [s]	71.91	72.70	72.75	72.80	66.92	66.91	66.88	66.96	75.05	31.16	28.52	73.68	30.13	30.14
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.09	7.52	8.18	9.23	6.95	6.86	7.12	8.19	5.60	0.41	0.50	5.49	0.65	1.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

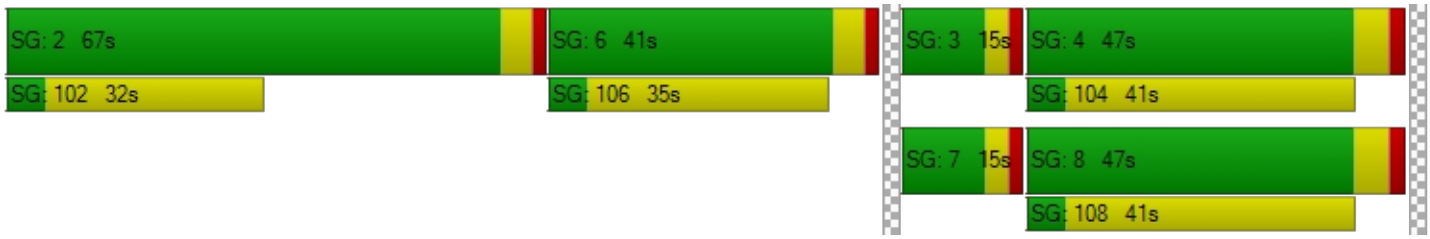
X, volume / capacity	0.75	0.83	0.84	0.84	0.87	0.87	0.87	0.87	0.85	0.34	0.16	0.86	0.37	0.37
d, Delay for Lane Group [s/veh]	76.99	80.22	80.93	82.03	73.87	73.78	74.01	75.15	80.65	31.57	29.01	79.17	30.79	31.44
Lane Group LOS	E	F	F	F	E	E	E	E	F	C	C	E	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.32	8.71	8.24	7.59	12.96	13.08	12.36	11.19	6.66	7.06	2.95	7.80	8.33	8.51
50th-Percentile Queue Length [ft/ln]	182.9	217.7	205.9	189.6	324.0	326.9	309.1	279.8	166.56	176.43	73.73	194.98	208.18	212.72
95th-Percentile Queue Length [veh/ln]	11.75	13.55	12.94	12.11	18.87	19.01	18.13	16.68	10.90	11.41	5.31	12.38	13.06	13.29
95th-Percentile Queue Length [ft/ln]	293.8	338.8	323.5	302.6	471.6	475.2	453.2	416.9	272.39	285.35	132.71	309.48	326.49	332.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.99	80.48	81.75	73.83	74.19	75.15	80.65	31.57	29.01	79.17	30.96	31.44
Movement LOS	E	F	F	E	E	E	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	80.07			74.17			43.72			44.39		
Approach LOS	F			E			D			D		
d_I, Intersection Delay [s/veh]	57.94											
Intersection LOS	E											
Intersection V/C	0.581											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	56.7
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.901

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	666	693	183	98	1051	456	242	734	401	187	880	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	666	693	183	98	1051	456	242	734	401	187	880	149
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	172	179	47	25	272	118	63	190	104	48	228	39
Total Analysis Volume [veh/h]	689	717	189	101	1088	472	251	760	415	194	911	154
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	39	64	0	37	62	0	16	56	0	13	53	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	35	82	82	7	54	54	14	51	51	11	48	48
g / C, Green / Cycle	0.21	0.48	0.48	0.04	0.32	0.32	0.08	0.30	0.30	0.07	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.20	0.14	0.12	0.03	0.21	0.30	0.07	0.15	0.26	0.06	0.16	0.16
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1692
c, Capacity [veh/h]	709	2446	763	145	1615	504	289	1527	476	232	1443	481
d1, Uniform Delay [s]	67.00	26.56	25.89	80.35	50.28	56.28	76.97	48.86	56.29	78.36	51.62	51.74
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.38	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.98	0.07	0.17	2.24	0.50	22.37	3.18	1.16	19.17	3.08	1.52	4.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

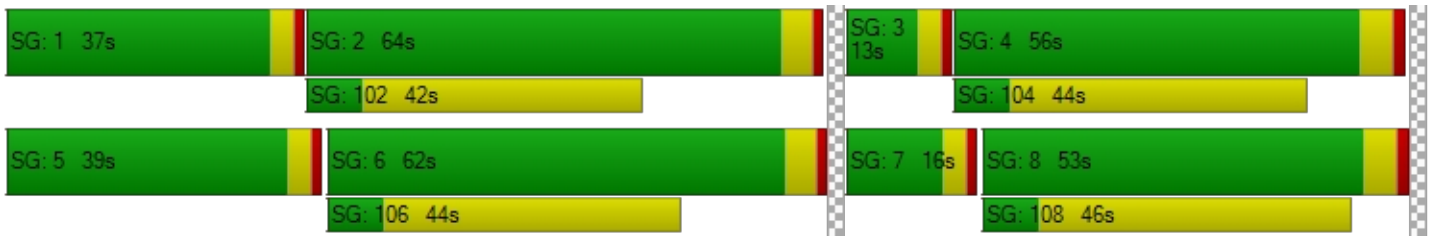
X, volume / capacity	0.97	0.29	0.25	0.70	0.67	0.94	0.87	0.50	0.87	0.84	0.55	0.56
d, Delay for Lane Group [s/veh]	71.99	26.62	26.06	82.59	50.78	78.65	80.14	50.02	75.47	81.44	53.15	56.36
Lane Group LOS	E	C	C	F	D	E	F	D	E	F	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	15.20	5.89	4.56	2.23	13.40	22.54	5.53	9.01	19.23	4.28	9.79	10.34
50th-Percentile Queue Length [ft/ln]	380.04	147.16	114.08	55.65	334.88	563.39	138.29	225.19	480.73	107.07	244.86	258.53
95th-Percentile Queue Length [veh/ln]	21.60	9.87	8.07	4.01	19.40	30.32	9.39	13.93	26.42	7.68	14.93	15.62
95th-Percentile Queue Length [ft/ln]	539.90	246.64	201.66	100.18	484.94	758.02	234.72	348.24	660.52	191.92	373.17	390.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.99	26.62	26.06	82.59	50.78	78.65	80.14	50.02	75.47	81.44	53.55	56.36
Movement LOS	E	C	C	F	D	E	F	D	E	F	D	E
d_A, Approach Delay [s/veh]	46.15			60.63			62.73			58.19		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	56.73											
Intersection LOS	E											
Intersection V/C	0.901											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	125	480	410	138	140	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	480	410	138	140	54
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	127	108	36	37	14
Total Analysis Volume [veh/h]	132	507	433	146	148	57
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	48	63	15	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	72	72	72	72	72	72
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	7	22	12	12	10	10
g / C, Green / Cycle	0.09	0.31	0.16	0.16	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.12	0.09	0.04	0.02
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	312	1096	578	258	471	383
d1, Uniform Delay [s]	31.04	20.10	28.80	27.85	28.11	27.46
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	0.30	1.97	1.94	0.38	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.46	0.75	0.57	0.31	0.15
d, Delay for Lane Group [s/veh]	31.38	20.41	30.77	29.79	28.48	27.64
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.05	3.22	3.53	2.34	1.16	0.44
50th-Percentile Queue Length [ft/ln]	26.29	80.57	88.18	58.41	28.91	10.88
95th-Percentile Queue Length [veh/ln]	1.89	5.80	6.35	4.21	2.08	0.78
95th-Percentile Queue Length [ft/ln]	47.32	145.02	158.72	105.14	52.03	19.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.38	20.41	30.77	29.79	28.48	27.64
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.68		30.52		28.25	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	26.67					
Intersection LOS	C					
Intersection V/C	0.244					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	173	363	136	132	206	104	134	1671	217	90	444	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	363	136	132	206	104	134	1671	217	90	444	161
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	96	36	35	55	28	36	443	58	24	118	43
Total Analysis Volume [veh/h]	184	385	144	140	219	110	142	1774	230	96	471	171
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	54	0	11	56	0	16	46	0	9	39	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	12	16	16	7	11	11	7	74	74	5	73	73
g / C, Green / Cycle	0.10	0.13	0.13	0.06	0.09	0.09	0.06	0.62	0.62	0.04	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.09	0.04	0.06	0.07	0.04	0.35	0.15	0.03	0.09	0.11
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	330	474	208	195	328	147	202	3143	981	152	3074	978
d1, Uniform Delay [s]	51.82	50.69	49.83	55.75	52.80	53.23	55.53	13.37	10.17	56.39	10.27	10.42
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.55	3.40	4.12	4.91	2.34	7.49	1.66	0.74	0.56	4.28	0.11	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.81	0.69	0.72	0.67	0.75	0.70	0.56	0.23	0.63	0.15	0.17
d, Delay for Lane Group [s/veh]	52.37	54.09	53.95	60.66	55.14	60.72	57.19	14.11	10.73	60.67	10.38	10.81
Lane Group LOS	D	D	D	E	E	E	E	B	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.65	5.80	4.34	2.20	3.28	3.52	2.12	8.70	2.66	1.50	1.72	1.98
50th-Percentile Queue Length [ft/ln]	66.28	144.92	108.38	55.04	82.00	87.96	53.11	217.57	66.62	37.47	43.06	49.40
95th-Percentile Queue Length [veh/ln]	4.77	9.75	7.75	3.96	5.90	6.33	3.82	13.54	4.80	2.70	3.10	3.56
95th-Percentile Queue Length [ft/ln]	119.30	243.63	193.75	99.07	147.60	158.33	95.59	338.52	119.92	67.44	77.51	88.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.37	54.09	53.95	60.66	55.14	60.72	57.19	14.11	10.73	60.67	10.38	10.81
Movement LOS	D	D	D	E	E	E	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	53.62			58.10			16.60			17.02		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]	27.95											
Intersection LOS	C											
Intersection V/C	0.604											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	103	638	163	85	707	134	157	1086	79	279	555	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	638	163	85	707	134	157	1086	79	279	555	73
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	171	44	23	190	36	42	292	21	75	149	20
Total Analysis Volume [veh/h]	111	685	175	91	759	144	169	1166	85	300	596	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	36	0	36	49	0	14	38	0	20	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	33	33	5	32	32	8	62	62	13	68	68
g / C, Green / Cycle	0.05	0.25	0.25	0.04	0.25	0.25	0.06	0.48	0.48	0.10	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.03	0.13	0.11	0.03	0.15	0.09	0.05	0.23	0.05	0.09	0.12	0.05
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	168	1278	399	147	1253	399	222	2481	774	355	2687	822
d1, Uniform Delay [s]	60.87	42.06	40.90	61.18	43.35	40.47	59.92	22.74	18.60	57.29	16.99	15.81
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.43	0.35	0.76	4.18	0.48	0.55	5.30	0.64	0.29	5.56	0.19	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

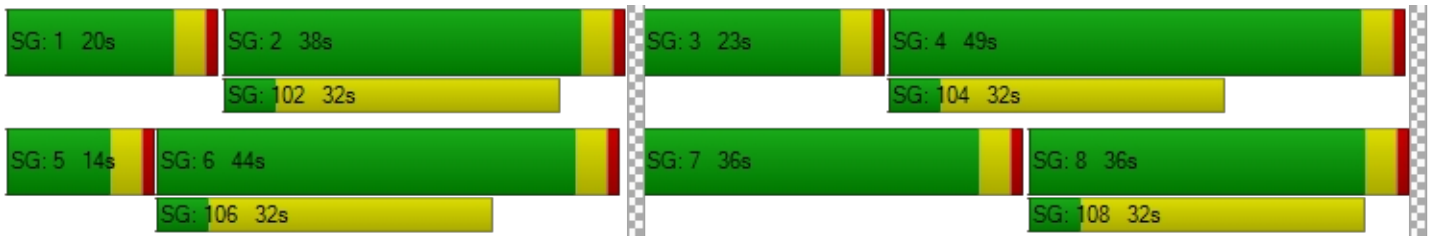
X, volume / capacity	0.66	0.54	0.44	0.62	0.61	0.36	0.76	0.47	0.11	0.85	0.22	0.09
d, Delay for Lane Group [s/veh]	65.31	42.41	41.66	65.36	43.82	41.02	65.23	23.39	18.89	62.85	17.18	16.04
Lane Group LOS	E	D	D	E	D	D	E	C	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.88	6.29	4.74	1.55	7.16	3.83	2.87	7.89	1.45	5.05	3.19	1.20
50th-Percentile Queue Length [ft/ln]	47.08	157.30	118.57	38.65	178.92	95.87	71.76	197.29	36.17	126.20	79.78	30.03
95th-Percentile Queue Length [veh/ln]	3.39	10.41	8.31	2.78	11.54	6.90	5.17	12.50	2.60	8.73	5.74	2.16
95th-Percentile Queue Length [ft/ln]	84.75	260.14	207.86	69.58	288.60	172.56	129.17	312.47	65.10	218.32	143.60	54.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.31	42.41	41.66	65.36	43.82	41.02	65.23	23.39	18.89	62.85	17.18	16.04
Movement LOS	E	D	D	E	D	D	E	C	B	E	B	B
d_A, Approach Delay [s/veh]	44.89			45.39			28.10			31.15		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	36.46											
Intersection LOS	D											
Intersection V/C	0.563											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	42.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	25	0	464	56	96	5	0	899	518	303	833	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	464	56	96	5	0	899	518	303	833	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	123	15	25	1	0	239	137	80	221	0
Total Analysis Volume [veh/h]	27	0	493	59	102	5	0	954	550	322	884	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	51	51	96	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	109	109	109	109	109	109	39	153	19	63
g / C, Green / Cycle	0.61	0.61	0.61	0.61	0.61	0.61	0.22	0.85	0.11	0.35
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.16	0.02	0.03	0.00	0.18	0.34	0.09	0.13
s, saturation flow rate [veh/h]	1313	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	807	982	962	1474	2154	981	1128	1369	372	2402
d1, Uniform Delay [s]	15.91	16.42	16.42	20.90	14.28	13.91	67.46	3.17	78.96	43.84
k, delay calibration	0.11	0.40	0.40	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.49	0.52	0.05	0.04	0.01	1.84	0.20	6.11	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.25	0.26	0.04	0.05	0.01	0.85	0.40	0.87	0.37
d, Delay for Lane Group [s/veh]	15.93	16.92	16.94	20.95	14.32	13.92	69.30	3.37	85.07	43.94
Lane Group LOS	B	B	B	C	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.49	4.96	4.96	0.64	0.88	0.09	14.13	3.65	7.64	7.43
50th-Percentile Queue Length [ft/ln]	12.30	123.99	124.08	15.89	22.01	2.14	353.27	91.27	191.03	185.66
95th-Percentile Queue Length [veh/ln]	0.89	8.61	8.62	1.14	1.58	0.15	20.30	6.57	12.17	11.90
95th-Percentile Queue Length [ft/ln]	22.13	215.30	215.43	28.60	39.61	3.85	507.39	164.29	304.37	297.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.93	0.00	16.93	20.95	14.32	13.92	0.00	69.30	3.37	85.07	43.94	0.00
Movement LOS	B		B	C	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	16.88			16.66			45.19			54.92		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	42.92											
Intersection LOS	D											
Intersection V/C	0.536											

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	49.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.445

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	485	433	281	0	0	0	94	1309	0	0	1179	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	433	281	0	0	0	94	1309	0	0	1179	98
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	113	74	0	0	0	25	343	0	0	309	26
Total Analysis Volume [veh/h]	508	453	294	0	0	0	98	1371	0	0	1235	103
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	139	161	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	123	123	123	123		7	49	38	38	38
g / C, Green / Cycle	0.68	0.68	0.68	0.68		0.04	0.27	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.14	0.20		0.03	0.20	0.18	0.17	0.07
s, saturation flow rate [veh/h]	1774	1774	3227	1441		3445	6765	5074	1767	1583
c, Capacity [veh/h]	1210	1210	2201	983		139	1851	1070	373	334
d1, Uniform Delay [s]	10.61	10.61	10.58	11.43		85.22	59.52	68.51	67.86	59.90
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.39	0.21	0.78		6.32	0.60	2.26	4.76	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.21	0.21	0.30		0.70	0.74	0.87	0.83	0.31
d, Delay for Lane Group [s/veh]	11.01	11.01	10.79	12.21		91.55	60.12	70.77	72.62	60.42
Lane Group LOS	B	B	B	B		F	E	E	E	E
Critical Lane Group	No	No	No	Yes		Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.99	3.99	3.50	5.02		2.37	14.24	13.85	13.99	4.02
50th-Percentile Queue Length [ft/ln]	99.82	99.82	87.39	125.5		59.32	356.10	346.36	349.87	100.60
95th-Percentile Queue Length [veh/ln]	7.19	7.19	6.29	8.70		4.27	20.43	19.96	20.13	7.24
95th-Percentile Queue Length [ft/ln]	179.6	179.6	157.3	217.4		106.78	510.85	498.97	503.25	181.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.01	10.79	12.21	0.00	0.00	0.00	91.55	60.12	0.00	0.00	71.11	60.42
Movement LOS	B	B	B				F	E			E	E
d_A, Approach Delay [s/veh]	11.21			0.00			62.21			70.40		
Approach LOS	B			A			E			E		
d_I, Intersection Delay [s/veh]	49.15											
Intersection LOS	D											
Intersection V/C	0.445											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	24.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	237	0	0	218	970	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	0	0	218	970	68
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	59	262	18
Total Analysis Volume [veh/h]	256	0	0	235	1046	73
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	19	0	0	19	71	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	24	24
g / C, Green / Cycle	0.64	0.64	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.21	0.22
s, saturation flow rate [veh/h]	3547	3547	3445	1734
c, Capacity [veh/h]	2279	2279	925	466
d1, Uniform Delay [s]	6.19	6.15	30.65	30.85
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.09	1.64	3.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.10	0.80	0.82
d, Delay for Lane Group [s/veh]	6.29	6.25	32.29	34.42
Lane Group LOS	A	A	C	C
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.83	0.76	7.46	7.98
50th-Percentile Queue Length [ft/ln]	20.82	18.99	186.49	199.39
95th-Percentile Queue Length [veh/ln]	1.50	1.37	11.94	12.61
95th-Percentile Queue Length [ft/ln]	37.47	34.18	298.48	315.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.29	0.00	0.00	6.25	32.91	34.42
Movement LOS	A			A	C	C
d_A, Approach Delay [s/veh]	6.29		6.25		33.02	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	24.86					
Intersection LOS	C					
Intersection V/C	0.320					

