

building a gateway for the future



ARTIC

Anaheim Regional Transportation Intermodal Center





ARTIC



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introduction

“When you believe in
a thing, believe in it all
the way, implicitly and
unquestionably.”

— Walt Disney

introduction




LEGEND


 Amtrak/Metrolink Corridor


 Train Stations

ARTIC to:

 Los Angeles: 48 minutes

 Riverside: 59 minutes

 San Bernardino: 95 minutes

 San Diego: 120 minutes

Unparalleled Opportunity

Imagine an opportunity to create a civic icon, a regional landmark. A world-class, joint-development opportunity is emerging in southern California, adjacent to several major freeways, near rail service, and a short walk from Angel Stadium of Anaheim and Honda Center, home of the Stanley Cup Champion Anaheim Ducks. The Anaheim Regional Transportation Intermodal Center (ARTIC) will combine a transportation gateway and a mixed-use activity center on a 16-acre site owned by the Orange County Transportation Authority (OCTA) and the City of Anaheim.

Envisioning ARTIC

ARTIC should capture Orange County's imagination and communicate the dynamic metropolitan center that Orange County has become. Although it's early in the planning stage, it is estimated that the ARTIC transportation gateway could range in size from 56,000 to 142,000 square feet, which would integrate with a major urban-scale, mixed-use activity center. An innovative ARTIC development plan will create a lasting civic facility that complements major buildings nearby and also provides a protected sense of place inside.

Public-Private Partnership

Civic icons can achieve permanence and become landmarks when they incorporate community values from project conception through opening day. OCTA and the City of Anaheim want ARTIC to embody the innovation and private initiative that is so

important in Orange County. The right creative and innovative partners in finance, planning, transportation and parking services, development, and construction will help make ARTIC a reality.

Success happens when each member brings its core strengths. For ARTIC, OCTA brings transportation planning and financing expertise and the City of Anaheim brings its expertise in land use and development. Potential private partners bring innovative thinking, financial acumen and professional knowledge.

Imagine how your expertise could help create this regional landmark.





vision

world-class gateway

"Vision reaches
beyond the thing that
is into the conception
of what can be."

— Robert Collier, Author



ARTIC Vision: ARTIC will be a showcase transportation facility where people transfer between travel services to reach Southern California activity centers and business districts. The facility will be an “airport without runways,” featuring remote ticketing and baggage check-in for passengers traveling to state, national or international destinations.

Perfect Location

In the heart of one of Orange County’s most concentrated areas of population and employment, and adjacent to one of the busiest rail corridors in the nation, is a nearly 16-acre development site, zoned for flexible uses. This is ARTIC.

Deeply rooted in the present and firmly focused on the future, Orange County is an unparalleled place to live, work and play. ARTIC will be a civic landmark and transportation gateway for Orange County. It will embody Orange County’s transformation from rural farmland, to suburban bedroom community, to vibrant, thriving metropolis.

Dynamic Activity Center

ARTIC is in a prime location — adjacent to the SR-57 on Katella Avenue between Honda Center, home to the Stanley Cup-winning Anaheim Ducks hockey team, and Angel Stadium of Anaheim. The complex is envisioned to be a dynamic transportation and activity center featuring a variety of services and amenities.

ARTIC will serve as a hub for Orange County and neighboring counties, a landmark where transportation spokes converge. It is a nexus of freeways, major arterials, bus routes and Orange County’s backbone rail transit system.

Although the property is a transportation facility, the site is ideally suited for other mixed-use development. That provides an opportunity to support and reinforce transportation uses as well as create synergy with the people, jobs and recreational facilities that surround it.

First-Class Commitment

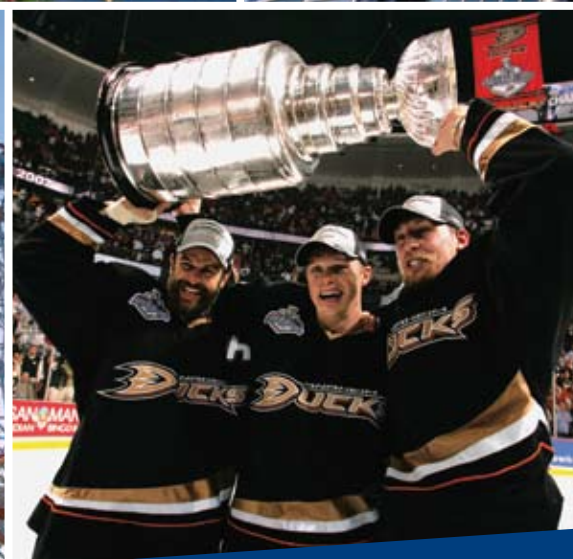
Bolstered by ever-increasing transit demand, secure public funding and a clear regional vision for the future, ARTIC's public partners intend to make ARTIC a reality.

OCTA and the City are both providing land. OCTA purchased the ARTIC site for \$32 million in 2006 and is investing more than \$400 million to deliver on a promise to supply Metrolink train service every 30 minutes throughout Orange County by 2010. The

City of Anaheim is also putting in place the complementary zoning and density around ARTIC and forming a community facilities district to finance most of the infrastructure improvements and services associated with new development.

