

# Stadium Master Site Plan



Anaheim, California

JULY 29, 2020



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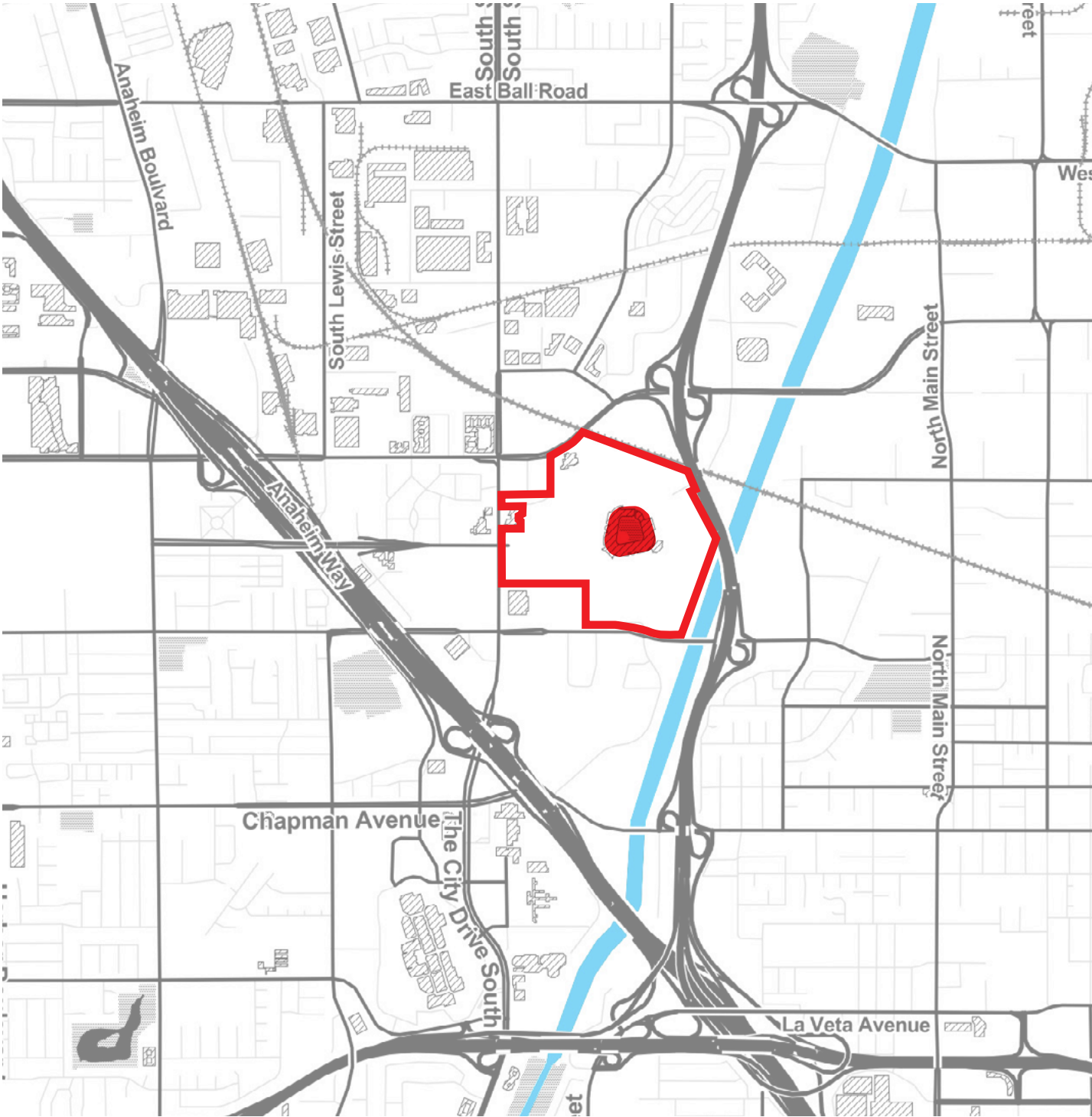
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# 01 Project Description