Sequence

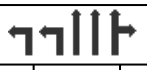
Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	73.1
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	217	602	454	158	657	166	308	656	122	405	1356	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	602	454	158	657	166	308	656	122	405	1356	128
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	156	118	41	170	43	80	170	32	105	351	33
Total Analysis Volume [veh/h]	225	624	470	164	681	172	319	680	126	420	1405	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	35	50	0	40	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	57	0	0	48	0	28	47	0	28	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	42	42	42	42	40	40	40	40	19	52	52	25	57	57
g / C, Green / Cycle	0.23	0.23	0.23	0.23	0.22	0.22	0.22	0.22	0.11	0.29	0.29	0.14	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.21	0.21	0.09	0.20	0.15	0.15	0.09	0.13	0.08	0.12	0.29	0.29
s, saturation flow rate [veh/h]	1774	1863	1751	1583	1774	1863	1695	1493	3445	5074	1583	3445	3547	1782
c, Capacity [veh/h]	417	438	412	372	393	412	375	330	371	1461	456	469	1122	564
d1, Uniform Delay [s]	60.29	66.53	66.67	66.88	60.13	68.43	64.09	64.21	78.96	52.70	49.58	76.48	59.10	59.22
k, delay calibration	0.11	0.25	0.26	0.26	0.11	0.24	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.09	12.99	14.50	17.17	0.71	15.67	2.08	2.44	5.85	1.07	1.50	6.25	12.51	21.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

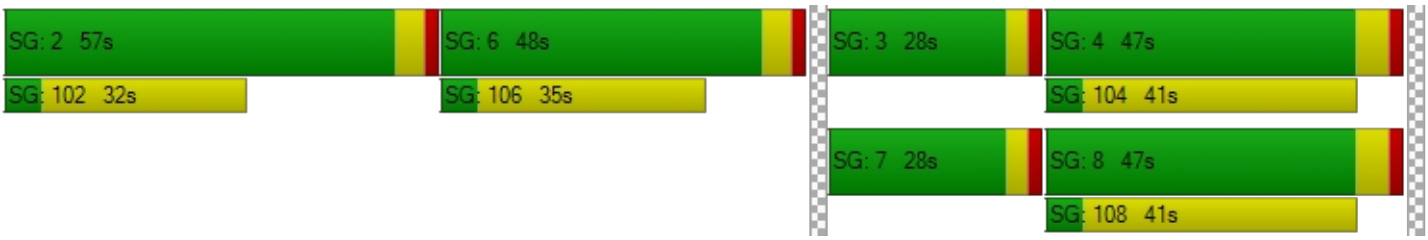
X, volume / capacity	0.54	0.89	0.89	0.90	0.42	0.91	0.67	0.68	0.86	0.47	0.28	0.90	0.91	0.92
d, Delay for Lane Group [s/veh]	61.38	79.52	81.17	84.05	60.84	84.10	66.18	66.66	84.80	53.77	51.09	82.73	71.61	81.18
Lane Group LOS	E	E	F	F	E	F	E	E	F	D	D	F	E	F
Critical Lane Group	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.18	18.85	18.05	16.82	6.55	18.74	10.81	9.67	7.60	8.65	4.64	9.99	24.24	25.99
50th-Percentile Queue Length [ft/ln]	229.5	471.2	451.2	420.3	163.7	468.4	270.1	241.8	189.96	216.22	115.95	249.76	605.96	649.82
95th-Percentile Queue Length [veh/ln]	14.15	25.97	25.02	23.54	10.75	25.84	16.20	14.77	12.12	13.47	8.17	15.17	32.31	34.35
95th-Percentile Queue Length [ft/ln]	353.7	649.2	625.4	588.5	268.7	645.8	404.9	369.3	302.98	336.80	204.25	379.35	807.82	858.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.38	80.14	83.36	60.84	76.14	66.66	84.80	53.77	51.09	82.73	74.22	81.18
Movement LOS	E	F	F	E	E	E	F	D	D	F	E	F
d_A, Approach Delay [s/veh]	78.04			72.07			62.27			76.52		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	73.10											
Intersection LOS	E											
Intersection V/C	0.875											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	60.5
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	768	924	200	127	900	416	325	682	408	203	1323	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	768	924	200	127	900	416	325	682	408	203	1323	55
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	239	52	33	233	108	84	177	106	53	342	14
Total Analysis Volume [veh/h]	795	957	207	131	932	431	336	706	422	210	1370	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	42	85	0	12	55	0	21	58	0	15	52	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	38	79	79	8	49	49	18	53	53	12	47	47
g / C, Green / Cycle	0.22	0.46	0.46	0.05	0.29	0.29	0.11	0.31	0.31	0.07	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.23	0.19	0.13	0.04	0.18	0.27	0.10	0.14	0.27	0.06	0.21	0.21
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1814
c, Capacity [veh/h]	770	2350	733	162	1454	454	367	1578	492	246	1399	500
d1, Uniform Delay [s]	66.00	30.20	28.19	80.24	52.99	59.44	75.18	46.88	55.02	78.07	56.25	56.26
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.40	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.11	0.11	0.21	3.60	0.48	27.24	3.86	0.92	17.29	3.31	3.76	10.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.03	0.41	0.28	0.81	0.64	0.95	0.92	0.45	0.86	0.86	0.75	0.75
d, Delay for Lane Group [s/veh]	85.11	30.31	28.40	83.84	53.47	86.68	79.04	47.80	72.31	81.38	60.01	66.27
Lane Group LOS	F	C	C	F	D	F	E	D	E	F	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.57	8.68	5.29	2.92	11.62	21.41	7.43	8.12	19.17	4.64	14.14	16.04
50th-Percentile Queue Length [ft/ln]	464.29	217.03	132.15	72.94	290.38	535.20	185.63	203.04	479.37	116.03	353.38	401.05
95th-Percentile Queue Length [veh/ln]	26.12	13.51	9.06	5.25	17.20	29.00	11.89	12.80	26.36	8.17	20.30	22.61
95th-Percentile Queue Length [ft/ln]	652.96	337.84	226.41	131.30	430.11	724.91	297.35	319.89	658.91	204.36	507.53	565.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	85.11	30.31	28.40	83.84	53.47	86.68	79.04	47.80	72.31	81.38	61.47	66.27
Movement LOS	F	C	C	F	D	F	E	D	E	F	E	E
d_A, Approach Delay [s/veh]	52.35			65.71			62.04			64.19		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	60.52											
Intersection LOS	E											
Intersection V/C	0.917											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	114	514	424	114	123	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	514	424	114	123	129
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	136	112	30	32	34
Total Analysis Volume [veh/h]	120	543	448	120	130	136
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	48	63	15	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	72	72	72	72	72	72
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	6	22	12	12	10	10
g / C, Green / Cycle	0.09	0.31	0.17	0.17	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.13	0.08	0.04	0.05
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	305	1100	591	264	475	386
d1, Uniform Delay [s]	31.19	20.36	28.81	27.24	28.00	28.32
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.34	2.03	1.23	0.31	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.49	0.76	0.46	0.27	0.35
d, Delay for Lane Group [s/veh]	31.50	20.70	30.84	28.46	28.31	28.86
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.96	3.51	3.67	1.86	1.01	1.08
50th-Percentile Queue Length [ft/ln]	23.98	87.63	91.71	46.58	25.30	26.96
95th-Percentile Queue Length [veh/ln]	1.73	6.31	6.60	3.35	1.82	1.94
95th-Percentile Queue Length [ft/ln]	43.17	157.74	165.07	83.84	45.54	48.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.50	20.70	30.84	28.46	28.31	28.86
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.66		30.34		28.59	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	26.63					
Intersection LOS	C					
Intersection V/C	0.251					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	240	348	130	198	354	110	89	738	157	165	1272	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	348	130	198	354	110	89	738	157	165	1272	142
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	92	35	53	94	29	24	196	42	44	338	38
Total Analysis Volume [veh/h]	255	369	138	210	376	117	94	783	167	175	1350	151
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	45	0	20	56	0	9	39	0	16	46	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	11	17	17	9	15	15	5	67	67	8	71	71
g / C, Green / Cycle	0.09	0.14	0.14	0.08	0.13	0.13	0.04	0.56	0.56	0.07	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.07	0.10	0.09	0.06	0.10	0.07	0.03	0.15	0.11	0.05	0.27	0.09
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	315	512	224	274	463	207	147	2842	887	242	2986	950
d1, Uniform Delay [s]	53.47	49.24	48.44	54.24	50.91	49.18	56.58	13.73	12.98	54.64	13.85	11.21
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.89	1.93	2.74	4.45	3.48	2.42	1.70	0.24	0.47	4.06	0.50	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.72	0.62	0.77	0.81	0.57	0.64	0.28	0.19	0.72	0.45	0.16
d, Delay for Lane Group [s/veh]	55.36	51.17	51.17	58.69	54.39	51.60	58.29	13.97	13.45	58.69	14.34	11.57
Lane Group LOS	E	D	D	E	D	D	E	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.82	5.38	4.03	3.25	5.67	3.42	1.42	3.55	2.23	2.69	6.50	1.82
50th-Percentile Queue Length [ft/ln]	95.57	134.46	100.67	81.36	141.83	85.38	35.40	88.87	55.70	67.14	162.41	45.55
95th-Percentile Queue Length [veh/ln]	6.88	9.18	7.25	5.86	9.58	6.15	2.55	6.40	4.01	4.83	10.68	3.28
95th-Percentile Queue Length [ft/ln]	172.03	229.54	181.20	146.45	239.48	153.69	63.71	159.96	100.25	120.86	266.91	81.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.36	51.17	51.17	58.69	54.39	51.60	58.29	13.97	13.45	58.69	14.34	11.57
Movement LOS	E	D	D	E	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	52.57			55.21			17.88			18.72		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]	30.80											
Intersection LOS	C											
Intersection V/C	0.543											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	38.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	129	851	158	71	668	162	241	798	99	297	1298	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	851	158	71	668	162	241	798	99	297	1298	91
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	229	42	19	179	44	65	214	27	80	349	24
Total Analysis Volume [veh/h]	139	914	170	76	718	174	259	857	106	319	1394	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	10	36	0	33	59	0	17	41	0	20	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	28	28	5	22	22	12	67	67	14	70	70
g / C, Green / Cycle	0.08	0.21	0.21	0.04	0.17	0.17	0.09	0.52	0.52	0.11	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.11	0.02	0.14	0.11	0.07	0.17	0.07	0.09	0.27	0.06
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	280	1091	340	129	877	279	312	2673	834	372	2772	848
d1, Uniform Delay [s]	57.33	48.86	44.88	61.58	51.81	49.85	58.26	18.22	16.27	56.98	19.18	14.94
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.36	1.80	1.13	4.22	1.96	2.28	5.64	0.32	0.31	5.72	0.65	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

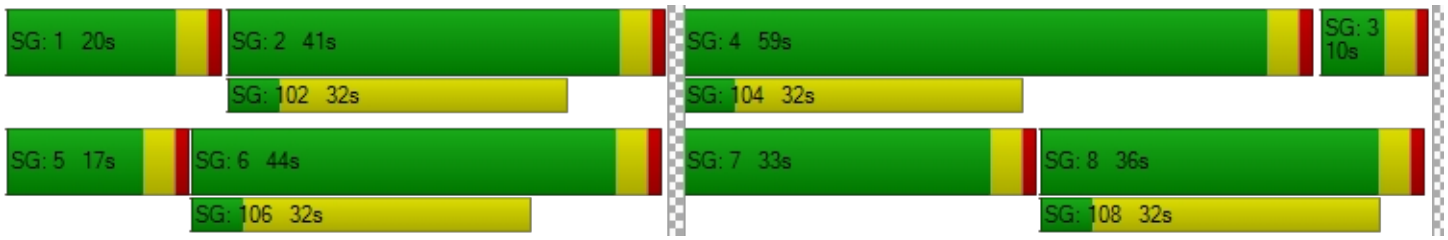
X, volume / capacity	0.50	0.84	0.50	0.59	0.82	0.62	0.83	0.32	0.13	0.86	0.50	0.12
d, Delay for Lane Group [s/veh]	58.69	50.66	46.01	65.80	53.77	52.13	63.90	18.53	16.58	62.70	19.83	15.22
Lane Group LOS	E	D	D	E	D	D	E	B	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.22	9.48	4.87	1.30	7.56	5.35	4.38	4.91	1.67	5.37	8.69	1.47
50th-Percentile Queue Length [ft/ln]	55.44	236.91	121.77	32.44	189.00	133.84	109.45	122.63	41.80	134.27	217.28	36.63
95th-Percentile Queue Length [veh/ln]	3.99	14.52	8.49	2.34	12.07	9.15	7.81	8.54	3.01	9.17	13.53	2.64
95th-Percentile Queue Length [ft/ln]	99.79	363.12	212.25	58.39	301.73	228.70	195.24	213.43	75.24	229.28	338.16	65.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.69	50.66	46.01	65.80	53.77	52.13	63.90	18.53	16.58	62.70	19.83	15.22
Movement LOS	E	D	D	E	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	50.93			54.42			27.98			27.14		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.96											
Intersection LOS	D											
Intersection V/C	0.622											

Sequence

Ring 1	2	1	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	48.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	27	0	325	71	67	14	0	653	523	437	1609	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	325	71	67	14	0	653	523	437	1609	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	86	19	18	4	0	173	139	116	427	0
Total Analysis Volume [veh/h]	29	0	345	75	71	15	0	693	555	464	1708	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	33	33	114	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	112	112	112	112	112	112	29	145	27	60
g / C, Green / Cycle	0.62	0.62	0.62	0.62	0.62	0.62	0.16	0.80	0.15	0.34
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.03	0.02	0.01	0.13	0.34	0.13	0.25
s, saturation flow rate [veh/h]	1350	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	850	1001	981	1578	2198	1001	843	1300	519	2317
d1, Uniform Delay [s]	14.72	14.59	14.59	17.81	13.27	13.12	72.79	5.22	75.00	52.76
k, delay calibration	0.11	0.20	0.20	0.50	0.50	0.50	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.15	0.15	0.06	0.03	0.03	2.08	0.29	5.66	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.17	0.18	0.05	0.03	0.01	0.82	0.43	0.89	0.74
d, Delay for Lane Group [s/veh]	14.74	14.74	14.75	17.87	13.29	13.15	74.87	5.51	80.66	53.23
Lane Group LOS	B	B	B	B	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.50	3.12	3.12	0.74	0.58	0.25	10.43	5.53	10.90	17.02
50th-Percentile Queue Length [ft/ln]	12.62	77.99	78.02	18.47	14.61	6.21	260.81	138.36	272.38	425.47
95th-Percentile Queue Length [veh/ln]	0.91	5.62	5.62	1.33	1.05	0.45	15.73	9.39	16.31	23.78
95th-Percentile Queue Length [ft/ln]	22.72	140.39	140.43	33.24	26.30	11.18	393.24	234.82	407.71	594.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.74	0.00	14.74	17.87	13.29	13.15	0.00	74.87	5.51	80.66	53.23	0.00
Movement LOS	B		B	B	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	14.74			15.41			44.03			59.09		
Approach LOS	B			B			D			E		
d_I, Intersection Delay [s/veh]	48.36											
Intersection LOS	D											
Intersection V/C	0.533											

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	40.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1047	1146	78	0	0	0	74	951	0	0	1736	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1047	1146	78	0	0	0	74	951	0	0	1736	158
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	274	300	20	0	0	0	19	249	0	0	454	41
Total Analysis Volume [veh/h]	1096	1200	82	0	0	0	77	996	0	0	1818	165
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	142	161	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	105	105	105	105		6	67	57	57	57
g / C, Green / Cycle	0.58	0.58	0.58	0.58		0.03	0.37	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.31	0.31	0.26	0.26		0.02	0.15	0.27	0.26	0.10
s, saturation flow rate [veh/h]	1774	1774	3227	1640		3445	6765	5074	1759	1583
c, Capacity [veh/h]	1035	1035	1884	957		116	2516	1603	556	500
d1, Uniform Delay [s]	22.56	22.56	21.16	21.18		85.92	41.62	57.56	56.76	46.99
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.94	1.94	0.78	1.54		6.34	0.10	1.35	3.02	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.53	0.45	0.45		0.66	0.40	0.85	0.82	0.33
d, Delay for Lane Group [s/veh]	24.50	24.50	21.95	22.72		92.27	41.72	58.92	59.78	47.37
Lane Group LOS	C	C	C	C		F	D	E	E	D
Critical Lane Group	Yes	No	No	No		Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.78	14.78	10.55	10.94		1.87	8.21	19.37	19.37	5.74
50th-Percentile Queue Length [ft/ln]	369.4	369.4	263.6	273.5		46.83	205.23	484.33	484.27	143.38
95th-Percentile Queue Length [veh/ln]	21.08	21.08	15.87	16.37		3.37	12.91	26.59	26.59	9.66
95th-Percentile Queue Length [ft/ln]	527.0	527.0	396.7	409.1		84.29	322.70	664.80	664.73	241.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.50	22.17	22.72	0.00	0.00	0.00	92.27	41.72	0.00	0.00	59.07	47.37
Movement LOS	C	C	C				F	D			E	D
d_A, Approach Delay [s/veh]	23.26			0.00			45.35			58.15		
Approach LOS	C			A			D			E		
d_I, Intersection Delay [s/veh]	40.36											
Intersection LOS	D											
Intersection V/C	0.643											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Future without Project Conditions (Year 2023)

Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	98	0	0	633	781	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	0	0	633	781	24
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	0	171	211	6
Total Analysis Volume [veh/h]	106	0	0	683	843	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	26	0	0	26	64	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	19	19
g / C, Green / Cycle	0.70	0.70	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.03	0.19	0.17	0.17
s, saturation flow rate [veh/h]	3547	3547	3445	1755
c, Capacity [veh/h]	2480	2480	730	372
d1, Uniform Delay [s]	4.20	5.04	33.54	33.58
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.28	1.92	3.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

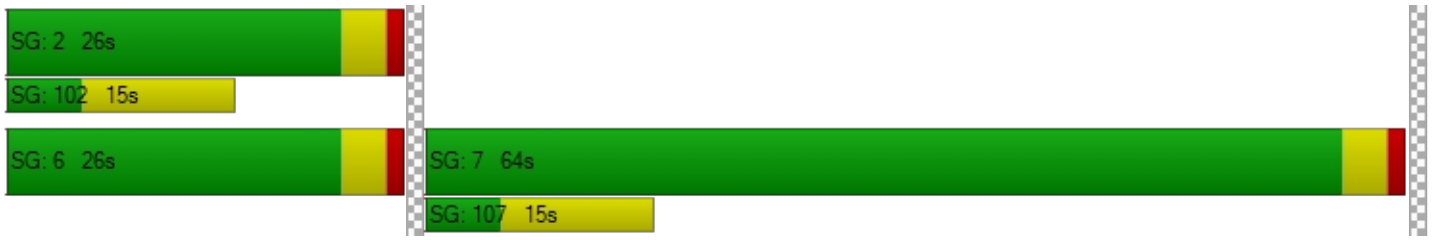
X, volume / capacity	0.04	0.28	0.79	0.79
d, Delay for Lane Group [s/veh]	4.23	5.32	35.46	37.40
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	1.95	6.00	6.36
50th-Percentile Queue Length [ft/ln]	6.27	48.72	150.03	158.92
95th-Percentile Queue Length [veh/ln]	0.45	3.51	10.02	10.49
95th-Percentile Queue Length [ft/ln]	11.28	87.69	250.48	262.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.23	0.00	0.00	5.32	36.08	37.40
Movement LOS	A			A	D	D
d_A, Approach Delay [s/veh]	4.23		5.32		36.12	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	21.39					
Intersection LOS	C					
Intersection V/C	0.396					

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	58.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	165	302	235	522	417	174	298	768	113	347	835	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	302	235	522	417	174	298	768	113	347	835	80
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	78	61	135	108	45	77	199	29	90	216	21
Total Analysis Volume [veh/h]	171	313	244	541	432	180	309	796	117	360	865	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	55	50	0	60	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	67	0	0	41	0	15	47	0	15	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	22	22	22	22	33	33	33	33	18	73	73	21	76	76
g / C, Green / Cycle	0.13	0.13	0.13	0.13	0.20	0.20	0.20	0.20	0.11	0.43	0.43	0.12	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.11	0.11	0.17	0.17	0.17	0.17	0.09	0.16	0.07	0.10	0.18	0.18
s, saturation flow rate [veh/h]	1774	1863	1743	1583	1774	1793	1695	1509	3445	5074	1583	3445	3547	1780
c, Capacity [veh/h]	227	238	223	203	346	350	331	295	364	2180	680	416	1578	792
d1, Uniform Delay [s]	71.56	72.40	72.44	72.49	66.39	66.39	66.37	66.43	74.73	32.82	29.88	73.39	31.88	31.88
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.00	7.51	8.15	9.14	6.87	6.79	7.06	8.08	5.57	0.47	0.55	5.46	0.76	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

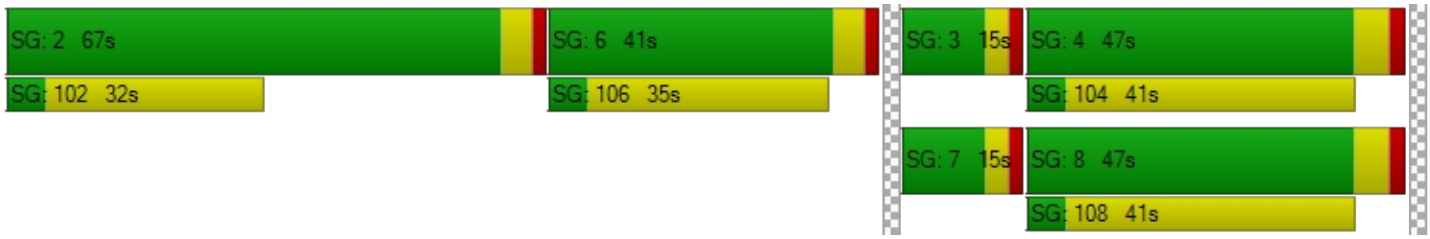
X, volume / capacity	0.75	0.84	0.84	0.84	0.87	0.87	0.87	0.88	0.85	0.37	0.17	0.86	0.40	0.40
d, Delay for Lane Group [s/veh]	76.56	79.91	80.59	81.62	73.26	73.18	73.43	74.51	80.31	33.30	30.43	78.86	32.64	33.39
Lane Group LOS	E	E	F	F	E	E	E	E	F	C	C	E	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.52	8.99	8.48	7.81	13.37	13.50	12.76	11.51	6.93	7.59	3.11	8.04	9.03	9.23
50th-Percentile Queue Length [ft/ln]	188.0	224.6	212.0	195.2	334.3	337.4	319.1	287.7	173.13	189.73	77.80	200.97	225.70	230.86
95th-Percentile Queue Length [veh/ln]	12.02	13.90	13.26	12.39	19.37	19.52	18.62	17.07	11.24	12.11	5.60	12.69	13.96	14.22
95th-Percentile Queue Length [ft/ln]	300.5	347.6	331.5	309.7	484.2	488.0	465.6	426.8	281.03	302.68	140.04	317.22	348.90	355.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.56	80.16	81.36	73.22	73.59	74.51	80.31	33.30	30.43	78.86	32.84	33.39
Movement LOS	E	F	F	E	E	E	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	79.70			73.56			44.91			45.54		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	58.33											
Intersection LOS	E											
Intersection V/C	0.603											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	59.1
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.937

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	695	727	191	101	1113	471	249	758	417	196	910	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	695	727	191	101	1113	471	249	758	417	196	910	153
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	180	188	49	26	288	122	64	196	108	51	236	40
Total Analysis Volume [veh/h]	719	753	198	105	1152	488	258	785	432	203	942	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	39	58	0	41	60	0	18	56	0	15	53	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	35	82	82	7	54	54	15	51	51	12	48	48
g / C, Green / Cycle	0.21	0.48	0.48	0.04	0.32	0.32	0.09	0.30	0.30	0.07	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.15	0.13	0.03	0.23	0.31	0.07	0.15	0.27	0.06	0.16	0.16
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1693
c, Capacity [veh/h]	709	2453	765	148	1626	507	294	1514	472	233	1424	475
d1, Uniform Delay [s]	67.50	26.63	25.92	80.32	50.79	56.75	76.86	49.51	57.56	78.50	52.50	52.60
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.42	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.19	0.07	0.18	2.37	0.58	28.54	3.30	1.27	24.81	3.87	1.71	5.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

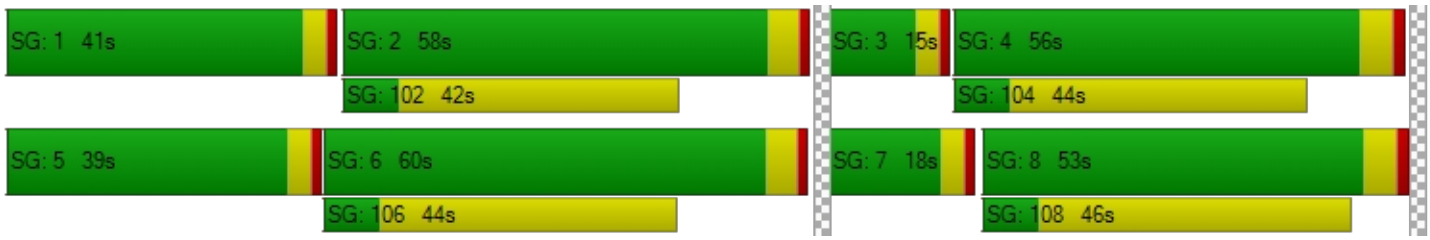
X, volume / capacity	1.01	0.31	0.26	0.71	0.71	0.96	0.88	0.52	0.91	0.87	0.58	0.58
d, Delay for Lane Group [s/veh]	80.69	26.70	26.10	82.69	51.37	85.28	80.15	50.79	82.37	82.36	54.21	57.77
Lane Group LOS	F	C	C	F	D	F	F	D	F	F	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.56	6.22	4.80	2.32	14.37	24.31	5.69	9.40	20.96	4.51	10.25	10.84
50th-Percentile Queue Length [ft/ln]	413.91	155.45	119.99	57.90	359.30	607.63	142.29	235.08	523.98	112.83	256.34	270.93
95th-Percentile Queue Length [veh/ln]	23.41	10.31	8.39	4.17	20.59	32.39	9.60	14.43	28.47	8.00	15.50	16.24
95th-Percentile Queue Length [ft/ln]	585.22	257.68	209.81	104.22	514.73	809.76	240.10	360.80	711.68	199.94	387.62	405.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.69	26.70	26.10	82.69	51.37	85.28	80.15	50.79	82.37	82.36	54.66	57.77
Movement LOS	F	C	C	F	D	F	F	D	F	F	D	E
d_A, Approach Delay [s/veh]	49.88			62.74			65.17			59.35		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	59.14											
Intersection LOS	E											
Intersection V/C	0.937											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	129	494	422	142	144	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	494	422	142	144	56
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	130	111	37	38	15
Total Analysis Volume [veh/h]	136	522	446	150	152	59
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	48	63	15	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	73	73	73	73	73	73
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	7	23	12	12	10	10
g / C, Green / Cycle	0.09	0.31	0.17	0.17	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.13	0.09	0.04	0.02
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	313	1109	592	264	469	382
d1, Uniform Delay [s]	31.25	20.11	28.82	27.83	28.33	27.66
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.31	1.97	1.91	0.40	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.47	0.75	0.57	0.32	0.15
d, Delay for Lane Group [s/veh]	31.60	20.42	30.80	29.75	28.73	27.85
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.09	3.34	3.65	2.41	1.20	0.45
50th-Percentile Queue Length [ft/ln]	27.30	83.41	91.29	60.18	29.95	11.35
95th-Percentile Queue Length [veh/ln]	1.97	6.01	6.57	4.33	2.16	0.82
95th-Percentile Queue Length [ft/ln]	49.14	150.13	164.33	108.33	53.91	20.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.60	20.42	30.80	29.75	28.73	27.85
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.73		30.53		28.48	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	26.73					
Intersection LOS	C					
Intersection V/C	0.251					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	28.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	178	374	140	136	212	107	138	1777	224	93	501	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	374	140	136	212	107	138	1777	224	93	501	166
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	99	37	36	56	28	37	472	59	25	133	44
Total Analysis Volume [veh/h]	189	397	149	144	225	114	146	1886	238	99	532	176
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	54	0	12	57	0	9	44	0	10	45	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	12	16	16	7	11	11	7	74	74	5	72	72
g / C, Green / Cycle	0.10	0.13	0.13	0.06	0.09	0.09	0.06	0.61	0.61	0.05	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.09	0.04	0.06	0.07	0.04	0.37	0.15	0.03	0.10	0.11
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	338	487	213	200	338	151	205	3112	971	156	3045	969
d1, Uniform Delay [s]	51.63	50.47	49.60	55.65	52.59	53.07	55.51	14.28	10.56	56.31	10.72	10.77
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	3.38	4.11	4.83	2.27	7.49	1.72	0.89	0.60	4.23	0.13	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.82	0.70	0.72	0.67	0.76	0.71	0.61	0.25	0.63	0.17	0.18
d, Delay for Lane Group [s/veh]	52.17	53.85	53.71	60.48	54.86	60.56	57.22	15.17	11.16	60.54	10.84	11.18
Lane Group LOS	D	D	D	E	D	E	E	B	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.72	5.97	4.48	2.26	3.36	3.64	2.19	9.80	2.83	1.54	2.01	2.08
50th-Percentile Queue Length [ft/ln]	67.97	149.26	111.97	56.52	84.05	91.06	54.63	244.95	70.84	38.59	50.30	52.04
95th-Percentile Queue Length [veh/ln]	4.89	9.98	7.95	4.07	6.05	6.56	3.93	14.93	5.10	2.78	3.62	3.75
95th-Percentile Queue Length [ft/ln]	122.35	249.44	198.74	101.74	151.28	163.91	98.33	373.29	127.51	69.45	90.53	93.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.17	53.85	53.71	60.48	54.86	60.56	57.22	15.17	11.16	60.54	10.84	11.18
Movement LOS	D	D	D	E	D	E	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	53.39			57.88			17.46			17.01		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]	28.07											
Intersection LOS	C											
Intersection V/C	0.636											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	106	711	172	117	770	145	172	1163	81	289	619	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	711	172	117	770	145	172	1163	81	289	619	142
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	191	46	31	207	39	46	312	22	78	166	38
Total Analysis Volume [veh/h]	114	764	185	126	827	156	185	1249	87	310	665	153
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	37	41	0	32	36	0	18	36	0	21	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	32	32	7	33	33	9	61	61	14	66	66
g / C, Green / Cycle	0.05	0.25	0.25	0.05	0.25	0.25	0.07	0.47	0.47	0.11	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.12	0.04	0.16	0.10	0.05	0.24	0.05	0.09	0.13	0.10
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	175	1251	390	186	1271	405	242	2434	759	366	2627	804
d1, Uniform Delay [s]	60.65	43.45	41.79	60.39	43.62	40.41	59.49	24.04	19.28	57.05	18.08	17.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.03	0.49	0.90	4.28	0.57	0.60	4.98	0.78	0.31	5.44	0.23	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

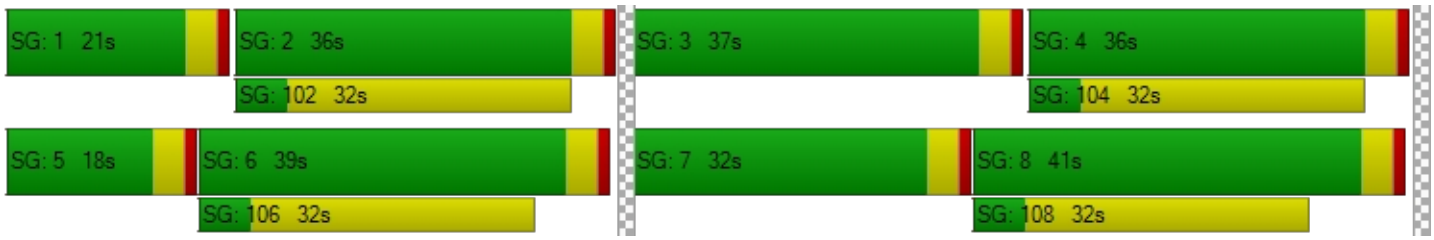
X, volume / capacity	0.65	0.61	0.47	0.68	0.65	0.39	0.76	0.51	0.11	0.85	0.25	0.19
d, Delay for Lane Group [s/veh]	64.68	43.94	42.69	64.67	44.19	41.01	64.47	24.82	19.58	62.50	18.31	17.97
Lane Group LOS	E	D	D	E	D	D	E	C	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.92	7.22	5.10	2.13	7.88	4.16	3.13	8.83	1.51	5.21	3.72	2.56
50th-Percentile Queue Length [ft/ln]	48.10	180.39	127.48	53.18	197.02	104.12	78.13	220.67	37.86	130.14	93.06	63.96
95th-Percentile Queue Length [veh/ln]	3.46	11.62	8.80	3.83	12.48	7.50	5.63	13.70	2.73	8.95	6.70	4.61
95th-Percentile Queue Length [ft/ln]	86.59	290.52	220.06	95.73	312.12	187.41	140.63	342.48	68.15	223.69	167.51	115.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.68	43.94	42.69	64.67	44.19	41.01	64.47	24.82	19.58	62.50	18.31	17.97
Movement LOS	E	D	D	E	D	D	E	C	B	E	B	B
d_A, Approach Delay [s/veh]	45.95			46.07			29.34			30.41		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.10											
Intersection LOS	D											
Intersection V/C	0.601											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