Partnership

The ARTIC public partners invite the private sector to consider joining them to craft and deliver the best solution for this exciting challenge. Creativity in thinking, planning and implementation is being sought to build an iconic Southern California landmark that achieves ambitious transportation and civic goals. The team desires private participation to bring ideas, solutions and a proven track record, adding value to this remarkable undertaking.





setting
platinum location

The future depends
on what we do in the
present.

— Mahatma Gandhi



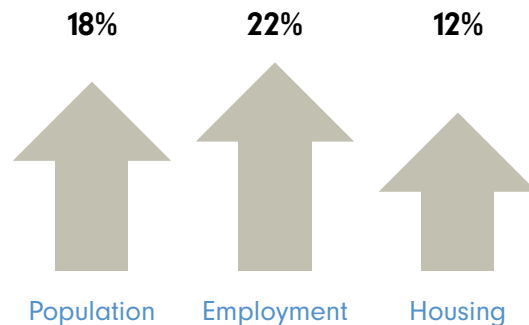
Putting It In Context

At more than 100 years old, Orange County has come of age. Already a thriving metropolitan community, the county is home to 3 million people—the third largest county in the state. The number of workers in the county has topped 1.6 million, nearly double that of 1980 and more than San Diego, Sacramento and Santa Clara counties.

The Orange County region is booming due to an exceptionally well-diversified economy, a high-quality labor force, residential desirability, and an established education, recreation and cultural base. This area is one of the most viable markets in the nation for long-term value and property appreciation.

The strong nature of the local economy, proximity to labor and strong market fundamentals will keep Orange County flourishing well into the future. In addition, Orange County is a popular destination, drawing more than 45 million people annually. More than 20 million of those visit the City of Anaheim.

Orange County Growth: 2007-2030



Source: Center for Demographic Research,
California State University, Fullerton

Anaheim Today

ARTIC is strategically located in one of Orange County's most thriving cities, Anaheim. Boasting the largest convention center on the West Coast, Anaheim is also:

- California's 10th largest city with nearly 350,000 residents
- Home to the state's two largest theme parks and two nationally-honored sports venues
- Close to regional airports:
 - 15 miles from John Wayne Airport (SNA)
 - 22 miles from Long Beach Airport (LGB)
 - 34 miles from Ontario Airport (ONT)
 - 37 miles from Los Angeles Airport (LAX)

World-Famous Venues

Venue	Annual Visitors
Disneyland*	14,730,000
California Adventure*	5,950,000
Convention Center	1,126,000
Angel Stadium of Anaheim**	3,407,000
Honda Center	1,700,000

* TEA/ERA Theme Park Attendance Report

** 2006 Major League Baseball

The Platinum Triangle

ARTIC is sited right in the heart of Anaheim's Platinum Triangle. Envisioned by the City of Anaheim to be one of the most exciting places to enjoy a 24/7 urban lifestyle in Southern California, The Platinum Triangle will be a vibrant, high density, mixed-use environment.

An exciting future is planned for the 820-acre Platinum Triangle. This area will create a new Orange County downtown with modern housing, shopping districts, restaurants and high-rise office buildings that will complement existing entertainment venues such as Angel Stadium of Anaheim, Honda Center and The Grove of Anaheim.

The area is located near the Anaheim Resort, an area that includes Disneyland, Downtown Disney and Disney's California Adventure, the Anaheim Convention Center, Anaheim GardenWalk retail and entertainment center, and surrounding hotels and restaurants. Already, this popular area draws residents, workers and visitors and has the potential to attract many more.

Groundwork Laid

In 2004, the City of Anaheim approved the development concept for The Platinum Triangle. To implement the vision, the City created a master land-use plan that encourages mixed-use projects that provide high-quality, high-density urban housing and office development. Anaheim's plan also identifies opportunities for open space and market-driven development to create an integrated, pedestrian-friendly urban environment with enhanced connectivity between the Anaheim Resort and The Platinum Triangle.

Besides completely changing the area's look and feel by introducing high-density, mixed-use developments, planning efforts also add streets with new contemporary lighting, landscaping and other amenities intended to provide linkages within large, formerly industrial parcels. A new "Market Street" is intended to be a prime destination, with shopping, dining and entertainment uses on the ground level and residential development above.

Although some existing industrial uses remain in place, development-community interest has been overwhelming. Within one year of the plan's adoption, projects were proposed for all of the allowable residential development on privately held properties. The City is currently in exclusive negotiations with Archstone-Smith for the City-owned, 51-acre Stadium District property adjacent to Angel Stadium of Anaheim, which could become another key component of The Platinum Triangle.



Platinum Triangle Development

1. Stadium Lofts
2. Archstone Gateway
3. Stadium Towers
4. Stadium Park Apartments and Stadium Club Condos
5. ELEMENT_{PT}
6. Anavia
7. Platinum Triangle Condominium Development
8. 2100 at Platinum Triangle
9. Lennar's A-Town Metro
10. Lennar's A-Town Stadium
11. The Gene Autry Experience
12. Orangewood Condominiums
13. Platinum Tower



Taking Shape

Recently the City undertook an ambitious new program to expand and increase permitted Platinum Triangle land uses.

A new EIR will be considered by the Planning Commission and City Council in late 2007.

The new proposal would substantially increase permitted residential, office, commercial and institutional intensities in The Platinum Triangle, with residential units increasing

to 18,363, office space almost tripling to nearly 16 million square feet and commercial square footage topping the 5 million mark.