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# Project Description



SITE LOCATION

## 1-1 PROJECT LOCATION AND EXISTING SITE CONDITIONS

### Project Site

The Project Site is located at 2000 East Gene Autry Way (Assessor's Parcel Number [APN] 232-011-02, 232-011-06, 232-011-35, 232-011-36, 232-011-37, 232-011-38, 232-011-39, 232-011-40, 232-011-41, 232-011-42, 232-011-43, 232-011-44, 232-011-47, 232-011-48, 232-011-50) and Parcel 3 (APN 083-270-47 [portion]) in the City of Anaheim, generally west of the State Route 57 and Santa Ana River, south of Katella Avenue, east of State College Boulevard, and north of Orangewood Avenue.

The Platinum Triangle, an approximately 820-acre area located in the south-central portion of the City of Anaheim (City), is located generally east of Interstate 5 (I-5), west of the Santa Ana River Channel and State Route 57 (SR 57), south of the Southern California Edison easement, and north of the Anaheim City limit. The Platinum Triangle encompasses the Angel Stadium of Anaheim, the Honda Center, the Grove of Anaheim, and surrounding light industrial buildings, industrial parks, distribution facilities, offices, hotels, restaurants, retail uses, and mixed uses, some of which are currently under construction.

### Existing Site Conditions

The Project Site encompasses approximately 152 acres and is located within Sub-Area A of the Stadium District of the Platinum Triangle Mixed Use (PTMU) Overlay Zone. The Project Site's elevation is generally flat.

The Project Site is currently developed with a 45,500-seat Major League Baseball Stadium (Angel Stadium) and associated parking; and the 40,828 square foot City National Grove of Anaheim— an indoor, live music theatre with approximately 1,700 seats. In addition, there is an existing groundwater well located near the City National Grove of Anaheim. The Project Site does not include the 261,696 square foot Stadium Gateway Office Building, located at 1900 S State College boulevard. The Project Site is located approximately 600 feet southwest of the Anaheim Regional Transportation Intermodal Center (ARTIC).



# Project Description



ANGEL STADIUM

## Surrounding Land Uses

The area surrounding the Project Site consists of a mix of residential, commercial, and entertainment uses. Although office and commercial uses are currently the most prominent land uses in the vicinity of the Project Site, recent developments have primarily been residential, with limited commercial.

**North.** The Project Site is bound to the north by Katella Avenue. North of Katella Avenue is an office park, church, hotel, and fast-service restaurants. Northeast of the Project Site is the Stadium Towers Plaza office park, which contains a 12-story tower office building. ARTIC is approximately 600 feet northeast of the Project Site. A mixed- use residential development, which includes the Catch restaurant, an apartment building and a McDonalds are at the northwest corner of the Project Site, southeast of Katella Avenue and State College Boulevard.

**East.** SR-57, the City of Orange, and the Santa Ana River bind the Project Site on the east. The Santa Ana River Trail is located in the City of Orange and runs alongside the western portion of the river, adjacent to the Project Site.

**South.** The Project Site is bound to the south by Orangewood Avenue, to the south of which is developed with the North Net Fire Training Facility, light industrial/business park uses, two large brewery/restaurants, a small office building, a fast-food/drive-through restaurant, and the 1,279-unit Gateway Apartment Homes (532 units are in the City of Orange). To the southwest, diagonally across the Orangewood Avenue/State College Boulevard intersection, in the City of Orange, is a 14-story office tower and two one-story stand-alone restaurant buildings.

**Southwest.** To the southwest of the Project Site and northeast of the intersection of Orangewood Avenue and State College Boulevard, are an industrial building, vacant properties, and the 340-unit George Apartments. The vacant properties and the industrial building are part of the Project Site for the LT Platinum Center Development Project.