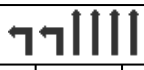


Intersection Level Of Service Report

Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	91	0	548	78	129	15	0	982	534	312	1078	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	548	78	129	15	0	982	534	312	1078	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	145	21	34	4	0	261	142	83	286	0
Total Analysis Volume [veh/h]	97	0	582	83	137	16	0	1042	567	331	1144	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	61	61	86	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	105	105	105	105	105	105	43	152	20	67
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.58	0.58	0.24	0.84	0.11	0.37
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.18	0.03	0.04	0.01	0.20	0.35	0.10	0.17
s, saturation flow rate [veh/h]	1272	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	748	946	926	1357	2075	945	1229	1364	381	2556
d1, Uniform Delay [s]	19.14	18.97	18.97	25.05	16.11	15.64	65.49	3.34	78.71	42.74
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.84	0.89	0.09	0.06	0.03	1.72	0.23	6.08	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.31	0.31	0.06	0.07	0.02	0.85	0.42	0.87	0.45
d, Delay for Lane Group [s/veh]	19.22	19.81	19.86	25.14	16.17	15.67	67.21	3.57	84.79	42.87
Lane Group LOS	B	B	B	C	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.02	6.51	6.52	1.00	1.27	0.29	15.32	3.95	7.85	9.66
50th-Percentile Queue Length [ft/ln]	50.44	162.77	162.94	24.88	31.86	7.34	382.94	98.84	196.23	241.58
95th-Percentile Queue Length [veh/ln]	3.63	10.70	10.70	1.79	2.29	0.53	21.74	7.12	12.44	14.76
95th-Percentile Queue Length [ft/ln]	90.80	267.38	267.61	44.79	57.36	13.22	543.41	177.91	311.10	369.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.22	0.00	19.84	25.14	16.17	15.67	0.00	67.21	3.57	84.79	42.87	0.00
Movement LOS	B		B	C	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	19.75			19.29			44.78			52.27		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	41.79											
Intersection LOS	D											
Intersection V/C	0.556											

Sequence

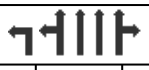
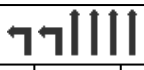
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	549	446	289	0	0	0	97	1494	0	0	1386	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	549	446	289	0	0	0	97	1494	0	0	1386	273
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	117	76	0	0	0	25	391	0	0	363	71
Total Analysis Volume [veh/h]	575	467	303	0	0	0	102	1564	0	0	1451	286
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	142	161	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	115	115	115	115		7	57	46	46	46
g / C, Green / Cycle	0.64	0.64	0.64	0.64		0.04	0.32	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.14	0.21		0.03	0.23	0.21	0.22	0.18
s, saturation flow rate [veh/h]	1774	1774	3227	1441		3445	6765	5074	1669	1583
c, Capacity [veh/h]	1130	1130	2055	918		144	2156	1293	425	403
d1, Uniform Delay [s]	14.16	14.16	13.87	15.02		85.14	54.31	63.60	63.83	60.97
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	0.54	0.26	0.96		6.35	0.47	1.57	4.94	2.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.25	0.23	0.33		0.71	0.73	0.84	0.85	0.71
d, Delay for Lane Group [s/veh]	14.70	14.70	14.13	15.99		91.49	54.79	65.16	68.78	63.28
Lane Group LOS	B	B	B	B		F	D	E	E	E
Critical Lane Group	No	No	No	Yes		Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.41	5.41	4.24	6.11		2.47	15.69	15.84	16.30	12.09
50th-Percentile Queue Length [ft/ln]	135.3	135.3	106.1	152.6		61.72	392.26	396.12	407.48	302.33
95th-Percentile Queue Length [veh/ln]	9.23	9.23	7.62	10.16		4.44	22.19	22.37	22.92	17.80
95th-Percentile Queue Length [ft/ln]	230.6	230.6	190.5	254.0		111.10	554.66	559.32	573.01	444.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.70	14.13	15.99	0.00	0.00	0.00	91.49	54.79	0.00	0.00	65.53	63.28
Movement LOS	B	B	B				F	D			E	E
d_A, Approach Delay [s/veh]	14.79			0.00			57.04			65.61		
Approach LOS	B			A			E			E		
d_I, Intersection Delay [s/veh]	48.20											
Intersection LOS	D											
Intersection V/C	0.490											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	244	0	0	225	1002	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	244	0	0	225	1002	70
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	0	0	61	270	19
Total Analysis Volume [veh/h]	263	0	0	243	1081	76
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	19	0	0	19	71	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	25	25
g / C, Green / Cycle	0.63	0.63	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.22	0.23
s, saturation flow rate [veh/h]	3547	3547	3445	1734
c, Capacity [veh/h]	2250	2250	953	480
d1, Uniform Delay [s]	6.50	6.46	30.24	30.45
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.10	1.61	3.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.11	0.80	0.82
d, Delay for Lane Group [s/veh]	6.60	6.55	31.86	33.98
Lane Group LOS	A	A	C	C
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.89	0.81	7.68	8.21
50th-Percentile Queue Length [ft/ln]	22.19	20.37	191.93	205.21
95th-Percentile Queue Length [veh/ln]	1.60	1.47	12.22	12.91
95th-Percentile Queue Length [ft/ln]	39.93	36.67	305.53	322.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.60	0.00	0.00	6.55	32.48	33.98
Movement LOS	A			A	C	C
d_A, Approach Delay [s/veh]	6.60		6.55		32.58	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	24.67					
Intersection LOS	C					
Intersection V/C	0.330					

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	78.5
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	224	620	468	163	677	174	322	691	126	417	1410	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	620	468	163	677	174	322	691	126	417	1410	132
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	161	121	42	175	45	83	179	33	108	365	34
Total Analysis Volume [veh/h]	232	642	485	169	702	180	334	716	131	432	1461	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	35	50	0	40	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	50	0	0	46	0	20	47	0	37	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	42	42	42	42	40	40	40	40	20	51	51	25	56	56
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.22	0.22	0.22	0.22	0.11	0.28	0.28	0.14	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.22	0.22	0.10	0.21	0.15	0.16	0.10	0.14	0.08	0.13	0.30	0.30
s, saturation flow rate [veh/h]	1774	1863	1751	1583	1774	1863	1695	1490	3445	5074	1583	3445	3547	1782
c, Capacity [veh/h]	418	439	412	373	396	416	379	333	383	1427	445	484	1102	554
d1, Uniform Delay [s]	60.52	66.98	67.16	67.43	60.01	68.69	64.14	64.25	78.76	54.12	50.68	76.02	61.01	61.19
k, delay calibration	0.11	0.35	0.35	0.36	0.11	0.36	0.19	0.19	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	19.62	22.00	26.16	0.73	24.97	3.80	4.54	6.29	1.26	1.68	5.95	19.53	31.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

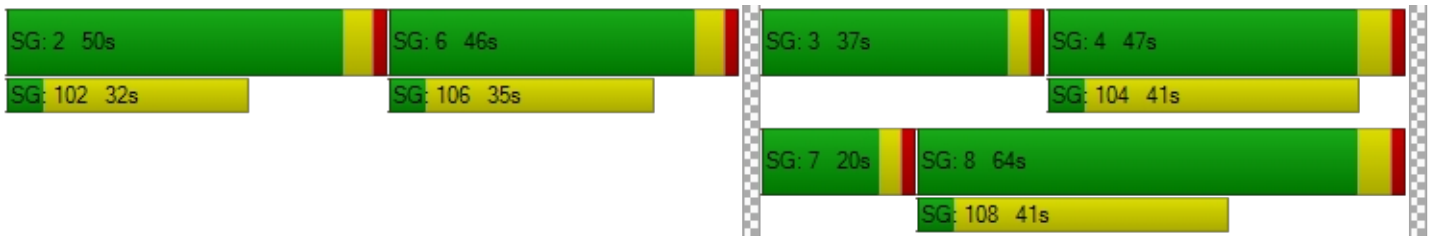
X, volume / capacity	0.56	0.91	0.92	0.93	0.43	0.94	0.69	0.69	0.87	0.50	0.29	0.89	0.96	0.97
d, Delay for Lane Group [s/veh]	61.68	86.60	89.15	93.59	60.74	93.66	67.94	68.79	85.05	55.39	52.36	81.97	80.54	92.55
Lane Group LOS	E	F	F	F	E	F	E	E	F	E	D	F	F	F
Critical Lane Group	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.51	20.26	19.53	18.37	6.75	20.54	11.39	10.19	7.97	9.28	4.89	10.25	26.74	28.93
50th-Percentile Queue Length [ft/ln]	237.7	506.5	488.1	459.3	168.8	513.4	284.6	254.6	199.37	232.09	122.32	256.23	668.61	723.23
95th-Percentile Queue Length [veh/ln]	14.56	27.65	26.77	25.40	11.01	27.97	16.92	15.42	12.61	14.28	8.52	15.50	35.23	37.75
95th-Percentile Queue Length [ft/ln]	364.1	691.1	669.3	635.0	275.3	699.2	423.0	385.5	315.15	357.01	213.01	387.49	880.64	943.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.68	87.56	92.52	60.74	82.31	68.79	85.05	55.39	52.36	81.97	83.83	92.55
Movement LOS	E	F	F	E	F	E	F	E	D	F	F	F
d_A, Approach Delay [s/veh]	84.85			76.53			63.44			84.02		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	78.50											
Intersection LOS	E											
Intersection V/C	0.908											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	63.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	800	978	209	131	951	429	336	707	425	213	1366	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	800	978	209	131	951	429	336	707	425	213	1366	57
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	207	253	54	34	246	111	87	183	110	55	354	15
Total Analysis Volume [veh/h]	828	1012	216	136	984	444	348	732	440	220	1414	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	43	51	0	46	54	0	21	57	0	16	52	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	39	79	79	9	49	49	17	52	52	12	47	47
g / C, Green / Cycle	0.23	0.47	0.47	0.05	0.29	0.29	0.10	0.30	0.30	0.07	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.24	0.20	0.14	0.04	0.19	0.28	0.10	0.14	0.28	0.06	0.21	0.21
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1814
c, Capacity [veh/h]	790	2362	737	180	1463	456	345	1543	482	243	1394	498
d1, Uniform Delay [s]	65.50	30.34	28.13	79.50	53.42	59.84	76.50	48.10	57.00	78.43	56.88	56.88
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.42	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	24.89	0.12	0.22	2.44	0.54	32.52	16.26	1.05	24.34	5.04	4.35	11.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

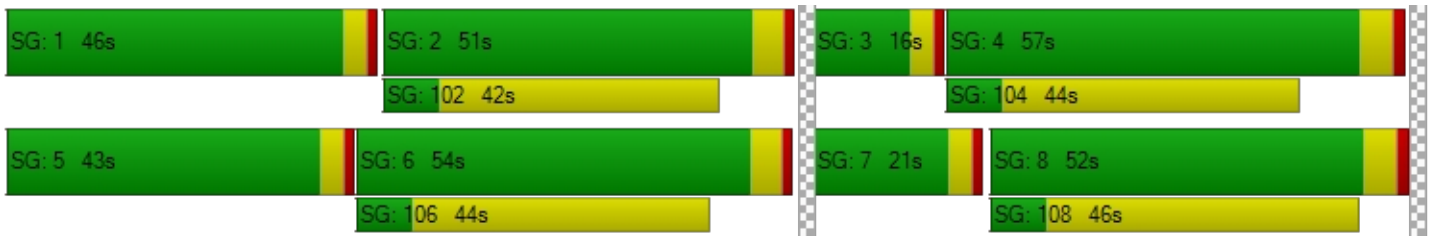
X, volume / capacity	1.05	0.43	0.29	0.76	0.67	0.97	1.01	0.47	0.91	0.90	0.78	0.78
d, Delay for Lane Group [s/veh]	90.39	30.46	28.34	81.93	53.97	92.37	92.76	49.15	81.34	83.47	61.22	68.29
Lane Group LOS	F	C	C	F	D	F	F	D	F	F	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.68	9.25	5.52	2.99	12.39	22.80	8.27	8.57	21.25	4.94	14.78	16.84
50th-Percentile Queue Length [ft/ln]	492.04	231.29	138.01	74.85	309.81	570.06	206.85	214.20	531.14	123.38	369.52	420.97
95th-Percentile Queue Length [veh/ln]	27.70	14.24	9.37	5.39	18.17	30.63	13.04	13.37	28.80	8.58	21.09	23.57
95th-Percentile Queue Length [ft/ln]	692.51	355.99	234.34	134.74	454.14	765.85	326.09	334.21	720.12	214.46	527.15	589.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.39	30.46	28.34	81.93	53.97	92.37	92.76	49.15	81.34	83.47	62.87	68.29
Movement LOS	F	C	C	F	D	F	F	D	F	F	E	E
d_A, Approach Delay [s/veh]	54.37			67.30			68.45			65.73		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	63.28											
Intersection LOS	E											
Intersection V/C	0.952											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	117	529	437	117	127	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	529	437	117	127	133
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	140	115	31	34	35
Total Analysis Volume [veh/h]	124	559	461	124	134	140
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	48	63	15	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	73	73	73	73	73	73
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	6	23	12	12	10	10
g / C, Green / Cycle	0.09	0.31	0.17	0.17	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.13	0.08	0.04	0.05
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	306	1114	604	270	472	384
d1, Uniform Delay [s]	31.39	20.36	28.83	27.22	28.23	28.56
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.35	2.04	1.22	0.33	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.50	0.76	0.46	0.28	0.36
d, Delay for Lane Group [s/veh]	31.71	20.71	30.87	28.44	28.56	29.14
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.00	3.63	3.79	1.93	1.05	1.12
50th-Percentile Queue Length [ft/ln]	24.97	90.72	94.85	48.28	26.31	28.02
95th-Percentile Queue Length [veh/ln]	1.80	6.53	6.83	3.48	1.89	2.02
95th-Percentile Queue Length [ft/ln]	44.95	163.29	170.73	86.91	47.36	50.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.71	20.71	30.87	28.44	28.56	29.14
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.71		30.35		28.86	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	26.70					
Intersection LOS	C					
Intersection V/C	0.259					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	247	358	134	204	365	113	92	823	162	170	1367	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	358	134	204	365	113	92	823	162	170	1367	146
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	95	36	54	97	30	24	218	43	45	363	39
Total Analysis Volume [veh/h]	262	380	142	217	387	120	98	874	172	180	1451	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	45	0	20	56	0	9	39	0	16	46	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	11	17	17	10	16	16	5	66	66	9	70	70
g / C, Green / Cycle	0.09	0.14	0.14	0.08	0.13	0.13	0.04	0.55	0.55	0.07	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.08	0.11	0.09	0.06	0.11	0.07	0.03	0.17	0.11	0.05	0.29	0.10
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	322	524	229	281	475	212	152	2808	876	247	2952	940
d1, Uniform Delay [s]	53.35	49.03	48.21	54.12	50.71	48.92	56.49	14.46	13.43	54.54	14.69	11.60
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.90	1.93	2.72	4.47	3.47	2.37	1.70	0.29	0.50	4.06	0.59	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.73	0.62	0.77	0.82	0.57	0.64	0.31	0.20	0.73	0.49	0.16
d, Delay for Lane Group [s/veh]	55.25	50.97	50.93	58.59	54.18	51.29	58.19	14.75	13.93	58.60	15.28	11.98
Lane Group LOS	E	D	D	E	D	D	E	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.93	5.53	4.14	3.36	5.83	3.49	1.48	4.14	2.35	2.76	7.34	1.91
50th-Percentile Queue Length [ft/ln]	98.16	138.33	103.38	84.04	145.84	87.31	36.88	103.42	58.72	69.02	183.38	47.87
95th-Percentile Queue Length [veh/ln]	7.07	9.39	7.44	6.05	9.79	6.29	2.66	7.45	4.23	4.97	11.78	3.45
95th-Percentile Queue Length [ft/ln]	176.69	234.77	186.09	151.28	244.86	157.16	66.38	186.15	105.69	124.24	294.42	86.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.25	50.97	50.93	58.59	54.18	51.29	58.19	14.75	13.93	58.60	15.28	11.98
Movement LOS	E	D	D	E	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	52.39			55.02			18.35			19.36		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]	30.75											
Intersection LOS	C											
Intersection V/C	0.573											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	39.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	133	935	166	110	742	178	258	883	102	310	1386	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	935	166	110	742	178	258	883	102	310	1386	189
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	251	45	30	199	48	69	237	27	83	372	51
Total Analysis Volume [veh/h]	143	1004	178	118	797	191	277	948	110	333	1489	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	36	0	39	66	0	16	36	0	19	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	31	31	7	25	25	12	62	62	14	65	65
g / C, Green / Cycle	0.10	0.24	0.24	0.05	0.19	0.19	0.09	0.48	0.48	0.11	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.11	0.03	0.16	0.12	0.08	0.18	0.07	0.10	0.29	0.13
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	340	1194	372	179	966	307	324	2478	773	383	2575	788
d1, Uniform Delay [s]	55.28	47.39	42.83	60.50	50.55	48.32	58.14	21.62	18.95	56.86	23.04	18.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	1.69	0.95	4.11	1.86	2.05	6.39	0.45	0.39	6.16	0.95	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