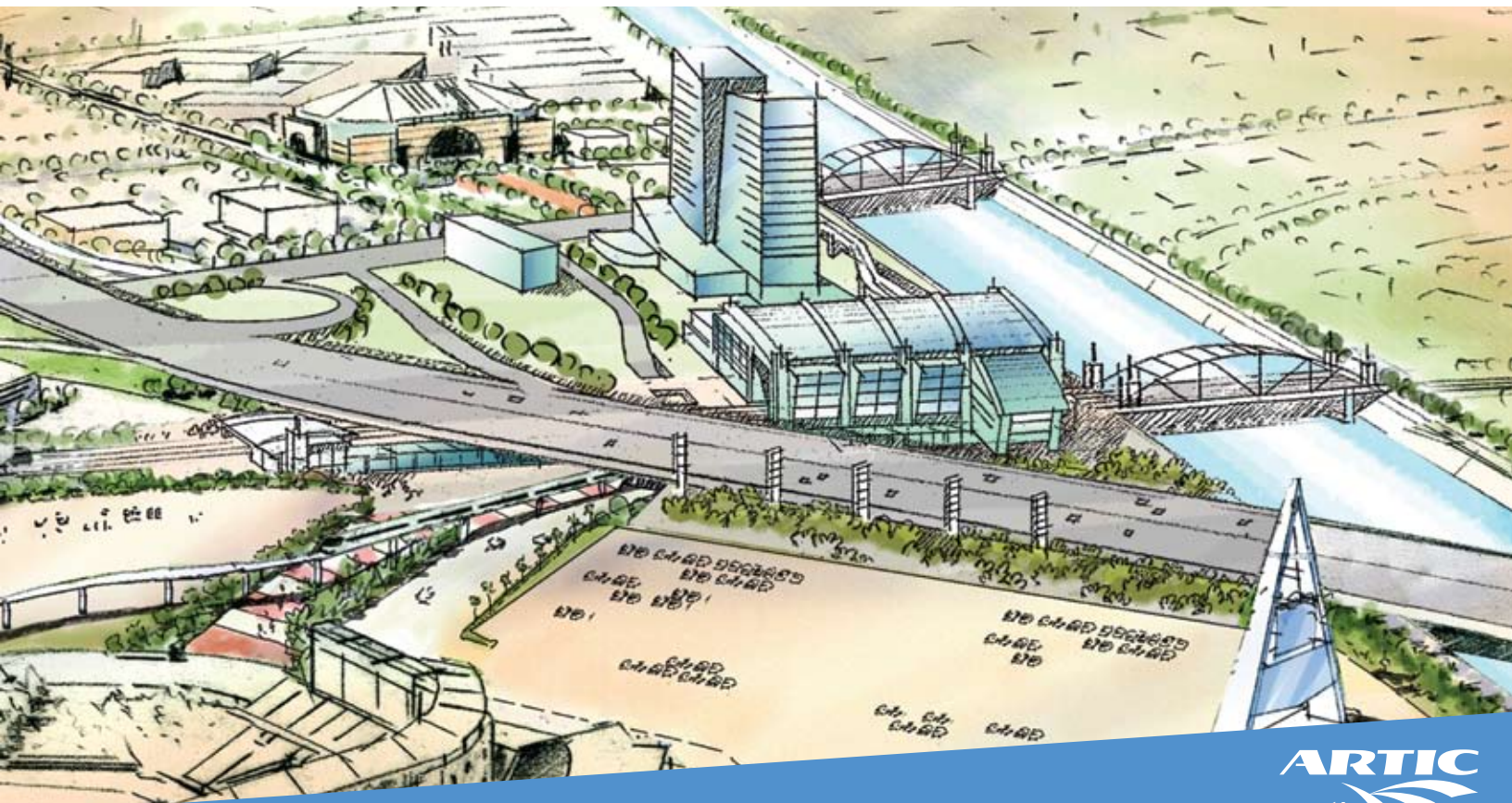
Details

More information, including a copy of the Draft Subsequent EIR for The Platinum Triangle expansion project, Master Land Use Plan, Mixed Use Overlay Zone and other supporting materials, can be found on the City's website at www.anaheim.net.

Platinum Triangle Development Intensities	Existing	Approved for Development	Being Proposed *
Residential (dwelling units)	390	6,450	18,363
Office Space (square feet)	1,946,283	690,000	16,819,015
Commercial (square feet)	561,260	302,855	5,657,847
Institutional (square feet)	n/a	n/a	1,500,000

* Subject to approval of The Platinum Triangle Expansion project

ARTIC and Surrounding Area





access

integrated transportation

“Design is not just what it looks like and feels like. Design is what it does and how it works.”

— Steve Jobs

access: integrated transportation



* Anaheim Resort Transit operates now and is proposed for expansion in the future.

Focal Point for Transportation

ARTIC sits adjacent to the SR-57—which carries more than 300,000 vehicles per day—and is located within five miles of four other major freeways. ARTIC also offers direct access to Katella Avenue, a major arterial street that carries 35,000 cars per day. Although ARTIC will offer convenient auto access, workers, residents, travelers and visitors also will arrive via a wide array of mass transit services.

The network of transit choices will only grow in the coming years as OCTA more than doubles the number of Metrolink trains serving Anaheim, implements new bus rapid transit (BRT) and expands express bus routes as well as works with other agencies to establish new high-speed rail connections into Orange County.