**West.** The Project Site is bound to the west by State College Boulevard, to the west of which is developed with multi-family residential and commercial uses, including a six-story office building and a five-story, 250-unit, high-density apartment complex (Anavia). North of the Anavia apartment complex is a nearly completed residential development that includes development of up to 1,079 apartments, including 12 live/work units and 14,600 square feet of retail development.



# Project Description

## 1-2 STADIUM MASTER SITE PLAN

Through a Master Site Plan, the Applicant proposes to develop the Project Site with the Proposed Project, which includes up to 5,175 dwelling units, 2,700,000 square feet of office uses, 1,750,000 feet of commercial uses, approximately 5.2 acres of parks in accordance with the requirements of the PTMU Overlay Zone, as described in the **Table 1-2.1 Master Site Plan Development Summary**. The Master Site Plan also makes provisions for a potential fire station, retention of an existing municipal water well facility, and a Community Benefit Park that would be no less than 5 acres and no more than 8 acres to assist the City in meeting park space needs generated by past and expected-future development in the Platinum Triangle and on a community-wide basis.

The Proposed Project includes the retention of the existing 45,500-seat Angel Stadium; however, the proposed DDA would allow the Applicant to replace the existing Stadium with a new stadium with the same number or fewer seats, if elected by the Applicant. The existing Stadium would continue to operate during the construction of the replacement stadium. A second stadium, as currently authorized by the PTMLUP and PTMU Overlay Zone, which would operate concurrently with the existing Stadium (resulting in two sports stadiums on the Project Site) would not be constructed. Thus, the maximum number of stadium seats in the completed Stadium District will remain 45,500 rather than the potential 119,543 seats contemplated by the Project Site’s current entitlements.

**Exhibit 2-1** Master Site Plan depicts the proposed circulation and general roadway network plan for the Project Site with the existing Angel Stadium; a potential site for the Community Benefit Park; a potential fire station site; mobility hubs; and the Flexible Space.

**Exhibit 2-2** Master Site Plan - Replacement Stadium depicts the location of the potential replacement stadium in the event the Applicant elects to replace Angel Stadium at some point in the future. In the event a replacement Stadium is constructed, Angel Stadium would be demolished, and “F” Street would be extended to connect to “D” Street, whose alignment would be slightly altered to accommodate the anticipated footprint of replacement stadium. The maximum thresholds of the proposed development program will remain the same, whether or not a replacement is constructed.

The Proposed Project also includes upgrades to existing infrastructure to serve the Proposed Project’s land uses, as required by the Updated and Modified Mitigation Monitoring Program No. 106D, the DDA, conditions of approval, future Project-specific entitlements, and City and other public agency regulations and requirements.

TABLE 1-2.1 – MASTER SITE PLAN DEVELOPMENT SUMMARY

Land Use	Units	Gross Building Area (SF)	% of Total Gross Building Area
<b>Residential (Dwelling Units)</b>			
Residential <sup>1</sup>	5,175	6,109,582	
Subtotal	5,175	6,109,582	52%
<b>Commercial (Square Feet)</b>			
Retail <sup>2</sup>	-	1,100,000	
Hotel	943	650,000	
Subtotal		1,750,000	15%
<b>Office (Square Feet)</b>			
Office <sup>3</sup>	-	2,700,000	
Subtotal		2,700,000	23%
<b>Stadium</b>			
Existing (or Potential Replacement) Stadium	-	1,132,567	
Subtotal		1,132,567	10%
Total		11,692,149	100%
<b>Project Area Summary [Lot Area]</b>			
Gross Lot Area	-	6,622,815	
Less: Public Parks <sup>4</sup>	-	(576,180)	
Less: Potential Fire Station	-	(65,340)	
Less: Arterial Streets [Future ROW dedication]	-	(35,443)	
Less: Connector Streets	-	(1,217,823)	
Net Lot Area <sup>5</sup>		4,763,472	
<b>Floor Area Ratio</b>			
Gross Building Area	-	11,692,149	
Net Lot Area		4,763,472	
Floor Area Ratio		2.45	

<sup>1</sup> Residential Gross Building Area assumes an average unit size [net] of 928 square feet, for three product types (podium, mid-rise, high-rise) of both for sale condominium and rental apartments, to which an average efficiency factor of 78.6% was applied. Therefore, 928 sf net / 0.786 = 1,180 sf gross x 5,175 units = 6,109,582 sf.