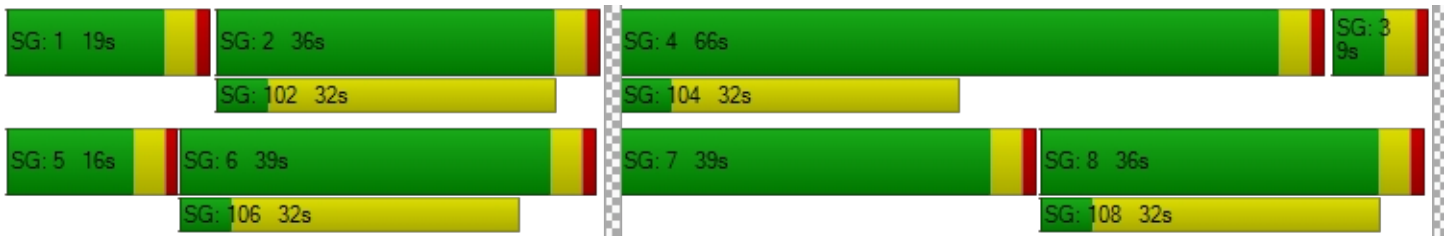
X, volume / capacity	0.42	0.84	0.48	0.66	0.83	0.62	0.85	0.38	0.14	0.87	0.58	0.26
d, Delay for Lane Group [s/veh]	56.10	49.08	43.78	64.61	52.41	50.38	64.53	22.07	19.34	63.02	24.00	19.62
Lane Group LOS	E	D	D	E	D	D	E	C	B	E	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.22	10.32	4.97	1.99	8.33	5.79	4.71	6.08	1.91	5.63	10.53	3.62
50th-Percentile Queue Length [ft/ln]	55.56	257.89	124.18	49.78	208.31	144.70	117.85	152.12	47.70	140.72	263.24	90.40
95th-Percentile Queue Length [veh/ln]	4.00	15.58	8.62	3.58	13.07	9.73	8.27	10.13	3.43	9.52	15.85	6.51
95th-Percentile Queue Length [ft/ln]	100.00	389.57	215.56	89.61	326.66	243.34	206.87	253.26	85.86	237.99	396.28	162.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.10	49.08	43.78	64.61	52.41	50.38	64.53	22.07	19.34	63.02	24.00	19.62
Movement LOS	E	D	D	E	D	D	E	C	B	E	C	B
d_A, Approach Delay [s/veh]	49.13			53.36			30.66			29.98		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	38.98											
Intersection LOS	D											
Intersection V/C	0.683											

Sequence

Ring 1	2	1	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

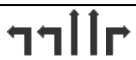


Intersection Level Of Service Report

Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	45.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	89	0	565	101	110	28	0	794	539	450	1840	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	565	101	110	28	0	794	539	450	1840	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	150	27	29	7	0	211	143	119	488	0
Total Analysis Volume [veh/h]	94	0	600	107	117	30	0	843	572	478	1953	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	42	42	105	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
l1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	105	105	105	105	105	105	35	144	28	67
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.58	0.58	0.19	0.80	0.15	0.37
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.19	0.04	0.03	0.02	0.16	0.35	0.14	0.28
s, saturation flow rate [veh/h]	1295	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	762	944	924	1342	2070	943	1008	1293	533	2566
d1, Uniform Delay [s]	18.98	19.23	19.23	25.81	16.12	15.89	69.68	5.53	74.61	49.51
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.89	0.93	0.12	0.05	0.06	1.92	0.35	5.62	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.32	0.32	0.08	0.06	0.03	0.84	0.44	0.90	0.76
d, Delay for Lane Group [s/veh]	19.05	20.12	20.17	25.92	16.17	15.95	71.60	5.88	80.23	49.99
Lane Group LOS	B	C	C	C	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.94	6.79	6.80	1.31	1.09	0.56	12.57	6.00	11.21	19.19
50th-Percentile Queue Length [ft/ln]	48.56	169.69	169.88	32.76	27.16	13.95	314.22	149.94	280.31	479.70
95th-Percentile Queue Length [veh/ln]	3.50	11.06	11.07	2.36	1.96	1.00	18.38	10.01	16.70	26.37
95th-Percentile Queue Length [ft/ln]	87.41	276.51	276.76	58.96	48.89	25.10	459.57	250.35	417.59	659.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.05	0.00	20.14	25.92	16.17	15.95	0.00	71.60	5.88	80.23	49.99	0.00
Movement LOS	B		C	C	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	20.00			20.25			45.03			55.94		
Approach LOS	B			C			D			E		
d_I, Intersection Delay [s/veh]	45.63											
Intersection LOS	D											
Intersection V/C	0.562											

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	40.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1124	1180	80	0	0	0	76	1359	0	0	1925	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1124	1180	80	0	0	0	76	1359	0	0	1925	287
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	294	309	21	0	0	0	20	356	0	0	504	75
Total Analysis Volume [veh/h]	1177	1236	84	0	0	0	80	1423	0	0	2016	301
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	142	161	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	96	96	96	96		6	76	65	65	65
g / C, Green / Cycle	0.54	0.54	0.54	0.54		0.03	0.42	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.33	0.33	0.27	0.27		0.02	0.21	0.30	0.30	0.19
s, saturation flow rate [veh/h]	1774	1774	3227	1641		3445	6765	5074	1706	1583
c, Capacity [veh/h]	950	950	1729	879		119	2840	1841	619	575
d1, Uniform Delay [s]	29.01	29.01	26.59	26.62		85.83	38.35	52.02	51.83	45.09
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.03	3.03	1.06	2.09		6.34	0.14	0.96	2.66	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.62	0.51	0.51		0.67	0.50	0.82	0.81	0.52
d, Delay for Lane Group [s/veh]	32.04	32.04	27.65	28.71		92.16	38.49	52.98	54.49	45.83
Lane Group LOS	C	C	C	C		F	D	D	D	D
Critical Lane Group	Yes	No	No	No		Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.70	18.70	12.44	12.95		1.94	11.59	20.63	20.85	10.71
50th-Percentile Queue Length [ft/ln]	467.5	467.5	311.1	323.6		48.61	289.69	515.69	521.17	267.81
95th-Percentile Queue Length [veh/ln]	25.79	25.79	18.23	18.85		3.50	17.17	28.08	28.33	16.08
95th-Percentile Queue Length [ft/ln]	644.8	644.8	455.7	471.1		87.51	429.26	701.90	708.37	402.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.04	27.96	28.71	0.00	0.00	0.00	92.16	38.49	0.00	0.00	53.19	45.83
Movement LOS	C	C	C				F	D			D	D
d_A, Approach Delay [s/veh]	29.91			0.00			41.35			52.38		
Approach LOS	C			A			D			D		
d_I, Intersection Delay [s/veh]	40.87											
Intersection LOS	D											
Intersection V/C	0.700											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Future with Project Conditions (Year 2023)

Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	99	0	0	635	800	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	0	0	635	800	24
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	0	0	171	216	6
Total Analysis Volume [veh/h]	107	0	0	685	863	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	24	0	0	24	66	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	19	19
g / C, Green / Cycle	0.70	0.70	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	0.19	0.17	0.17
s, saturation flow rate [veh/h]	3547	3547	3445	1756
c, Capacity [veh/h]	2464	2464	745	380
d1, Uniform Delay [s]	4.32	5.20	33.32	33.37
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.28	1.91	3.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.28	0.79	0.79
d, Delay for Lane Group [s/veh]	4.36	5.48	35.22	37.15
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	2.00	6.12	6.49
50th-Percentile Queue Length [ft/ln]	6.48	50.07	153.10	162.29
95th-Percentile Queue Length [veh/ln]	0.47	3.61	10.18	10.67
95th-Percentile Queue Length [ft/ln]	11.66	90.13	254.56	266.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.36	0.00	0.00	5.48	35.84	37.15
Movement LOS	A			A	D	D
d_A, Approach Delay [s/veh]	4.36		5.48		35.88	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	21.48					
Intersection LOS	C					
Intersection V/C	0.400					

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	58.8
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	167	317	240	522	437	174	298	768	117	358	835	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	317	240	522	437	174	298	768	117	358	835	80
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	82	62	135	113	45	77	199	30	93	216	21
Total Analysis Volume [veh/h]	173	328	249	541	453	180	309	796	121	371	865	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	55	50	0	60	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	67	0	0	41	0	15	47	0	15	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	22	22	22	22	34	34	34	34	18	71	71	21	75	75
g / C, Green / Cycle	0.13	0.13	0.13	0.13	0.20	0.20	0.20	0.20	0.11	0.42	0.42	0.12	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.11	0.11	0.17	0.17	0.17	0.17	0.09	0.16	0.08	0.11	0.18	0.18
s, saturation flow rate [veh/h]	1774	1863	1748	1583	1774	1795	1695	1512	3445	5074	1583	3445	3547	1780
c, Capacity [veh/h]	234	246	230	209	352	356	336	300	364	2127	664	428	1553	780
d1, Uniform Delay [s]	71.02	72.07	72.10	72.14	66.12	66.11	66.09	66.15	74.73	34.02	31.05	73.10	32.69	32.69
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.54	7.50	8.09	9.06	6.84	6.74	7.04	8.01	5.57	0.50	0.60	5.44	0.79	1.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

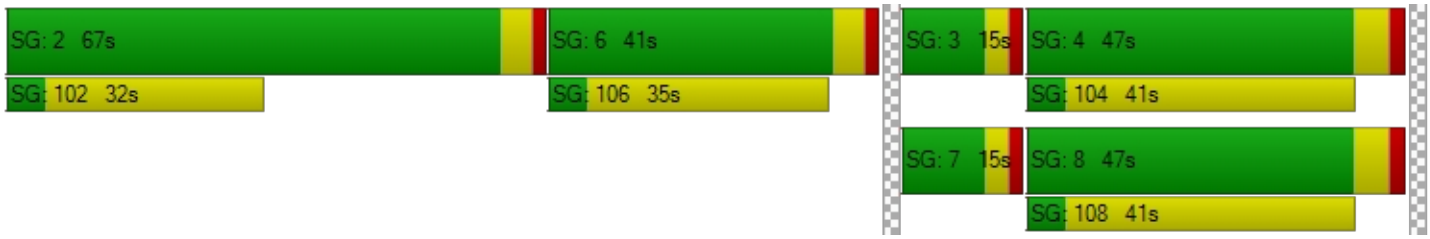
X, volume / capacity	0.74	0.84	0.84	0.85	0.87	0.87	0.87	0.88	0.85	0.37	0.18	0.87	0.41	0.41
d, Delay for Lane Group [s/veh]	75.56	79.57	80.18	81.20	72.95	72.86	73.13	74.16	80.31	34.52	31.66	78.54	33.48	34.26
Lane Group LOS	E	E	F	F	E	E	E	E	F	C	C	E	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.56	9.30	8.79	8.06	13.59	13.74	12.98	11.71	6.93	7.75	3.29	8.28	9.16	9.37
50th-Percentile Queue Length [ft/ln]	189.0	232.5	219.8	201.5	339.8	343.4	324.4	292.8	173.13	193.65	82.36	206.96	228.99	234.25
95th-Percentile Queue Length [veh/ln]	12.07	14.30	13.66	12.72	19.64	19.82	18.89	17.33	11.24	12.31	5.93	13.00	14.12	14.39
95th-Percentile Queue Length [ft/ln]	301.7	357.5	341.4	317.9	490.9	495.4	472.2	433.1	281.03	307.76	148.26	324.92	353.08	359.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.56	79.80	80.95	72.91	73.27	74.16	80.31	34.52	31.66	78.54	33.69	34.26
Movement LOS	E	E	F	E	E	E	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	79.19			73.24			45.78			46.34		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	58.77											
Intersection LOS	E											
Intersection V/C	0.610											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	59.6
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.942

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	701	727	191	101	1113	473	250	760	419	196	913	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	701	727	191	101	1113	473	250	760	419	196	913	153
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	188	49	26	288	122	65	197	108	51	236	40
Total Analysis Volume [veh/h]	726	753	198	105	1152	490	259	787	434	203	945	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	39	58	0	41	60	0	18	56	0	15	53	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	35	82	82	7	55	55	14	51	51	11	48	48
g / C, Green / Cycle	0.21	0.48	0.48	0.04	0.32	0.32	0.08	0.30	0.30	0.07	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.15	0.13	0.03	0.23	0.31	0.08	0.16	0.27	0.06	0.16	0.16
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1693
c, Capacity [veh/h]	709	2456	766	148	1629	508	292	1514	472	231	1424	475
d1, Uniform Delay [s]	67.50	26.57	25.86	80.32	50.70	56.75	76.98	49.54	57.66	78.59	52.53	52.63
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.43	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.33	0.07	0.18	2.37	0.57	29.04	3.60	1.28	25.45	4.15	1.73	5.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

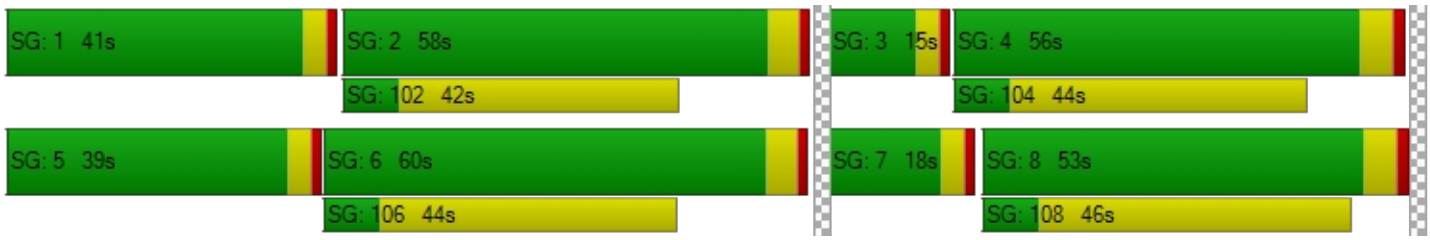
X, volume / capacity	1.02	0.31	0.26	0.71	0.71	0.96	0.89	0.52	0.92	0.88	0.58	0.59
d, Delay for Lane Group [s/veh]	83.83	26.64	26.04	82.69	51.27	85.79	80.58	50.82	83.11	82.74	54.25	57.83
Lane Group LOS	F	C	C	F	D	F	F	D	F	F	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.87	6.21	4.79	2.32	14.36	24.48	5.73	9.43	21.16	4.52	10.29	10.88
50th-Percentile Queue Length [ft/ln]	421.65	155.24	119.82	57.90	358.93	612.08	143.25	235.80	528.89	113.10	257.18	271.88
95th-Percentile Queue Length [veh/ln]	23.91	10.30	8.38	4.17	20.57	32.60	9.66	14.47	28.70	8.01	15.55	16.28
95th-Percentile Queue Length [ft/ln]	597.81	257.40	209.59	104.22	514.28	814.95	241.40	361.72	717.47	200.31	388.68	407.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	83.83	26.64	26.04	82.69	51.27	85.79	80.58	50.82	83.11	82.74	54.71	57.83
Movement LOS	F	C	C	F	D	F	F	D	F	F	D	E
d_A, Approach Delay [s/veh]	51.33			62.84			65.49			59.44		
Approach LOS	D			E			E			E		
d_I, Intersection Delay [s/veh]	59.65											
Intersection LOS	E											
Intersection V/C	0.942											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	147	494	422	177	166	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	494	422	177	166	65
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	130	111	47	44	17
Total Analysis Volume [veh/h]	155	522	446	187	175	69
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	15	63	48	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	73	73	73	73	73	73
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	7	23	12	12	10	10
g / C, Green / Cycle	0.09	0.32	0.17	0.17	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.13	0.12	0.05	0.02
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	319	1120	598	267	471	383
d1, Uniform Delay [s]	31.52	20.06	28.89	28.64	28.70	27.93
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	0.30	1.87	3.32	0.49	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.47	0.75	0.70	0.37	0.18
d, Delay for Lane Group [s/veh]	31.95	20.36	30.77	31.96	29.19	28.15
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.26	3.34	3.66	3.16	1.40	0.54
50th-Percentile Queue Length [ft/ln]	31.48	83.57	91.57	79.04	34.99	13.42
95th-Percentile Queue Length [veh/ln]	2.27	6.02	6.59	5.69	2.52	0.97
95th-Percentile Queue Length [ft/ln]	56.66	150.43	164.83	142.28	62.99	24.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.95	20.36	30.77	31.96	29.19	28.15
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	23.01		31.12		28.89	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	27.24					
Intersection LOS	C					
Intersection V/C	0.265					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	178	377	140	141	214	109	142	1777	224	93	501	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	377	140	141	214	109	142	1777	224	93	501	177
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	100	37	37	57	29	38	472	59	25	133	47
Total Analysis Volume [veh/h]	189	400	149	150	227	116	151	1886	238	99	532	188
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	54	0	12	57	0	9	42	0	12	45	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	12	16	16	7	11	11	7	73	73	5	72	72
g / C, Green / Cycle	0.10	0.14	0.14	0.06	0.09	0.09	0.06	0.61	0.61	0.05	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.09	0.04	0.06	0.07	0.04	0.37	0.15	0.03	0.10	0.12
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	343	490	215	206	342	153	210	3098	967	156	3025	963
d1, Uniform Delay [s]	51.48	50.42	49.50	55.55	52.48	52.99	55.41	14.48	10.71	56.29	10.94	11.08
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	3.38	4.01	4.88	2.21	7.51	1.72	0.90	0.61	4.18	0.13	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.82	0.69	0.73	0.66	0.76	0.72	0.61	0.25	0.63	0.18	0.20
d, Delay for Lane Group [s/veh]	52.00	53.80	53.51	60.43	54.68	60.50	57.14	15.38	11.32	60.48	11.06	11.53
Lane Group LOS	D	D	D	E	D	E	E	B	B	E	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.71	6.01	4.47	2.35	3.39	3.70	2.26	9.89	2.86	1.54	2.04	2.27
50th-Percentile Queue Length [ft/ln]	67.85	150.36	111.74	58.86	84.66	92.62	56.48	247.23	71.48	38.56	50.97	56.82
95th-Percentile Queue Length [veh/ln]	4.88	10.04	7.94	4.24	6.10	6.67	4.07	15.05	5.15	2.78	3.67	4.09
95th-Percentile Queue Length [ft/ln]	122.12	250.90	198.41	105.95	152.38	166.72	101.66	376.16	128.66	69.42	91.75	102.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.00	53.80	53.51	60.43	54.68	60.50	57.14	15.38	11.32	60.48	11.06	11.53
Movement LOS	D	D	D	E	D	E	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	53.28			57.80			17.73			17.14		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]	28.25											
Intersection LOS	C											
Intersection V/C	0.639											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	109	711	172	117	770	145	172	1166	83	289	627	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	711	172	117	770	145	172	1166	83	289	627	142
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	191	46	31	207	39	46	313	22	78	168	38
Total Analysis Volume [veh/h]	117	764	185	126	827	156	185	1252	89	310	673	153
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	38	40	0	34	36	0	17	36	0	20	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	32	32	7	32	32	9	61	61	14	66	66
g / C, Green / Cycle	0.05	0.25	0.25	0.05	0.25	0.25	0.07	0.47	0.47	0.11	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.12	0.04	0.16	0.10	0.05	0.24	0.06	0.09	0.13	0.10
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	179	1250	390	186	1267	403	241	2436	760	364	2628	804
d1, Uniform Delay [s]	60.57	43.46	41.80	60.36	43.73	40.51	59.52	24.02	19.27	57.13	18.10	17.43
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.02	0.49	0.90	4.23	0.58	0.61	5.08	0.78	0.31	5.64	0.24	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