Thanks to the aggressive OCTA-funded rail expansion program, visitors, residents and commuters will be able to board their choice of up to 70 trains per day to travel between ARTIC and other key destinations in Orange County as well as downtown Los Angeles and San Diego by 2010.

Metrolink Facts

- Ridership has grown steadily since service began in 1994, increasing more than 50 percent over the last five years.
- Annual ridership now tops 3.8 million in Orange County.
- Metrolink service is highly reliable—more than 95 percent of all Orange County trains arrive on time.



- 88 percent of Metrolink riders on the Orange County line have an automobile available to them, but choose to ride Metrolink instead.
- Median household income of passengers in the county exceeds \$88,000 per year.
- Two-thirds of the Orange County jobs and population are within four miles of the rail corridor.

Transit Serving the ARTIC	Annual Passengers
Metrolink Orange County Line	1,700,000
Amtrak Pacific Surfliner	2,700,000
Anaheim Resort Transit	2,000,000
OCTA Bus Routes	1,700,000
Proposed OCTA Bus Rapid Transit	3,100,000
Total	11,200,000



The American Public Transportation Association named OCTA the No. 1 transportation system in the nation in 2005, a testament to OCTA's excellent safety record, superior customer service and record ridership growth.

Successful Transit Services

- Metrolink is the largest commuter rail system on the West Coast and the 6th largest commuter rail system in the United States.
- The Amtrak route between Los Angeles and San Diego is the 2nd busiest in the United States.
- OCTA operates the 12th largest bus system in the United States, with an annual ridership of nearly 68 million.

Bus Connections

ARTIC is truly at the heart of bus-transit action for north county, both present and future.

Anaheim is served by several of OCTA's busiest local bus routes as well as Anaheim Resort Transit, a shuttle system that carries passengers from the existing Anaheim Metrolink and Amtrak station to Disneyland, the Anaheim Convention Center and local hotels. OCTA recently launched OC Express, a premium, inter-county commuter bus service,

which features amenities such as high-backed reclining seats, individual reading lights, power outlets and laptop trays.

By 2010, OCTA plans to begin operation of a new, 28-mile bus rapid transit (BRT) route serving ARTIC, one of three planned new Orange County BRT routes. The 28-mile route will link Brea in north Orange County to Irvine in south Orange County and will include stops at ARTIC and John Wayne Airport. BRT stops will include displays with real-time schedule information, and buses will use signal priority technology to speed their trip down local streets.