<sup>2</sup> Commercial – Retail square footage includes the 40,828 square feet of the existing City National Grove of Anaheim.

<sup>3</sup> Office – Gross building area includes office spaces within the existing Stadium [48,845 square feet] but excludes the existing Stadium Gateway office building [261,696 square feet].

<sup>4</sup> Public Park includes 5.2 acres (227,700 square feet) required by Zoning Code plus between 5.0 and not more than 8.0 acres [348,480 square feet] of Community Benefit Park.

<sup>5</sup> Net Lot Area includes net development parcels for all land uses excluding any right-of-way for roads, park dedications, and the Potential Fire Station site.

SF = square feet

# Project Description

As outlined in the DDA, the Applicant will realize Project development in response to market demand for Project uses, and accordingly neither the Applicant or the City know the precise location and design of specific uses within the Project Site at this time. However, future site-specific development applications will be subject to the review and approval of subsequent entitlements, such as, but not limited to, a Vesting Tentative Tract Map and Final Site Plans.

As discussed earlier, the Master Site Plan is designed so that the Applicant may, while the existing Stadium continues to operate, construct a replacement stadium. In that circumstance, the existing Stadium will continue to operate until the replacement Stadium is completed. An approximately 11-acre site upon which a potential replacement Stadium may be sited is located to the east of the existing Stadium. On an interim basis this site will be utilized for parking and potential recreational use, and is referred to as Flexible Space. In the event that the Applicant proposes to develop a replacement Stadium, the Applicant will apply for subsequent project-specific approvals, including but not limited to a conditional use permit, based on its proposed design and operational characteristics, which will be subject to determination on whether further CEQA environmental review will be required in accordance with supplemental review standards. In the event that Applicant elects not to construct a new Stadium, the Flexible Space will provide for additional development locations.

The proposed maximum thresholds of the development program will remain the same, as summarized in **Table 1-2.1** Master Site Plan Development Summary, whether or not a replacement is constructed.

The Project Site is currently comprised of two parcels ( See Section 1-1 Project Site for Assessor Parcel Numbers). The PSA contemplates that, prior to conveyance of the Project Site to the Applicant, the Applicant will submit, for the City’s review and approval, a proposed Vesting Tentative Tract Map consistent with the Master Site Plan, DDA, conditions of approval, Updated and Modified MMRP 106D, City and State subdivision law, and other applicable City and public agency regulations and requirements to establish subdivision design and improvement standards for the Project Site. Final Site plans will subsequently be processed in accordance with the City’s PTMU Overlay Zone procedures as individual buildings and uses are proposed for construction. The development standards of the PTMU Overlay Zone will apply to Project development.

In addition, concurrent with its submission of the Project’s Vesting Tentative Tract Map, the Applicant will submit, for the City’s review and approval, an Urban Design Plan that will include comprehensive design guidelines for the Project’s public realm and private improvements.

For CEQA analysis purposes, it is estimated that full buildout could occur as soon as 2035.

## Roadway Network

The Project’s street network, which will be comprised of private streets, will be designed in conformance with the Platinum Triangle Master Land Use Plan. The street network will be designed to maximize the level of service for local traffic for residents, business, and visitors to Project Site amenities, on both event and non-event days. The final roadway geometry will be determined pursuant to future traffic study.

Streets “A”, “B”, “C”, and “D” are anticipated as the main internal connectors and serve as the primary conduits, from Douglass Road, Katella Avenue, Gene Autry Way, State College Boulevard and Orangewood Avenue to central parking at three Mobility Hubs.