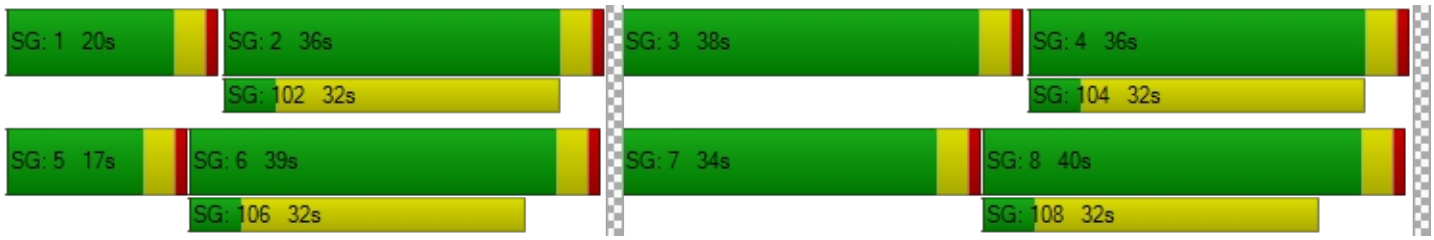
X, volume / capacity	0.65	0.61	0.47	0.68	0.65	0.39	0.77	0.51	0.12	0.85	0.26	0.19
d, Delay for Lane Group [s/veh]	64.59	43.95	42.69	64.59	44.30	41.12	64.60	24.80	19.58	62.77	18.33	17.95
Lane Group LOS	E	D	D	E	D	D	E	C	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.97	7.22	5.10	2.13	7.89	4.17	3.13	8.85	1.55	5.22	3.77	2.56
50th-Percentile Queue Length [ft/ln]	49.33	180.40	127.48	53.15	197.31	104.27	78.21	221.14	38.74	130.44	94.31	63.94
95th-Percentile Queue Length [veh/ln]	3.55	11.62	8.80	3.83	12.50	7.51	5.63	13.72	2.79	8.96	6.79	4.60
95th-Percentile Queue Length [ft/ln]	88.80	290.53	220.07	95.68	312.49	187.68	140.78	343.08	69.74	224.09	169.76	115.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.59	43.95	42.69	64.59	44.30	41.12	64.60	24.80	19.58	62.77	18.33	17.95
Movement LOS	E	D	D	E	D	D	E	C	B	E	B	B
d_A, Approach Delay [s/veh]	45.99			46.16			29.32			30.41		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.11											
Intersection LOS	D											
Intersection V/C	0.602											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	91	0	548	78	129	15	0	984	536	312	1086	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	548	78	129	15	0	984	536	312	1086	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	145	21	34	4	0	261	142	83	288	0
Total Analysis Volume [veh/h]	97	0	582	83	137	16	0	1045	569	331	1153	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	61	61	86	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	105	105	105	105	105	105	43	152	20	67
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.58	0.58	0.24	0.84	0.11	0.37
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.18	0.03	0.04	0.01	0.20	0.35	0.10	0.17
s, saturation flow rate [veh/h]	1272	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	747	945	925	1354	2073	944	1233	1364	381	2561
d1, Uniform Delay [s]	19.21	19.04	19.04	25.14	16.16	15.69	65.42	3.34	78.71	42.71
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.84	0.89	0.09	0.06	0.03	1.71	0.24	6.08	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.31	0.31	0.06	0.07	0.02	0.85	0.42	0.87	0.45
d, Delay for Lane Group [s/veh]	19.28	19.88	19.93	25.22	16.22	15.73	67.13	3.58	84.79	42.84
Lane Group LOS	B	B	B	C	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.02	6.52	6.53	1.00	1.28	0.29	15.36	3.98	7.85	9.74
50th-Percentile Queue Length [ft/ln]	50.54	163.09	163.27	24.93	31.93	7.36	383.92	99.41	196.23	243.56
95th-Percentile Queue Length [veh/ln]	3.64	10.71	10.72	1.80	2.30	0.53	21.78	7.16	12.44	14.86
95th-Percentile Queue Length [ft/ln]	90.98	267.82	268.05	44.88	57.47	13.24	544.58	178.93	311.10	371.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.28	0.00	19.90	25.22	16.22	15.73	0.00	67.13	3.58	84.79	42.84	0.00
Movement LOS	B		B	C	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	19.82			19.36			44.73			52.19		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	41.78											
Intersection LOS	D											
Intersection V/C	0.557											

Sequence

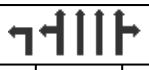
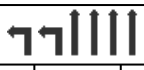
Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	554	446	289	0	0	0	97	1496	0	0	1389	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	554	446	289	0	0	0	97	1496	0	0	1389	273
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	145	117	76	0	0	0	25	392	0	0	364	71
Total Analysis Volume [veh/h]	580	467	303	0	0	0	102	1566	0	0	1454	286
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	142	161	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	114	114	114	114		7	57	46	46	46
g / C, Green / Cycle	0.64	0.64	0.64	0.64		0.04	0.32	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.14	0.21		0.03	0.23	0.21	0.22	0.18
s, saturation flow rate [veh/h]	1774	1774	3227	1441		3445	6765	5074	1669	1583
c, Capacity [veh/h]	1129	1129	2054	917		144	2159	1295	426	404
d1, Uniform Delay [s]	14.22	14.22	13.91	15.06		85.14	54.26	63.55	63.78	60.89
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.55	0.55	0.26	0.97		6.35	0.47	1.56	4.93	2.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.26	0.23	0.33		0.71	0.73	0.84	0.85	0.71
d, Delay for Lane Group [s/veh]	14.77	14.77	14.17	16.03		91.49	54.73	65.11	68.71	63.18
Lane Group LOS	B	B	B	B		F	D	E	E	E
Critical Lane Group	No	No	No	Yes		Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.48	5.48	4.25	6.12		2.47	15.70	15.87	16.33	12.08
50th-Percentile Queue Length [ft/ln]	136.9	136.9	106.2	152.9		61.72	392.59	396.87	408.21	302.08
95th-Percentile Queue Length [veh/ln]	9.32	9.32	7.63	10.17		4.44	22.20	22.41	22.96	17.78
95th-Percentile Queue Length [ft/ln]	232.8	232.8	190.8	254.3		111.10	555.07	560.23	573.89	444.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.77	14.17	16.03	0.00	0.00	0.00	91.49	54.73	0.00	0.00	65.48	63.18
Movement LOS	B	B	B				F	D			E	E
d_A, Approach Delay [s/veh]	14.85			0.00			56.98			65.55		
Approach LOS	B			A			E			E		
d_I, Intersection Delay [s/veh]	48.16											
Intersection LOS	D											
Intersection V/C	0.490											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Disneyland Dr & I-5 Off-ramps

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.334

Intersection Setup

Name	Disneyland Drive					
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Disneyland Drive					
Base Volume Input [veh/h]	245	0	0	226	1018	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	0	0	226	1018	70
Peak Hour Factor	0.9270	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	0	0	61	275	19
Total Analysis Volume [veh/h]	264	0	0	244	1098	76
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	2	0	0	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	5	0	0	5	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	19	0	0	19	71	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	25	25
g / C, Green / Cycle	0.63	0.63	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.22	0.23
s, saturation flow rate [veh/h]	3547	3547	3445	1734
c, Capacity [veh/h]	2237	2237	966	486
d1, Uniform Delay [s]	6.63	6.59	30.07	30.27
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.10	1.61	3.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.11	0.80	0.82
d, Delay for Lane Group [s/veh]	6.74	6.69	31.68	33.78
Lane Group LOS	A	A	C	C
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	0.83	7.77	8.31
50th-Percentile Queue Length [ft/ln]	22.61	20.76	194.37	207.79
95th-Percentile Queue Length [veh/ln]	1.63	1.50	12.35	13.04
95th-Percentile Queue Length [ft/ln]	40.69	37.38	308.70	325.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.74	0.00	0.00	6.69	32.29	33.78
Movement LOS	A			A	C	C
d_A, Approach Delay [s/veh]	6.74		6.69		32.39	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	24.64					
Intersection LOS	C					
Intersection V/C	0.334					

Sequence

Ring 1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Disneyland Dr & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	80.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.920

Intersection Setup

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	2	0	0	2	0	0
Entry Pocket Length [ft]	90.00	100.00	100.00	90.00	100.00	100.00	140.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Disneyland Drive			Disneyland Drive			Ball Road			Ball Road		
Base Volume Input [veh/h]	227	640	474	163	694	174	322	691	129	427	1410	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	640	474	163	694	174	322	691	129	427	1410	132
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	166	123	42	180	45	83	179	33	111	365	34
Total Analysis Volume [veh/h]	235	663	491	169	719	180	334	716	134	442	1461	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	2	0	0	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	10	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	35	50	0	40	50	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.5	0.0	0.0	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Split [s]	0	51	0	0	44	0	23	47	0	38	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	30	0	0	36	0	0	36	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.5	4.0	0.0	2.5	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C	C	L	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	4.50	6.00	6.00	4.50	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	2.50	4.00	4.00	2.50	4.00	4.00
g_i, Effective Green Time [s]	43	43	43	43	40	40	40	40	20	49	49	26	55	55
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.22	0.22	0.22	0.22	0.11	0.27	0.27	0.14	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.13	0.22	0.22	0.23	0.10	0.21	0.16	0.16	0.10	0.14	0.08	0.13	0.30	0.30
s, saturation flow rate [veh/h]	1774	1863	1756	1583	1774	1863	1695	1493	3445	5074	1583	3445	3547	1782
c, Capacity [veh/h]	428	449	423	382	396	416	379	334	385	1385	432	493	1080	543
d1, Uniform Delay [s]	59.75	66.38	66.58	66.91	60.00	69.11	64.33	64.43	78.64	55.40	51.98	75.79	62.14	62.32
k, delay calibration	0.11	0.35	0.35	0.37	0.11	0.40	0.22	0.22	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	19.00	21.44	26.09	0.73	30.86	4.60	5.45	6.03	1.38	1.86	6.00	23.56	36.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

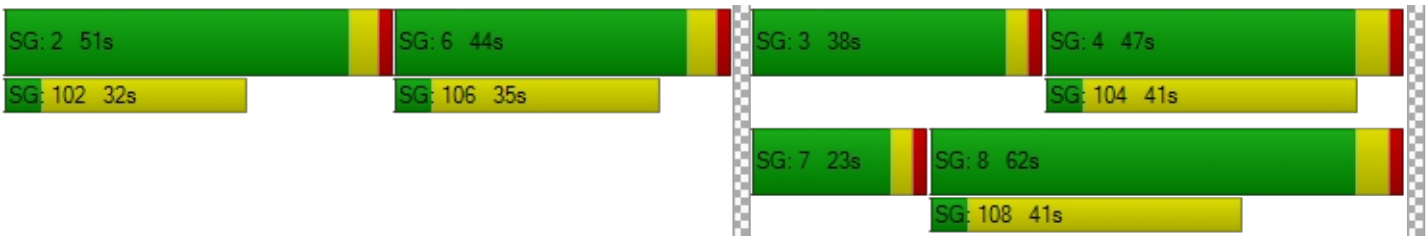
X, volume / capacity	0.55	0.91	0.92	0.93	0.43	0.96	0.70	0.70	0.87	0.52	0.31	0.90	0.98	0.99
d, Delay for Lane Group [s/veh]	60.85	85.38	88.02	93.01	60.73	99.97	68.93	69.87	84.66	56.79	53.85	81.78	85.70	98.48
Lane Group LOS	E	F	F	F	E	F	E	E	F	E	D	F	F	F
Critical Lane Group	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.57	20.59	19.93	18.81	6.75	21.72	11.67	10.46	7.96	9.41	5.09	10.49	27.52	29.80
50th-Percentile Queue Length [ft/ln]	239.2	514.6	498.1	470.3	168.7	543.0	291.8	261.5	198.99	235.36	127.24	262.20	688.07	745.00
95th-Percentile Queue Length [veh/ln]	14.64	28.03	27.25	25.93	11.01	29.36	17.28	15.77	12.59	14.45	8.79	15.80	36.13	38.75
95th-Percentile Queue Length [ft/ln]	366.0	700.6	681.1	648.1	275.2	734.1	431.9	394.2	314.66	361.17	219.74	394.98	903.16	968.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	60.85	86.40	91.85	60.73	86.25	69.87	84.66	56.79	53.85	81.78	89.20	98.48
Movement LOS	E	F	F	E	F	E	F	E	D	F	F	F
d_A, Approach Delay [s/veh]	83.93			79.45			64.32			88.21		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	80.54											
Intersection LOS	F											
Intersection V/C	0.920											

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Harbor Blvd & Ball Rd

Control Type:	Signalized	Delay (sec / veh):	63.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	240.00	300.00	100.00	150.00	190.00	100.00	300.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Ball Road			Ball Road		
Base Volume Input [veh/h]	806	978	209	131	951	430	337	710	428	213	1369	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	806	978	209	131	951	430	337	710	428	213	1369	57
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	253	54	34	246	111	87	184	111	55	354	15
Total Analysis Volume [veh/h]	834	1012	216	136	984	445	349	735	443	220	1417	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	50	50	0	10	50	0	35	50	0	20	50	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.3	0.0	3.0	4.3	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	43	51	0	46	54	0	21	57	0	16	52	0
Vehicle Extension [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	35	0	0	37	0	0	37	0	0	39	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.3	0.0	2.0	3.3	0.0
Minimum Recall	No	Yes		No	Yes		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.30	5.30	4.00	5.30	5.30
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.30	3.30	2.00	3.30	3.30
g_i, Effective Green Time [s]	39	79	79	9	49	49	17	52	52	12	47	47
g / C, Green / Cycle	0.23	0.47	0.47	0.05	0.29	0.29	0.10	0.30	0.30	0.07	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.24	0.20	0.14	0.04	0.19	0.28	0.10	0.14	0.28	0.06	0.21	0.21
s, saturation flow rate [veh/h]	3445	5074	1583	3445	5074	1583	3445	5074	1583	3445	5074	1814
c, Capacity [veh/h]	790	2362	737	180	1463	456	345	1543	482	243	1394	498
d1, Uniform Delay [s]	65.50	30.34	28.13	79.50	53.42	59.90	76.50	48.13	57.15	78.43	56.91	56.91
k, delay calibration	0.04	0.11	0.11	0.04	0.11	0.42	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	27.95	0.12	0.22	2.44	0.54	33.06	17.06	1.06	25.26	5.04	4.38	11.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

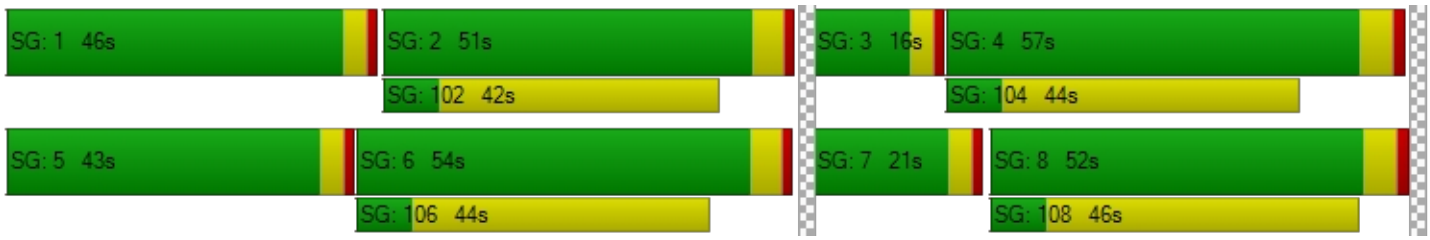
X, volume / capacity	1.06	0.43	0.29	0.76	0.67	0.98	1.01	0.48	0.92	0.90	0.78	0.78
d, Delay for Lane Group [s/veh]	93.45	30.46	28.34	81.93	53.97	92.95	93.56	49.19	82.41	83.47	61.29	68.40
Lane Group LOS	F	C	C	F	D	F	F	D	F	F	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	20.02	9.25	5.52	2.99	12.39	22.93	8.31	8.61	21.54	4.94	14.82	16.89
50th-Percentile Queue Length [ft/ln]	500.44	231.29	138.01	74.85	309.81	573.21	207.80	215.23	538.47	123.38	370.55	422.27
95th-Percentile Queue Length [veh/ln]	28.22	14.24	9.37	5.39	18.17	30.78	13.11	13.42	29.15	8.58	21.14	23.63
95th-Percentile Queue Length [ft/ln]	705.62	355.99	234.34	134.74	454.14	769.53	327.69	335.54	728.75	214.46	528.40	590.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	93.45	30.46	28.34	81.93	53.97	92.95	93.56	49.19	82.41	83.47	62.95	68.40
Movement LOS	F	C	C	F	D	F	F	D	F	F	E	E
d_A, Approach Delay [s/veh]	55.72			67.48			68.97			65.80		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	63.85											
Intersection LOS	E											
Intersection V/C	0.957											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Disneyland Dr & Magic Wy