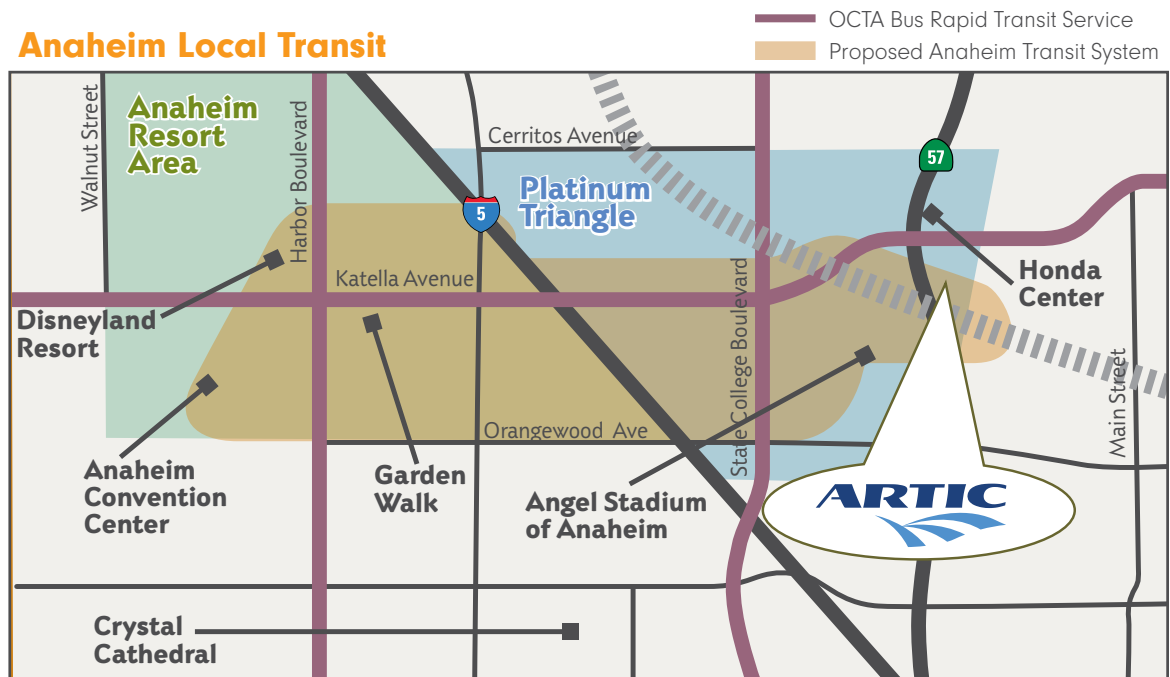
Metrolink Extensions

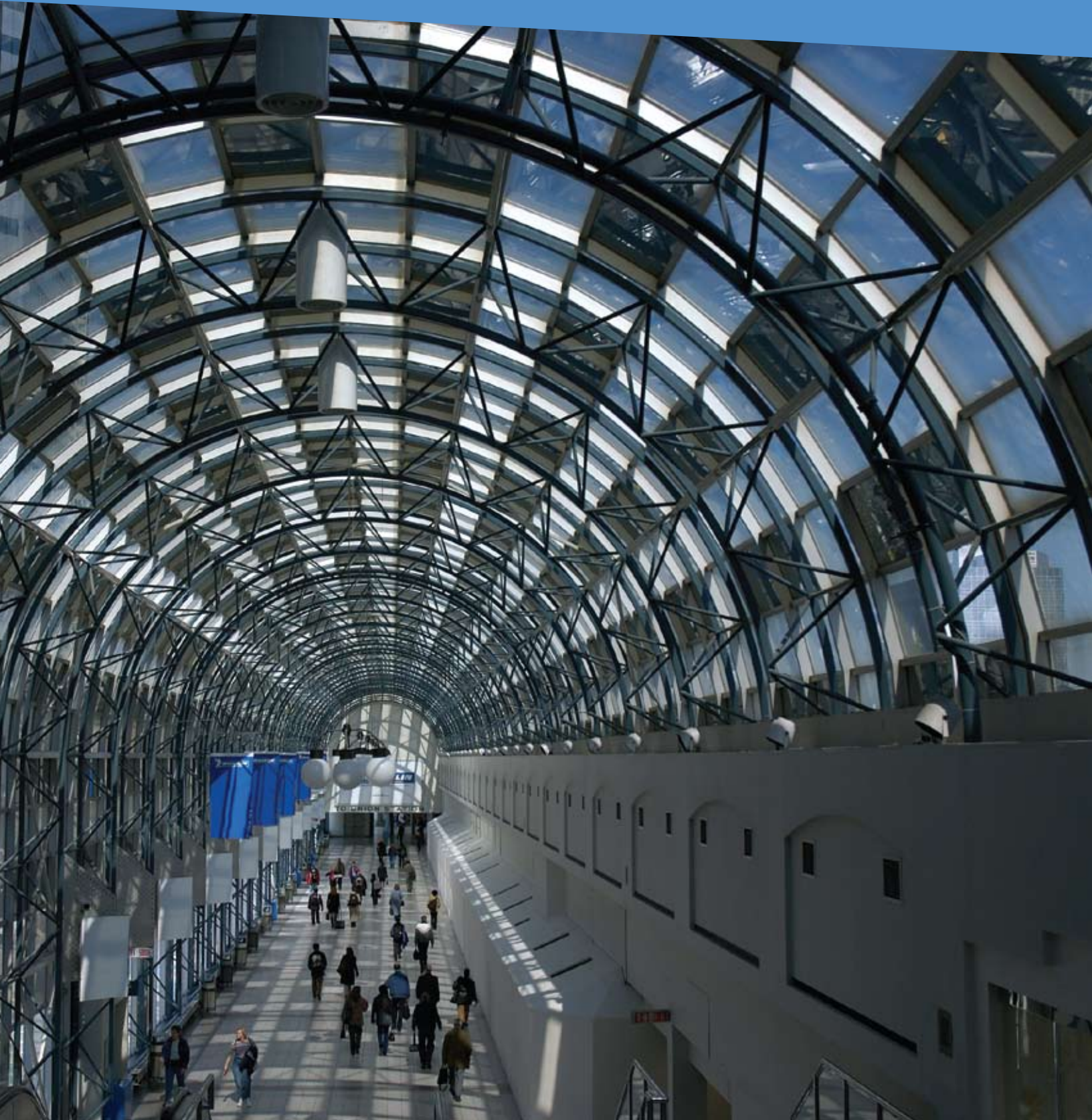
As part of the Renewed Measure M program, which provides \$11.86 billion for Orange County transportation improvements, \$1 billion is set aside for local cities to develop transit extensions to Metrolink.

The City of Anaheim is aggressively pursuing funding through this program to develop a fixed-guideway transit system that would connect ARTIC with the Platinum Triangle and the Anaheim Resort area. The goal is to stimulate and support economic development and land-use objectives along the corridor between these centers of interest.

A rapid transit system serving this high-volume corridor would allow residents, visitors and workers to take advantage of the best that Anaheim has to offer: the Disneyland Resort, the Anaheim Convention Center, GardenWalk, Platinum Triangle neighborhoods, Angel Stadium and Honda Center. Nearby residents would be able to travel to jobs, shopping and recreation using transit rather than a car. It would be easy to hop on a shuttle, bus or fixed-route system to access ARTIC and its many transit options as well as reach area commercial and entertainment venues.

Anaheim Local Transit





concept

dynamic identity

“When I am working
on a problem I never
think about beauty.
I think only how to
solve the problem.
But when I have
finished, if the solution
is not beautiful I know
it is wrong.”

— Buckminster Fuller,
Architect

Form and Function

The ARTIC complex is envisioned as a civic and regional landmark. The initial transportation facility will become a multi-level station accommodating passenger arrivals, departures and transfers with supporting retail, restaurants and passenger services within the building.

The initial transportation facility is estimated to be approximately 56,000 total square feet, and at build-out, 142,000 total square feet. The facility is expected to include a multi-level passenger terminal and a grand hall as an integral and signature feature.