Streets “E”, “F”, “G”, “H”, and “I” would define the neighborhood fabric, establishing a scale suitable for a pedestrian oriented, walkable neighborhood. If a replacement stadium is constructed, proposed “F” Street would be extended to connect to with “D” Street through the site of demolished Angel Stadium.

When completed, the street network will provide for both internal circulation as well as through connections between each primary vehicular access point to the Project Site.

Initially the Project Site will be operated as it is today (i.e., surface parking supporting the existing Stadium and other uses), and development will take place over time. It is possible that full build-out of the Site pursuant to this plan could occur as soon as 2035. No specific phasing or build-out plan is scheduled at this time, and individual buildings and uses will be proposed in response to market needs in conformance with this Plan, the DDA, and the City’s PTMU Overlay Zone.

## Public Parks and Open Space

As it is built out over time, the Project will incorporate local parks, open space, recreational amenities, and other community oriented uses. Based on the proposed maximum of 5,175 residential units proposed, approximately 5.2 acres of mini parks will be provided on the Project Site in conformance with the City’s PTMU Overlay Zone. The Master Site Plan depicts a potential site for the additional Community Benefit Park that would be no less than 5 acres but no more than 8 acres, to assist the City in meeting park space needs generated by past and expected-future development in the Platinum Triangle outside of the Project Site.

# Project Description

## Fire Station

The Proposed Project includes a dedicated site for the City’s construction of a new fire station on the Project Site. The fire station has not been designed at this time; however, it is anticipated that the facility will be approximately 10,000 square feet. The Fire Station will be located on a 1.5-acre site along State College Boulevard north of the existing Stadium Gateway Office Building.

## Parking and Mobility Hubs

All residential, commercial, retail and office space uses on the Project Site will be provided with parking as each individual project and building is proposed and constructed. Parking for non-stadium use will be as approved by the City in a shared parking analysis pursuant to AMC section 18.20.120.0103. Parking for non-Stadium uses will be accommodated through a combination of surface, subterranean and above-ground structured parking.

12,500 parking spaces are required for Stadium use. Also, additional parking will be provided to accommodate existing Amtrak, Stadium Gateway Office Building, and Catch Restaurant. On-site parking will be provided through a combination of surface, subterranean and above-ground structured parking. **Exhibit 2-1** Master Site Plan and **Exhibit 2-2** Master Site Plan - Replacement Stadium depict the location of potential Mobility Hubs that would house the primary parking supporting the Stadium consistent with the Platinum Triangle Expansion Traffic Study. In addition to providing parking, the Mobility Hubs also have the potential for shared vehicle pick-up/drop-off, valet services, transit stops, active curb management and even ground-floor retail.



## 02 Master Site Plan Exhibits

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Exhibit 2-1: Master Site Plan

Project Area Summary (Acres)	
Mixed Use Development Areas	100.7 to 97.7
Stadium	11.7
Private Streets	28.0
Community Benefit Park	5.0 to 8.0
Public Mini-Parks (per PTMU Overlay)	5.2
Project Area	150.6
Potential Fire Station Site	1.5
Arterial Streets [Future ROW dedication]	0.8
Gross Project Area	152.9
Overall Project Development Allocation*	
Maximum Residential Dwelling Units	5,175
Maximum Commercial Square Footage	1,750,000
Maximum Office Square Footage	2,700,000
*Excludes the Existing Stadium site square feet	

- Mixed Use Development
- Community Benefit Park
- Fire Station Site
- Flexible Space

Flexible Space preserves approximately 11 acres upon which a potential Replacement Stadium may be sited. In the event that a Replacement Stadium is not constructed, the Flexible Space will provide for additional development locations.
- Internal Private Streets [Final location TBD]
- Site Boundary
- Municipal Water Well Facility [To remain as City-owned facility]
- Stadium Gateway Office Building [Not a part (NAP)]