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	1	1
Entry Pocket Length [ft]	170.00	100.00	100.00	110.00	280.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Disneyland Drive		Disneyland Drive		Magic Way	
Base Volume Input [veh/h]	133	529	437	147	156	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	529	437	147	156	146
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	140	115	39	41	39
Total Analysis Volume [veh/h]	140	559	461	155	165	154
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	5	2	6	0	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	10	0
Maximum Green [s]	30	50	30	0	40	0
Amber [s]	3.0	4.0	4.0	0.0	4.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	48	63	15	0	20	0
Vehicle Extension [s]	2.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk						
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	3.0	0.0	3.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	8
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	73	73	73	73	73	73
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	7	23	12	12	10	10
g / C, Green / Cycle	0.09	0.32	0.17	0.17	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.13	0.10	0.05	0.05
s, saturation flow rate [veh/h]	3445	3547	3547	1583	3445	2803
c, Capacity [veh/h]	312	1122	607	271	472	384
d1, Uniform Delay [s]	31.54	20.30	28.89	27.86	28.63	28.84
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	0.34	1.99	1.90	0.44	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.50	0.76	0.57	0.35	0.40
d, Delay for Lane Group [s/veh]	31.92	20.64	30.87	29.76	29.07	29.52
Lane Group LOS	C	C	C	C	C	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	3.63	3.80	2.50	1.32	1.25
50th-Percentile Queue Length [ft/ln]	28.42	90.75	95.10	62.54	32.93	31.19
95th-Percentile Queue Length [veh/ln]	2.05	6.53	6.85	4.50	2.37	2.25
95th-Percentile Queue Length [ft/ln]	51.16	163.35	171.18	112.56	59.28	56.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.92	20.64	30.87	29.76	29.07	29.52
Movement LOS	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	22.90		30.59		29.29	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	27.05					
Intersection LOS	C					
Intersection V/C	0.270					

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Disneyland Dr & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	240.00	100.00	180.00	300.00	100.00	300.00	260.00	100.00	300.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	West Street			Disneyland Drive			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	247	361	134	211	368	116	95	823	162	170	1367	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	247	361	134	211	368	116	95	823	162	170	1367	156
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	96	36	56	98	31	25	218	43	45	363	41
Total Analysis Volume [veh/h]	262	383	142	224	391	123	101	874	172	180	1451	166
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	10	0	5	10	0
Maximum Green [s]	25	40	0	40	30	0	25	40	0	50	60	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	45	0	20	56	0	9	39	0	16	46	0
Vehicle Extension [s]	2.0	3.0	0.0	3.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	29	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	11	17	17	10	16	16	5	66	66	9	70	70
g / C, Green / Cycle	0.09	0.14	0.14	0.08	0.13	0.13	0.04	0.55	0.55	0.07	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.08	0.11	0.09	0.06	0.11	0.08	0.03	0.17	0.11	0.05	0.29	0.10
s, saturation flow rate [veh/h]	3445	3618	1583	3514	3618	1615	3514	5074	1583	3445	5074	1615
c, Capacity [veh/h]	323	521	228	288	479	214	156	2801	874	247	2941	936
d1, Uniform Delay [s]	53.35	49.17	48.29	54.00	50.63	48.88	56.42	14.54	13.50	54.54	14.85	11.82
k, delay calibration	0.04	0.11	0.11	0.11	0.11	0.11	0.04	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.89	2.04	2.77	4.50	3.46	2.43	1.70	0.29	0.50	4.06	0.59	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.74	0.62	0.78	0.82	0.58	0.65	0.31	0.20	0.73	0.49	0.18
d, Delay for Lane Group [s/veh]	55.24	51.20	51.06	58.50	54.09	51.32	58.12	14.83	14.01	58.60	15.44	12.23
Lane Group LOS	E	D	D	E	D	D	E	B	B	E	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.93	5.59	4.14	3.47	5.89	3.58	1.52	4.15	2.36	2.76	7.39	2.08
50th-Percentile Queue Length [ft/ln]	98.15	139.83	103.54	86.72	147.27	89.57	37.99	103.78	58.92	69.02	184.66	52.03
95th-Percentile Queue Length [veh/ln]	7.07	9.47	7.46	6.24	9.87	6.45	2.74	7.47	4.24	4.97	11.84	3.75
95th-Percentile Queue Length [ft/ln]	176.68	236.79	186.38	156.10	246.79	161.23	68.38	186.81	106.06	124.24	296.09	93.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.24	51.20	51.06	58.50	54.09	51.32	58.12	14.83	14.01	58.60	15.44	12.23
Movement LOS	E	D	D	E	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	52.52			54.97			18.52			19.47		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	30.91											
Intersection LOS	C											
Intersection V/C	0.576											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Harbor Blvd & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	39.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.684

Intersection Setup

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	2	0	1	2	0	1	2	0	1
Entry Pocket Length [ft]	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	300.00	300.00	100.00	360.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Harbor Boulevard			Harbor Boulevard			Katella Avenue			Katella Avenue		
Base Volume Input [veh/h]	136	935	166	110	742	178	258	888	105	310	1393	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	935	166	110	742	178	258	888	105	310	1393	189
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310	0.9310
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	251	45	30	199	48	69	238	28	83	374	51
Total Analysis Volume [veh/h]	146	1004	178	118	797	191	277	954	113	333	1496	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	36	0	39	66	0	16	36	0	19	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	27	0	0	27	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	31	31	7	25	25	12	62	62	14	65	65
g / C, Green / Cycle	0.10	0.24	0.24	0.05	0.19	0.19	0.09	0.48	0.48	0.11	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.11	0.03	0.16	0.12	0.08	0.18	0.07	0.10	0.29	0.13
s, saturation flow rate [veh/h]	3514	5074	1583	3445	5074	1615	3514	5176	1615	3445	5176	1583
c, Capacity [veh/h]	340	1194	372	179	966	307	324	2478	773	383	2575	788
d1, Uniform Delay [s]	55.33	47.39	42.83	60.50	50.55	48.32	58.14	21.66	18.99	56.86	23.09	18.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.86	1.69	0.95	4.11	1.86	2.05	6.39	0.45	0.40	6.16	0.96	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

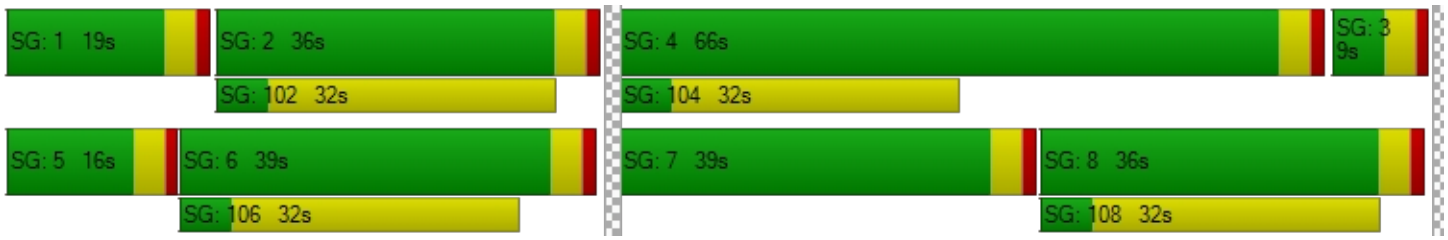
X, volume / capacity	0.43	0.84	0.48	0.66	0.83	0.62	0.85	0.39	0.15	0.87	0.58	0.26
d, Delay for Lane Group [s/veh]	56.18	49.08	43.78	64.61	52.41	50.38	64.53	22.11	19.39	63.02	24.05	19.62
Lane Group LOS	E	D	D	E	D	D	E	C	B	E	C	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.27	10.32	4.97	1.99	8.33	5.79	4.71	6.13	1.96	5.63	10.60	3.62
50th-Percentile Queue Length [ft/ln]	56.79	257.89	124.18	49.78	208.31	144.70	117.85	153.31	49.11	140.72	265.01	90.40
95th-Percentile Queue Length [veh/ln]	4.09	15.58	8.62	3.58	13.07	9.73	8.27	10.19	3.54	9.52	15.94	6.51
95th-Percentile Queue Length [ft/ln]	102.21	389.57	215.56	89.61	326.66	243.34	206.87	254.84	88.39	237.99	398.49	162.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.18	49.08	43.78	64.61	52.41	50.38	64.53	22.11	19.39	63.02	24.05	19.62
Movement LOS	E	D	D	E	D	D	E	C	B	E	C	B
d_A, Approach Delay [s/veh]	49.15			53.36			30.62			29.99		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	38.97											
Intersection LOS	D											
Intersection V/C	0.684											

Sequence

Ring 1	2	1	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Manchester Ave / I-5 SB Ramps & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	45.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	2	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	I-5 Southbound Ramps			Manchester Avenue			Katella Avenue					
Base Volume Input [veh/h]	89	0	565	101	110	28	0	796	542	450	1847	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	565	101	110	28	0	796	542	450	1847	0
Peak Hour Factor	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000	0.9420	0.9420	0.9420	0.9420	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	150	27	29	7	0	211	144	119	490	0
Total Analysis Volume [veh/h]	94	0	600	107	117	30	0	845	575	478	1961	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Permiss	Split	Split	Split	Split	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	5	0	0	0	6	0	0	4	4	3	8	0
Auxiliary Signal Groups									4,5			
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	0	0	0	5	0	0	5	5	5	5	0
Maximum Green [s]	30	0	0	0	30	0	0	30	30	30	30	0
Amber [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	0	0	0	33	0	0	42	42	105	147	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	10	0	0	0	24	0	0	15	15	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No				No			No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No				No			No	No	No	No	
Maximum Recall	No				No			No	No	No	No	
Pedestrian Recall	No				No			No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	R	L	C
C, Cycle Length [s]	180	180	180	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	105	105	105	105	105	105	35	144	28	67
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.58	0.58	0.20	0.80	0.15	0.37
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.19	0.04	0.03	0.02	0.16	0.36	0.14	0.28
s, saturation flow rate [veh/h]	1295	1583	1583	2741	3547	1615	5176	1615	3445	6901
c, Capacity [veh/h]	762	943	923	1340	2068	942	1011	1293	533	2569
d1, Uniform Delay [s]	19.03	19.28	19.28	25.87	16.16	15.92	69.63	5.55	74.61	49.51
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.16	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.89	0.94	0.12	0.05	0.06	1.91	0.36	5.62	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.32	0.32	0.08	0.06	0.03	0.84	0.44	0.90	0.76
d, Delay for Lane Group [s/veh]	19.10	20.17	20.22	25.98	16.21	15.99	71.54	5.90	80.23	50.00
Lane Group LOS	B	C	C	C	B	B	E	A	F	D
Critical Lane Group	No	No	No	No	No	No	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.95	6.80	6.80	1.31	1.09	0.56	12.60	6.05	11.21	19.28
50th-Percentile Queue Length [ft/ln]	48.63	169.93	170.12	32.80	27.20	13.97	314.88	151.21	280.31	482.03
95th-Percentile Queue Length [veh/ln]	3.50	11.07	11.08	2.36	1.96	1.01	18.42	10.08	16.70	26.48
95th-Percentile Queue Length [ft/ln]	87.53	276.83	277.07	59.04	48.96	25.14	460.39	252.05	417.59	662.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.10	0.00	20.19	25.98	16.21	15.99	0.00	71.54	5.90	80.23	50.00	0.00
Movement LOS	B		C	C	B	B		E	A	F	D	
d_A, Approach Delay [s/veh]	20.04			20.30			44.96			55.92		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	45.62											
Intersection LOS	D											
Intersection V/C	0.564											

Sequence

Ring 1	-	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Anaheim Way & Katella Ave

Control Type:	Signalized	Delay (sec / veh):	40.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.701

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1129	1180	80	0	0	0	76	1361	0	0	1927	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1129	1180	80	0	0	0	76	1361	0	0	1927	287
Peak Hour Factor	0.9550	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	296	309	21	0	0	0	20	356	0	0	504	75
Total Analysis Volume [veh/h]	1182	1236	84	0	0	0	80	1425	0	0	2018	301
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	0	0	142	161	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	C	C	R
C, Cycle Length [s]	180	180	180	180		180	180	180	180	180
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	96	96	96	96		6	76	65	65	65
g / C, Green / Cycle	0.54	0.54	0.54	0.54		0.03	0.42	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.33	0.33	0.27	0.27		0.02	0.21	0.30	0.30	0.19
s, saturation flow rate [veh/h]	1774	1774	3227	1641		3445	6765	5074	1706	1583
c, Capacity [veh/h]	950	950	1728	878		119	2843	1844	620	575
d1, Uniform Delay [s]	29.13	29.13	26.65	26.67		85.83	38.31	51.96	51.77	45.02
k, delay calibration	0.50	0.50	0.50	0.50		0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.07	3.07	1.06	2.09		6.34	0.14	0.96	2.66	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.62	0.51	0.51		0.67	0.50	0.82	0.81	0.52
d, Delay for Lane Group [s/veh]	32.20	32.20	27.71	28.76		92.16	38.44	52.92	54.43	45.76
Lane Group LOS	C	C	C	C		F	D	D	D	D
Critical Lane Group	Yes	No	No	No		Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.85	18.85	12.46	12.96		1.94	11.60	20.64	20.86	10.70
50th-Percentile Queue Length [ft/ln]	471.1	471.1	311.4	324.0		48.61	289.94	515.99	521.44	267.58
95th-Percentile Queue Length [veh/ln]	25.97	25.97	18.25	18.87		3.50	17.18	28.09	28.35	16.07
95th-Percentile Queue Length [ft/ln]	649.1	649.1	456.1	471.6		87.51	429.57	702.26	708.68	401.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.20	28.02	28.76	0.00	0.00	0.00	92.16	38.44	0.00	0.00	53.13	45.76
Movement LOS	C	C	C				F	D			D	D
d_A, Approach Delay [s/veh]	30.02			0.00			41.30			52.32		
Approach LOS	C			A			D			D		
d_I, Intersection Delay [s/veh]	40.88											
Intersection LOS	D											
Intersection V/C	0.701											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX I

SEWER STUDY

PSOMAS

TECHNICAL MEMORANDUM

To: Keith Linker

From: Mike Swan

Date: January 21, 2020

Subject: Sewer Study – Timeshare Project at Disneyland Hotel
City Project Tracking No.:

Introduction

The purpose of this memorandum is to document a sewer study prepared for the proposed Timeshare Project at Disneyland Hotel consisting of 350 guest rooms. The address for the proposed project is 1150 Magic Way and the site sits on a portion of Assessor Parcel No. 129-321-14. No additional sewer generating uses such as swimming pools, restaurants, bars, ballrooms, meeting rooms, etc., are included within this project as the concept is that guests would utilize those existing facilities within the Disneyland Hotel complex. The project location is adjacent to the east side of Walnut Street generally south of the Disneyland Hotel and almost midway between Magic Way and Katella Avenue. The general site location is illustrated below on Figure 1.