In the ultimate build-out, the facility has been planned to accommodate two additional tracks for regional or interstate rail, additional parking capacity and bus

access, and supporting transit services.

Although OCTA and the City have asked their technical teams to develop a feasible design concept, the private sector is encouraged to approach the project with creativity and a fresh perspective.

Quality Design

To accomplish this, ARTIC should mirror the scale of nearby Angel Stadium of Anaheim and Honda Center and should complement the Anaheim Convention Center and Disneyland Resort. As a major public investment, ARTIC's architecture and building materials should express durability, vision and creativity. ARTIC should reflect modern times while remaining vibrant and relevant into the future. The uniqueness of Southern California—where interaction with nature and the outdoors is

ARTIC Complex





Pedestrian-friendly plaza for transit connections

a way of life —should be incorporated into the design. Boundaries between inside and outside should seamlessly intertwine. A grand hall and/or public gathering space should reflect the central role ARTIC will play within the City of Anaheim and Orange County.

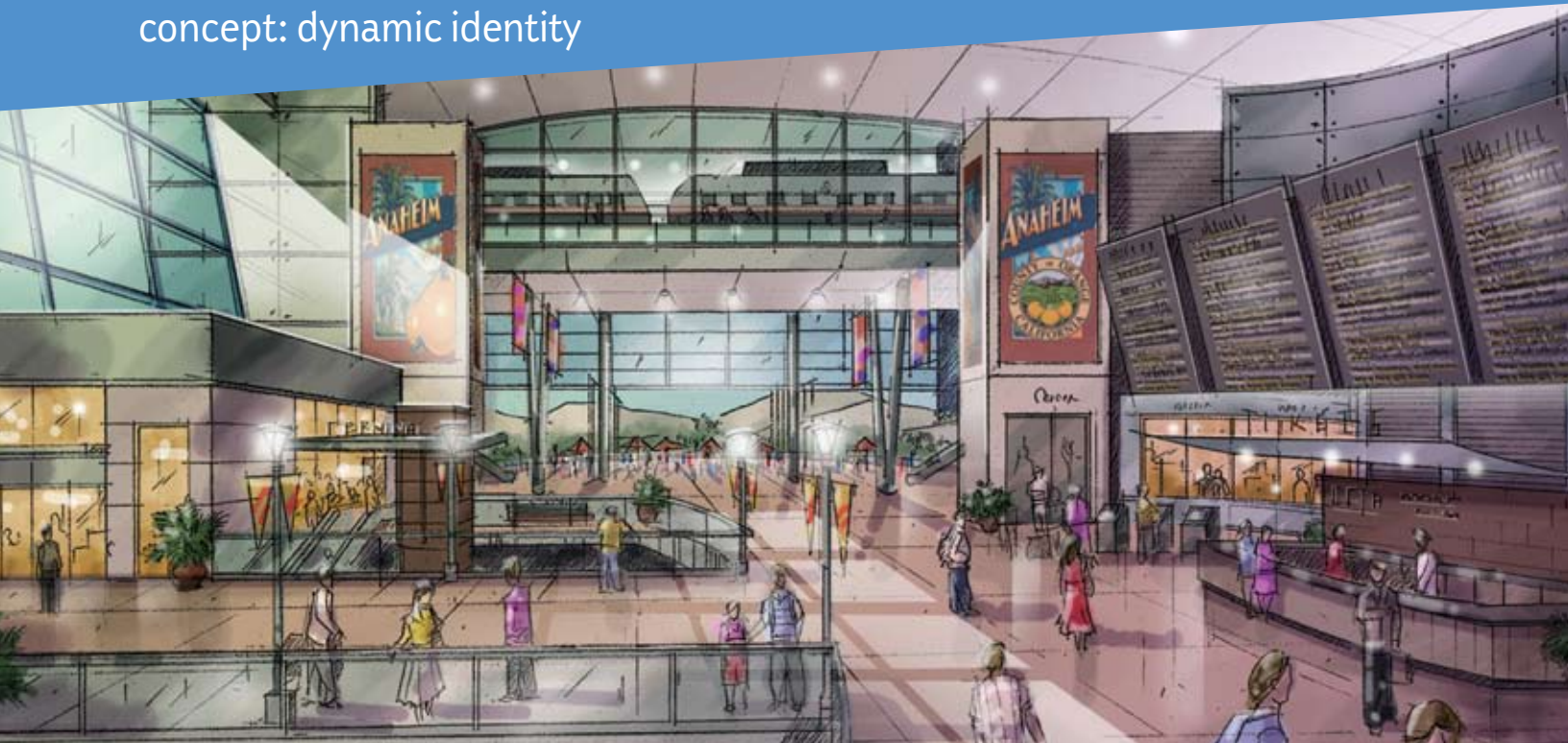
While architecture and design are critical in developing ARTIC, the space should focus on people and practicality. ARTIC should foster a friendly, comfortable environment that is easy to navigate and pleasurable to traverse. The use of light, space and color should all combine to create a place that has its own character, purpose and stature.

To maintain its relevance, the ARTIC complex should be developed efficiently and intensively. Because the project will develop over time, early stages of planning and building

should take into consideration the ability to incorporate future elements. A master vision will be essential to ARTIC's success. Building placement and exposure should be sensitive to the climate and the surroundings. Large-scale environmental concepts and efficiencies for thermal control are encouraged. Mechanical systems should be shared and balanced within the total project framework.