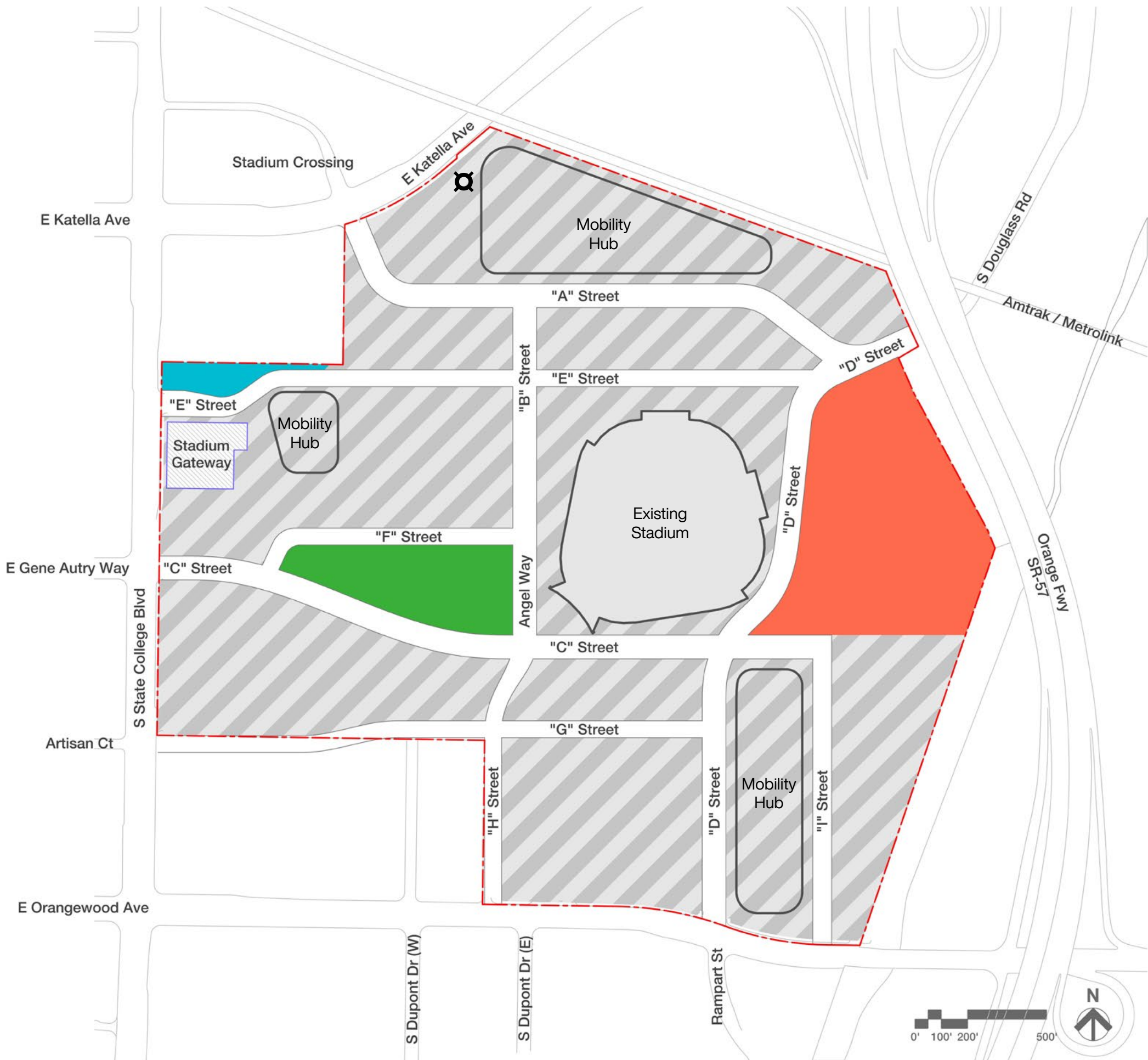


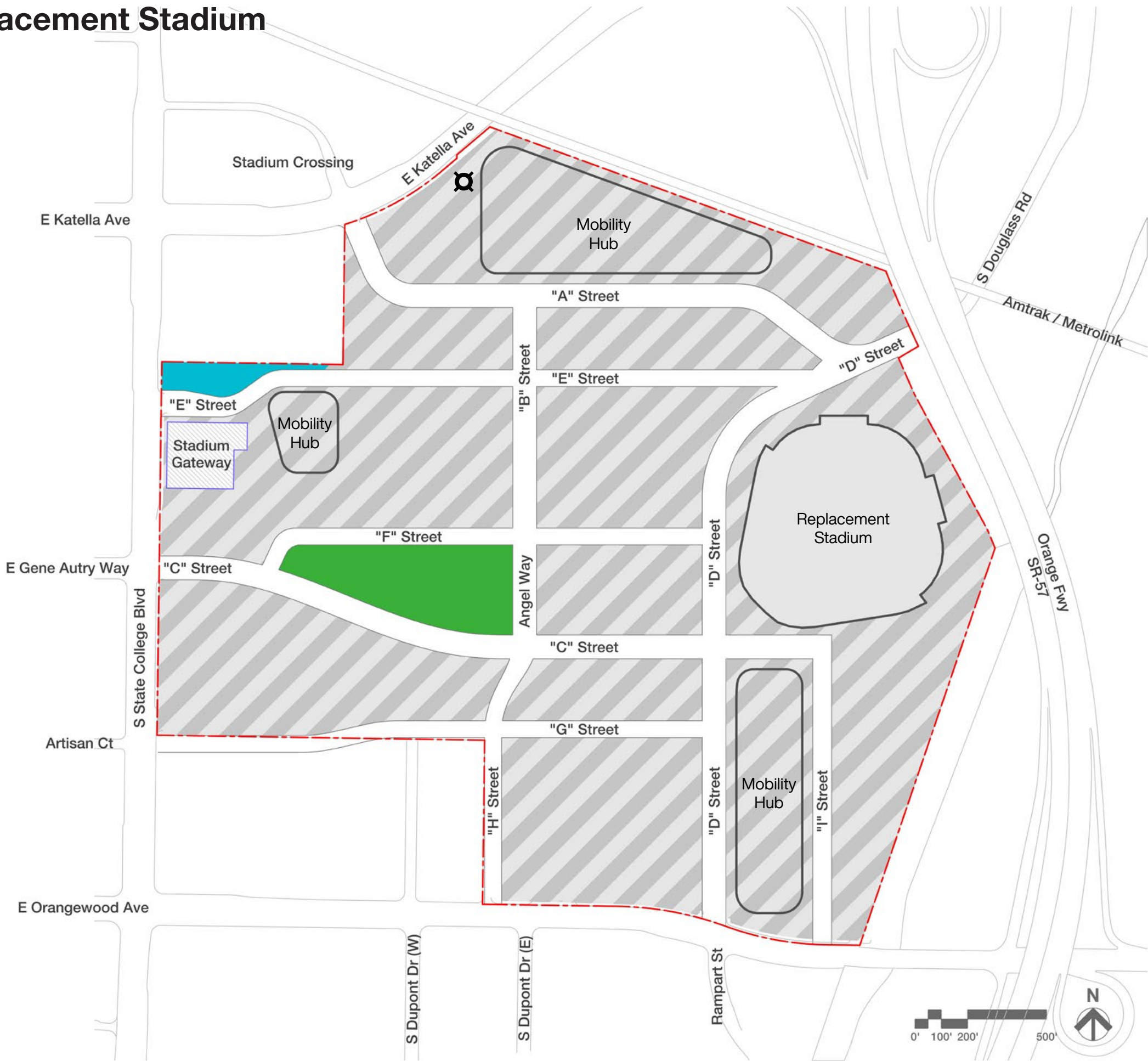


Exhibit 2-2: Master Site Plan - Replacement Stadium

Project Area Summary (Acres)	
Mixed Use Development Areas	100.7 to 97.7
Stadium	11.7
Private Streets	28.0
Community Benefit Park	5.0 to 8.0
Public Mini-Parks (per PTMU Overlay)	5.2
Project Area	150.6
Potential Fire Station Site	1.5
Arterial Streets [Future ROW dedication]	0.8
Gross Project Area	152.9
Overall Project Development Allocation*	
Maximum Residential Dwelling Units	5,175
Maximum Commercial Square Footage	1,750,000
Maximum Office Square Footage	2,700,000

\*Excludes the Existing Stadium site square feet

- Mixed Use Development
- Community Benefit Park
- Fire Station Site
- Internal Private Streets [Final location TBD]
- Site Boundary
- Municipal Water Well Facility [To remain as City-owned facility]
- Stadium Gateway Office Building [Not a part (NAP)]



03

# Infrastructure Improvements

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# Infrastructure Improvements

## 3-1 INFRASTRUCTURE IMPROVEMENTS

The Proposed Project also includes upgrades to existing infrastructure to serve the Proposed Project’s land uses, as required by SEIR No. 339 and subsequent Addenda. These upgrades include dedicating land for road widening along Katella Avenue, State College Boulevard, and Orangewood Avenue.