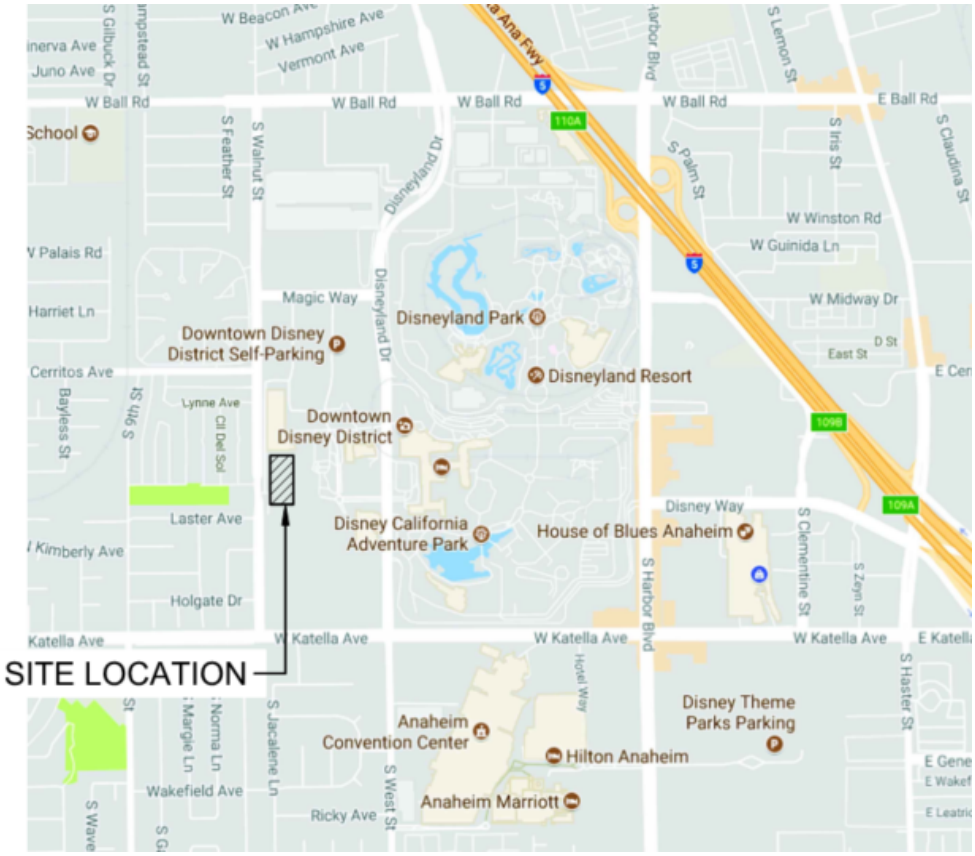


FIGURE 1 GENERAL LOCATION

Analysis

The Proposed Project is a component of the larger Disneyland Resort Project, the environmental impacts of which were analyzed in the Disneyland Resort Environmental Impact Report, certified by the City in 1993. This analysis has been completed to confirm the design of the Proposed Project is consistent with the Disneyland Resort Project and complies with the Disneyland Resort Specific Plan and the City's Municipal Code regarding sewer impacts.

The Disneyland Resort EIR sewer analysis developed mitigation measures, including the construction of numerous sewer line improvements and a mechanism for Disney and the City to share the costs of some of these improvements (Mitigation Measure Nos. 3.10.7-1 to 3.10.7-3). An agreement was entered into between Disney and the City and the appropriate improvements have been funded and constructed. As demonstrated in this sewer study, the existing sewer system, including the improvements above, as modified through on-going sewer master planning and design, provide a level of service consistent with the analysis in the 1993 EIR and no new mitigation measures are required.

One existing building on the site adjacent to Walnut Street will be demolished to clear the way for this project. This building includes a small office, restrooms and maintenance facilities but since it doesn't appear to generate much sewage and to be conservative, it will not be subtracted from the estimated proposed sewer demands to determine impacts on the downstream sewer collection system.

The City of Anaheim has an existing 10-inch diameter sewer running down the east side of Walnut Street immediately adjacent to the proposed project and a parallel 27-inch sewer in Walnut Street west of the 10-inch sewer. The existing City sewer collection system immediately downstream of the project is shown on Figure 2 and the entire sewer collection system downstream of the project to where the system ultimately connects to the Orange County Sanitation District system at Euclid Street is shown on Figure 3. The project is proposing to discharge to the10-inch sewer in Walnut Street to avoid crossing to the other side of Walnut Street with a new lateral. There may ultimately be more than one lateral from the project but for analysis purposes it will be assumed that all sewage from the project will discharge to the most upstream manhole adjacent to the project on Walnut Street (manhole SW066204) as any lateral(s) will come into this existing 10-inch sewer in this sewer segment between SW066204 and SW066205. As shown on Figures 2 and 3, there are existing parallel sewer lines in both Walnut Street and Katella Avenue downstream of the project. For illustration purposes, the lines impacted by the additional project flow are shown in red on both Figure 2 and 3, with other sewer lines shown in blue and manholes depicted as green dots.

The proposed project statistics in terms of type of rooms, number of each room type and room occupancy rates are shown on Table 1. Sewer generation rates assume 50 gallons per capita per day with the resulting estimated sewer generation factors and peak day sewer flow also shown in Table 1.

TABLE 1
TIMESHARE PROJECT AT DISNEYLAND HOTEL
ROOM BREAKDOWN AND SEWER GENERATION (AVERAGE FLOW AT MAXIMUM OCCUPANCY)

ROOM TYPE	ROOMS	OCCUPANCY PER ROOM	FLOW FACTOR (GPD/RM)[1]	MAX DAY FLOW (GPD)	MAX DAY FLOW (GPM)
POD	38	2	100	3,800	2.7
STUDIO	271	4	200	54,200	37.7
1-BEDROOM	19	5	250	4,750	3.3
2-BEDROOM	20	9	450	9,000	6.3
GRAND VILLA	2	12	600	1,200	0.9
TOTAL	**350**			**72,950**	**50.9**

1) Assumes 50 gpcd and 2 people per bed, including fold out couches to reflect maximum occupancy.

The additional average daily flow of 51 gpm based on maximum occupancy was input in the City's current sewer collection system hydraulic model at manhole SW066204 on the 10-inch sewer in Walnut Street as discussed above. The model was then run for existing plus the proposed project and buildout plus the proposed project scenarios with project flows peaked per the Central Anaheim Master Plan of Sanitary Sewers (CAMPSS) model at 2.5 for hotels. The results of these computer runs showing peak flows and depth-to-diameter ratios by reach for the entire downstream sewer collection system are shown in Table 2. As shown on this table, all sewer segments are within the City's criteria for depth-to-diameter ratio (d/D) with the exception of two reaches in the 27-inch northerly Katella Avenue sewer just west (downstream) of Walnut Street.

For the existing plus the proposed project flow the d/D ratio in these two reaches is 0.80 and for the buildout plus the proposed project the d/D shows 0.88. It should be noted that these existing parallel sewers in Katella Avenue have reflected similar results in other sewer studies and have been treated as a "system" since there are two large diameter lines in parallel. There is capacity in the southerly Katella sewer but at this location in the northerly line the only way to eliminate this slight surcharge would be to either:

1. Divert flow in the buildout scenario either from the upstream area tributary to the Northerly Katella sewer, and/or
2. Divert flow in the buildout scenario from the 27-inch sewer in Walnut Street possibly at Cerritos Avenue.

An intertie between the two parallel Katella sewers could be constructed at the Walnut Street intersection. But since the northerly sewer is slightly deeper than the southerly and with the existing storm drain between the two parallel sewers requiring the intertie to be a siphon, flow would not divert to the southerly line until the northerly line was full or surcharged. This solution would, however, provide a degree of insurance that the line would not overflow or spill as once there was a surcharged condition in the manhole the flow would equalize in the two lines.

It should be noted that an existing run without the project was not shown in Table 2 since the project is only adding an average flow of 51 gpm or about 127 gpm peak flow, or approximately 2.5% over existing flow, which is insignificant relative to the d/D calculation.

Conclusion

While the model output shows two sewer segments exceeding d/D criteria in the existing 27-inch northerly Katella sewer immediately downstream of Walnut Street, these segments currently exceed the criteria without the proposed project and were in this condition in the CAMPSS Existing and Buildout Scenarios. The proposed project does not require any sewer improvements due to the fact that the increase in flow is not substantial, the d/D exceedance was present in the CAMPSS, and recommended solutions to the exceedance are available to the City as discussed in the CAMPSS and herein.

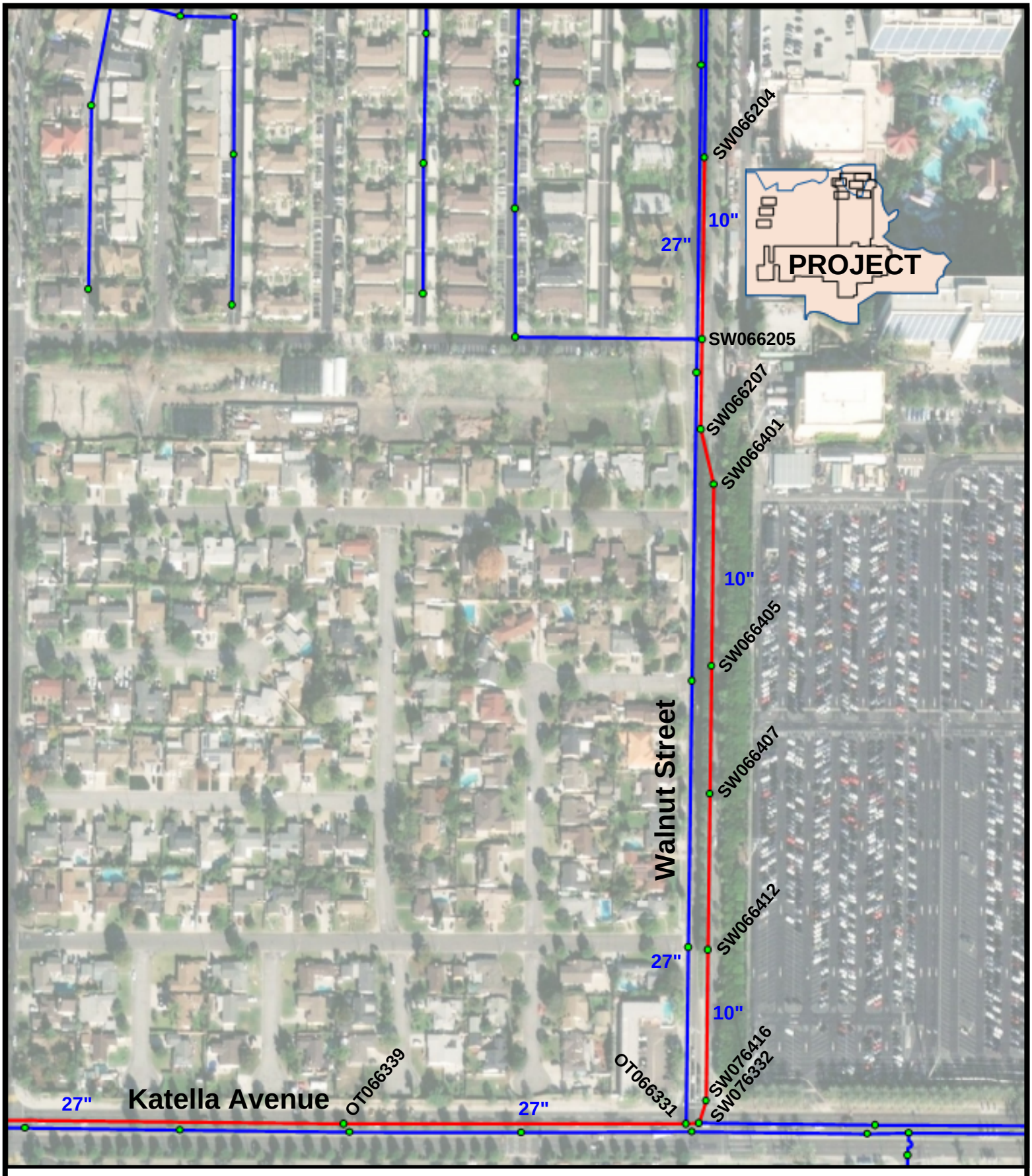
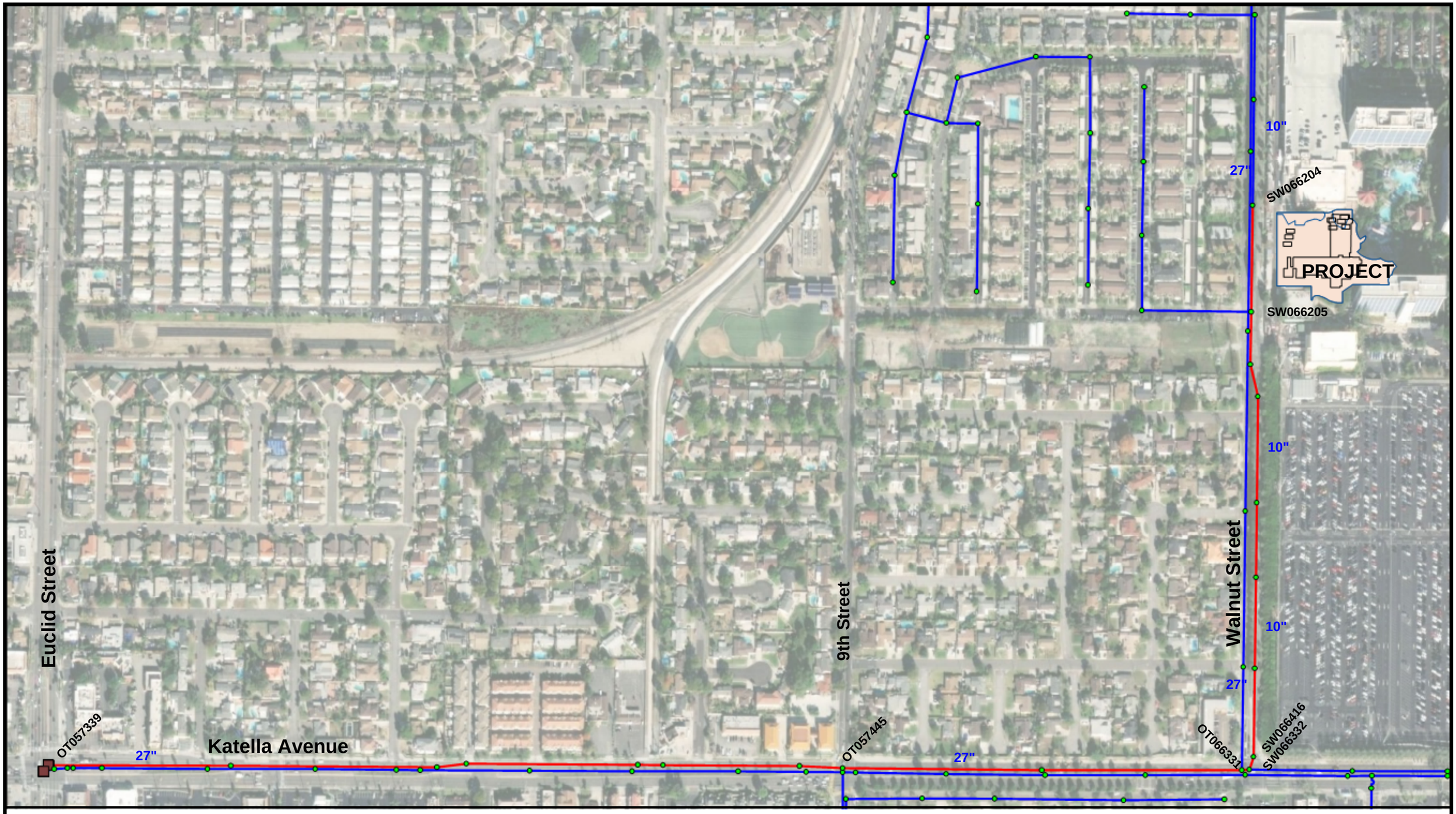


FIGURE 2
COLLECTION SYSTEM
IMMEDIATELY DOWNSTREAM OF
PROPOSED PROJECT

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FIGURE 3
LOCATION MAP
ENTIRE SEWER SYSTEM DOWNSTREAM OF
PROPOSED PROJECT

TABLE 2
EXISTING PLUS PROJECT AND BUILDOUT PLUS PROJECT SCENARIOS
WALNUT/NORTHERLY KATELLA SEWER

Street	Cross-Street	From MH	To MH	LENGTH (ft)	DIA. (in)	Slope	EXISTING PLUS PROJECT			BUILDOUT PLUS PROJECT		
							PDWF (gpm)	Max Velocity (ft/s)	Max d/D	PDWF (gpm)	Max Velocity (ft/s)	Max d/D
Walnut Street		SW066204	SW066205	351.2	10	0.002	178	1.56	0.47	180	1.57	0.48
	Calle de las Estrelles	SW066205	SW066207	174.0	10	0.002	219	1.64	0.54	223	1.64	0.54
		SW066207	SW066401	109.3	10	0.002	219	1.59	0.55	223	1.60	0.56
		SW066401	SW066405	350.2	10	0.002	219	1.52	0.57	223	1.53	0.58
		SW066405	SW066407	246.7	10	0.002	219	1.74	0.51	223	1.75	0.52
		SW066407	SW066412	300.4	10	0.002	219	1.61	0.54	223	1.62	0.55
		SW066412	SW066416	291.7	10	0.002	219	1.62	0.54	223	1.63	0.55
		SW066416	SW066332	44.7	10	0.002	219	5.11	0.23	223	5.14	0.23
Katella Avenue	Walnut	SW066332	OT066331	25.0	24	0.002	3,293	3.13	0.70	3,338	3.14	0.71
		OT066331	OT066329	660.7	27	0.002	5,253	2.94	**0.80**	5,671	3.18	**0.88**
		OT066329	OT057445	657.6	27	0.002	5,253	2.94	**0.80**	5,671	3.18	**0.88**
	Ninth	OT057445	OT057447	143.0	27	0.009	5,253	6.15	0.48	5,671	6.27	0.51
		OT057447	OT057448	450.3	27	0.009	5,253	6.15	0.48	5,671	6.27	0.51
		OT057448	OT057449	83.4	27	0.014	5,253	7.42	0.42	5,671	7.57	0.44
		OT057449	OT057450	565.5	27	0.005	5,254	5.07	0.56	5,672	5.16	0.59
		OT057450	OT057342	98.1	27	0.005	5,271	5.07	0.57	5,690	5.16	0.59
		OT057342	OT057339	681.0	27	0.005	5,271	5.07	0.57	5,690	5.16	0.59
	Euclid	OT057339	SW050430	603.4	27	0.007	5,271	5.57	0.52	5,690	5.67	0.55

Red font indicates d/D exceeding City criteria (0.75 for 15" pipe and larger).