ARTIC Goals

- A dynamic civic place
- A strong sense of identity
- A modern yet timeless transportation facility
- Shared transit operations and support facilities
- Easy traveler transfers
- Links to area attractions and development
- Safe and comfortable environment



Proposed ARTIC Concourse

Grand Hall

The grand hall will be both an actual entrance to ARTIC and the symbolic gateway to Orange County. The grand hall will provide a place for events, civic functions and community meetings as well as provide a venue for retail services located around the hall perimeter. Its layout also must provide space for a passenger security screening portal through which the passenger passes to gain access to the transit concourse.

Transit Concourse

The concourse will be a key area in the ARTIC, as this is where passengers board the various modes of transportation. This area should also include space for waiting and circulation areas, which can accommodate future growth. Increased ridership should be a consideration during the design phase since daily ridership at ARTIC is expected to be more than 7,000 in the initial phase growing to more than 44,000 at full build-out. The table below illustrates the passenger activity projections.

Daily ARTIC Riders (service type)*	Phase 1 Initial	Phase 2 Full Build-Out	
		Mid-Term	Long Term
Metrolink/Amtrak	1,800	2,900	4,000
Longer trip OCTA Bus Services	1,400	2,300	2,700
Short-trip Local Transit Services	2,300	5,100	6,400
Airport Connections	1,100	1,000	1,000
Private taxis and bus carriers	700	1,900	3,100
Superspeed Train/CA Highspeed Train	—	10,300	27,400
Total Daily Passengers	7,300	23,500	44,600

** Daily ridership forecasts above are based on information provided by the various transit providers when available or by forecasts by OCTA consultants. These projections are used to forecast the size of boarding, waiting and circulation needs, and to estimate the passenger activity levels.*

Planning Considerations

A number of design considerations have been explored for the transportation facility. The following concept assumes that the existing LOSSAN tracks will be utilized and remain as configured in the existing alignment with some modest adjustments. The existing alignment and double-track configuration will be sufficient to provide enhanced Metrolink and Amtrak service and the existing Santa Ana River bridge is of sufficient clearance for Metrolink and Amtrak service.

For future high-speed rail, additional tracks and right-of-way are required at station platforms and a new bridge spanning the Santa Ana River is anticipated for final build-out.

Access to Site

As part of the site-planning process, street access needs must be considered. In the initial phase, it is expected that primary access to ARTIC will be via Douglass Road, with additional access potentially available from Katella Avenue. Douglass Road may require improvements to accommodate new demands depending on site design. Roadways also may

be added to provide dedicated access to the ARTIC curbside area which includes bus, shuttle, taxi and drop-off functions.

Major Features

Elements to be included in the ARTIC building design include those listed below:

Grand Hall

- Information center and real-time message board with schedule information
- Ticketing
- Baggage check-in and baggage claim
- Security checkpoint
- Pedestrian connection to Santa Ana River pedestrian/bike trail
- A connection to a bus transfer/curbside facility
- A common area for shared operational support, ticketing, waiting and service functions

ARTIC Concourse

- An area that provides direct access to boarding platforms for all rail transit modes

Preliminary Space Program (square feet)	Phase 1 Initial	Phase 2 Full Build-Out	Total
Ticketing and waiting areas	13,000	36,000	49,000
Event space and retail	23,000	19,000	42,000
Baggage	5,000	25,000	30,000
Operations	9,000	6,000	15,000
Bike station	6,000	—	6,000
Total Gross Area (excluding boarding)	56,000	86,000	142,000
Boarding platforms (in square feet)	31,000	91,000	122,000



Intermodal station blends form and function

- Multiple entrances to provide a connection to the Santa Ana River pedestrian/bicycle trail and to Angel Stadium during events

Parking

- An estimated 1,800 spaces for the initial facility
- An estimated 6,000 spaces as site-related demand and services expand

Bike Station

- Storage
- Maintenance
- Showers and lockers

Platforms

In the initial ARTIC phase, rail-passenger boarding platforms will be located at-grade within the existing LOSSAN rail corridor, with Amtrak and Metrolink sharing platforms. This

initial facility will reserve capacity sufficient to accommodate adding tracks for California High-Speed Rail (CHSR) on the same profile in full build-out, or whenever funding allows.

A proposed Anaheim transit system will likely use automated guideway and separate boarding and alighting platforms with access from the ARTIC concourse.