In addition, connections to existing and installation of new water, electric, sewer, and storm drain infrastructure are proposed. Infrastructure sizing and phasing will be determined in connection with tentative subdivision mapping of the Project Site. Required upgrades will be determined in conjunction with project-specific entitlement applications and subsequent tiered environmental review as Project uses and their proposed locations becomes known. Additional information on proposed water, electric, sewer, and storm drain infrastructure is provided below.

- **Water.** A loop system is proposed that will supply the property for domestic use and fire flow demands. In addition, recycled water service is anticipated to connect to the existing recycled water line at State College Boulevard/Gene Autry Way. Irrigation to the larger landscaped areas and parks will be served by this system to reduce dependency/demands on the domestic water system.
- **Electric.** A new electric system network will be established based on the Proposed Project layout. This network will comprise of existing electric systems currently on-site, relocation of existing electric systems to accommodate proposed improvements, and new electric line extensions to provide sufficient capacity to the proposed improvements within the Platinum Triangle project area.
- **Sewer.** The Project proposes to connect to the existing 15-inch sewer<sup>[1]</sup> in Gene Autry Way/State College Boulevard, and to the Orange County Sanitation District main in State College Boulevard at or near the future Artisan Court to meet anticipated demand.
- **Storm Drain.** The drainage is all tributary to the Santa Ana River. An existing Orange County Flood Control District box culvert currently traverses the property. The Project proposes to leave this facility in-place.

### Traffic Circulation

Leveraging current City practices, traffic direction and lane usage will be managed on game days to ensure level of service requirements are achieved on the Mobility Hub connectors. An event traffic management plan will be proposed to manage event traffic entering and exiting the Project Site on stadium event days, and to adequately separate event from non-event traffic within the Project Site. Select streets or portions of streets (such as “D” adjacent to the stadium) may be closed to vehicular traffic during games to enhance the pedestrian experience.

### Anaheim Connects - Street Car

The City of Anaheim is undergoing planning efforts as part of the Anaheim Connects study to transform transportation and transit solutions in the Platinum Triangle Planning Area. The study seeks to provide opportunities to public/private partnerships, improve pedestrian and bicycle connections along the Santa Ana River, and improve the East/West transit connections between ARTIC and the Anaheim Resort Area. As part of this East/West transit connection, the Applicant is aware the City is studying a Street Car alignment that would provide potential stop(s) within the Project Site. While the City has not made any decisions regarding the alignment, design or system to be employed, the Project can accommodate potential stops in the future, if needed.

<sup>[1]</sup> This sewer was owned and maintained by the Convention Sports and Entertainment Department.