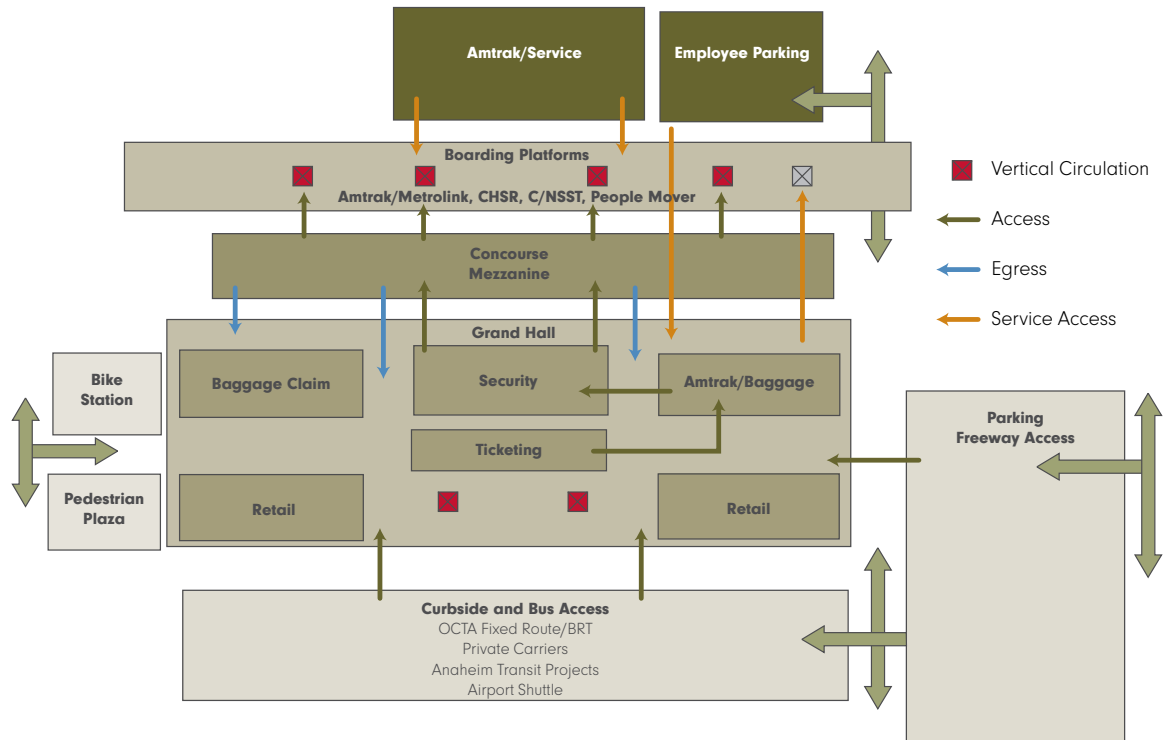
California/Nevada Super-Speed Train (C/NSST) platforms are proposed for a future third level of the facility, served by two new tracks arriving on an elevated track from the north along the Santa Ana River corridor and terminating at ARTIC. It will be important to be able to accommodate this additional service at some future unspecified date without disrupting ongoing ARTIC activities.

Conceptual Layouts

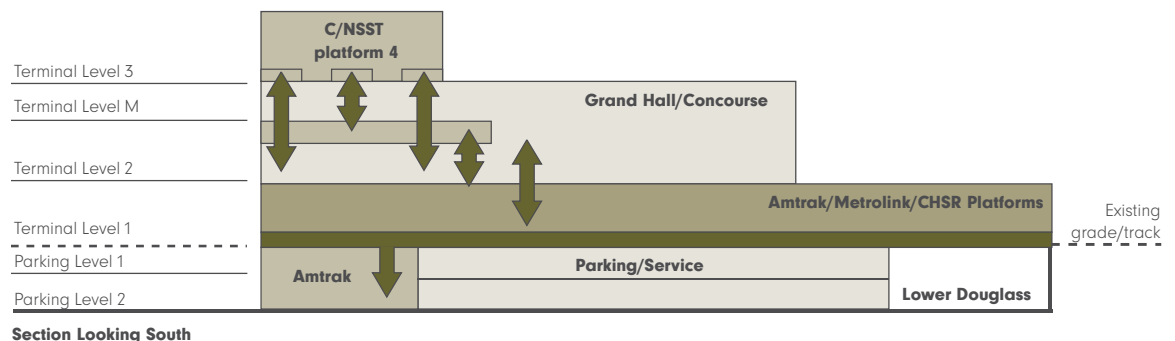
The diagrams below are for illustrative purposes only to provide an initial concept of how ARTIC transportation elements might be laid out to facilitate an efficient flow of people and vehicles.

The Adjacency Diagram provides a sample of a horizontal layout of transportation elements; the Stacking Diagram provides an example of how elements might align on a vertical plane.

Adjacency Diagram



Example Stacking Diagram





partnership
committed team

“Determine that the
thing can and shall be
done and then we shall
find the way.”

— Abraham Lincoln



Selecting the Best

OCTA and the City of Anaheim are undertaking a process to select the best private partners: visionary developers, financial experts, real estate professionals, experienced transportation providers and designers, and innovative architects with experience in large-scale, mixed-use facilities with distinct architecture and world-class appeal. The facility concept portrayed here embodies one vision. OCTA and the City of Anaheim hope and expect that it is a starting point for creative planning and dreaming that will culminate in an Orange County multi-use, multi-functional gateway.

Financing

Until the project is more-defined and the related phasing and infrastructure needs are clear, it would be premature to identify a financing program. However, public commitment does exist, as evidenced by the

more than \$30 million already invested to purchase the land and the more than \$400 million to improve Metrolink commuter-rail services. There is a strong public will and determination to make this project a reality. A financing program will be developed in concert with any private financial partners during the months ahead.

OCTA and the City of Anaheim expect to generate interest from the private sector in the development of this transportation and activity center. This document sets the stage and encourages the reader to brainstorm what this complex might be. The sky is the limit.

The agencies encourage interested community members to monitor the ARTIC progress at www.articinfo.com.

building a gateway for the future



Anaheim Regional Transportation Intermodal Center

