



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

35

PLANNING & PROGRAMMING COMMITTEE
April 19, 2006

SUBJECT: METRO NORTH HOLLYWOOD CONCEPTUAL DEVELOPMENT GUIDELINES

ACTION: ADOPT STATION CONCEPTUAL DEVELOPMENT GUIDELINES

RECOMMENDATION

Adopt the attached “Metro North Hollywood Conceptual Development Guidelines.” (See Attachment.)

ISSUE

Metro owns approximately 16.56 acres in a rapidly developing area of North Hollywood locally referred to as “NoHo”. Consisting of four parcels that include the Metro Red and Orange lines termini, two bus layover facilities, Metro transit park-and-ride, historic train depot site, the Metro Burbank-Chandler transportation corridor right-of-way and a few other uses, these Metro properties present a significant development opportunity for joint transit and complementary private uses. Metro joint development policy calls for the preparation of conceptual development guidelines prior to the solicitation of development proposals for the site. Metro collaborated with the City of Los Angeles Community Redevelopment Agency (CRA), the County Supervisor’s Office, the Council District Office, and various stakeholders through planning studies and meetings conducted to provide guidance in developing these sites. These proposed conceptual guidelines will provide basic guidance to developers consistent with Metro’s general policies, operations and joint development policies and procedures.

POLICY IMPLICATIONS

The recommended action is consistent with Metro’s Joint Development Policies and Procedures.

OPTIONS

Metro could choose not to adopt the proposed Conceptual Development Guidelines. Staff is not recommending this because the proposed guidelines are necessary to advance joint development in a manner consistent with Metro operations, adopted policies, and local planning and land use ordinances. Further, these guidelines were based on recent site, market, and urban design studies completed by Metro and the CRA.

FINANCIAL IMPACT

The recommended action will not impact Metro's budget. Ultimately, development of the Metro-owned property will generate revenues that may be used for capital and operating expenses.

BACKGROUND

Metro and the CRA jointly funded a planning study conducted by the Urban Land Institute (ULI) in January 2004. Among ULI's conclusions were:

1. The NoHo area could become a regional draw, developing a vibrant arts and cultural center around a multi-modal transit center. ULI expects the residential boom to accelerate growth in the area and lead to an expansion of the commercial retail and office market over time. Metro properties in this area provide an ideal site for a mixed-use development that primarily includes office and commercial uses with some residential component.
2. The key to realizing NoHo potential as an arts-and-transit oriented urban village lies in the collaboration between Metro and the CRA in developing and implementing guidelines that could achieve this vision.

In 2005 Metro and CRA jointly funded and participated in an urban design study intended to formulate alternative development scenarios and guidelines to direct growth in the area with a focus on the potential development of the approximately 16.56 acre Metro-owned parcels.

Among the salient elements of the recommended conceptual development guidelines are the following:

- Metro's transit park-and-ride shall be replaced, with capacity increased to 1,500 spaces. The Developer shall also show how this parking might be increased to 2,500 spaces. Its current 906 spaces shall be maintained during construction.
- The number of Metro Red and Orange lines' bus layover facilities shall be maintained but may be reconfigured to allow flexibility in design and

function. Current capacity during and after construction shall also be maintained.

- Metro prefers an integrated master planned project that utilizes all existing site capacity (2 million square feet) or exceeds this capacity as appropriate if impacts are adequately mitigated.
- Metro prefers a mix of high intensity uses on Parcel 1, with high intensity office and commercial uses fronting the east side of Lankershim Boulevard and residential and neighborhood-serving mixed uses on the east side. Building heights should be sensitive to surrounding residential and commercial structures.
- Metro prefers a mix of high intensity commercial and residential uses on Parcel 2. Parcels 3 and 4 may be consolidated with immediately adjacent private parcels plus a potentially vacated North Chandler Boulevard.
- All existing Metro transit station facilities shall be maintained without loss of functionality and capacity.
- The Developer must present a plan that shows the historic train depot maintained at its current location. Developer may submit a second proposal showing minor relocation if still consistent with historic designation.
- Proposed development must provide a direct underground connection from the Metro Orange Line terminus to the Metro Red Line Station.
- The Burbank-Chandler transportation corridor right-of-way shall be preserved at-grade and above-grade.
- Metro will not provide any subsidies. Developer may allocate costs to Metro for project elements primarily benefiting Metro or its transit patrons.

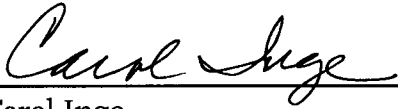
NEXT STEPS

After adoption of the Conceptual Development Guidelines, Metro staff will issue an RFP in cooperation with the CRA for the development of the Metro properties.

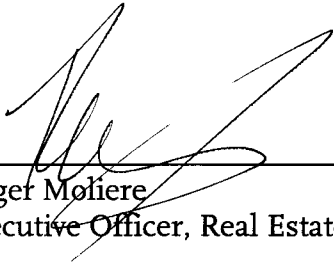
ATTACHMENT

- A. “Metro North Hollywood Conceptual Development Guidelines”

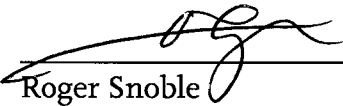
Prepared by: Nelia S. Custodio, Transportation Planning Manager
Kevin Michel, Director – San Fernando Valley/North County Area



Carol Inge
Interim Chief Planning Officer



Roger Moliere
Executive Officer, Real Estate & Development



Roger Snoble
Chief Executive Officer

METRO NORTH HOLLYWOOD CONCEPTUAL DEVELOPMENT GUIDELINES

I. DEVELOPMENT OBJECTIVES

As part of its approved Joint Development Policies and Procedures, Metro's joint development objectives are as follows:

- A. **To create a transit-oriented development that**
 - Enhances and increases transit ridership
 - Provides transportation-related services and conveniences
 - Enhances the transfer connection between rail passengers to bus and other transportation services
 - Is pedestrian-oriented
- B. **To sponsor a project that generates economic development benefits such as jobs and fiscal revenues to the local area and the City of Los Angeles**
- C. **To create a project that responds to the social and design context of the local community**
- D. **To achieve transit, land use, economic development, and urban planning goals while providing at a minimum a financial return equal to the current and future fair market value of the offering**

Metro requires that the development attain the above development objectives and meet the following minimum requirements:

- Support and enhance transit use at this location and the entire Metro transit system
- Propose a development that is financially feasible and does not rely on Metro subsidy
- Propose a high-quality, well-planned development that respects transit-oriented planning and urban design principles
- Propose a project that integrates its components, operational aspects, designs, and site layouts with surrounding uses and area-wide development plans
- Coordinate with other planned developments in the area

- Propose a project that maximizes the financial value of the Metro assets and creates long-term revenue streams to the Metro and provides participation in future long-term up-side economic growth of the project

II. DEVELOPMENT GUIDELINES

A. SITE DESCRIPTION

The Metro North Hollywood properties provide a regional multi-modal transportation hub that includes the Metro Red and Orange lines, Metro Rapid Bus, local bus service, shuttle service, bikeways, and a park-and-ride. Future expansion of these transit modes are anticipated to occur to meet current demand for a more integrated transit service, including potential transit use of the Metro right-of-way to Burbank and future extension of the Metro Orange Line.

The site has excellent arterial and freeway access. Arterial access is provided by Lankershim Boulevard, Cumpston Street, Chandler Boulevard, and Vineland Avenue. Freeway access to and from the Metro site is provided by Highways 101, 134 (Ventura Freeway), and 170, which connects to interstate highways 5 and 405. (See Attachment A. Regional Map)

The project site consists of approximately 16.56 acres in four separate parcels adjacent to the Metro Red Line North Hollywood Station. (See Attachment B, Metro Properties.) A fifth parcel owned by Metro is included only for informational purposes and is not offered for joint development. The developer may propose development that encompasses additional parcels currently not owned by Metro located east of Metro-owned Parcel 4 and bounded by North Chandler Street and Lankershim Boulevard. The City of Los Angeles Community Redevelopment Agency through its power of eminent domain may assist the developer in purchasing privately owned properties, subject to the provisions and requirements of the North Hollywood Redevelopment Plan and the rules governing owner participation.

Parcel 1, bounded by Lankershim Boulevard, Cumpston Street, South Chandler Boulevard and Fair Avenue, consists of approximately 10.45 acres and is currently used for the Metro Red Line North Hollywood Station entrance, a 14-bay bus layover and a transit surface parking lot. (See Attachment C. Metro Red Line North Hollywood Station.) Parcel 2, bounded by Lankershim Boulevard, South Chandler Boulevard, Bakman Avenue and Weddington Avenue, is approximately 1.8 acres and is currently vacant. Parcel 3, located directly across the Metro Red Line Station along Lankershim Boulevard, is approximately 4.65 acres and provides a location for the historic train depot, a one-story office building at the northwest corner, and the Metro Orange Line eastern terminal. (See Attachment D, Metro Orange Line North Hollywood Terminus.) The one-story office building on Parcel 3 is on a long-term lease with 25 years remaining. Parcel 4, located at the southeast corner of Tujunga Avenue and North Chandler, is approximately

two-thirds of an acre and currently on a month-to-month lease to two small business operators. Parcels 2 and 3 can be directly connected to the Metro Red Line through existing knockout panels. (See Attachment E. Metro Red Line Subway Station Facilities Map.)

B. AREA PLANS AND ZONING

The City's General Plan, including the "General Plan Framework", the various required Plan Elements (such as Transportation, Land Use, and Air Quality), the "North Hollywood-Valley Village Community Plan", the "Redevelopment Plan for the North Hollywood Redevelopment Project", and the "Land Use/Transportation Policy" (prepared jointly by the City of Los Angeles and Metro) outline the community's vision for the City in general and this area in particular, providing the foundation for the site's zoning designations. Generally, at transit stations, these plans endorse:

Concentrating new development at transit stations by allowing the highest development intensities within one quarter mile of stations.

Providing a range of retail commercial, office, personal services, entertainment, restaurants, and housing that serve both transit users and local residents.

Incorporating extensive streetscape amenities to promote pedestrian activity.

Conserving the existing character of stable neighborhoods and protecting surrounding low-density neighborhoods.

Coordinating land use and transportation policies to improve air quality by focusing new development near transit stations. and,

Including bicycle and vehicular parking at and in the vicinity of transit stations.

Parcel 1 incorporates four different zones: C2-2D-CA, C4-2D, CM-1VL, and PF-1VL. C2-2D-CA typically permits all normal commercial uses including professional offices, hotels, and retail as well as multi-family housing. C4-2D generally allows all C2 uses with some exceptions and additions. This designation also allows a total building floor area of up to six times the buildable area of the lot. Parcel 2 is also zoned C4-2D-CA. Parcel 3 is zoned "PF" indicating location or designation of a public facility and any other development requires coordination with the City of Los Angeles. Parcel 4 is zoned C2-1a which generally allows most retail uses and multi-family residential development.

The project is located in the North Hollywood Redevelopment Project Area, which is administered by the CRA. The Redevelopment Project was established to revitalize and eliminate the spread of blight in North Hollywood while actively promoting commercial and residential development and rehabilitation. More

specifically, the project site is located within the NoHo Arts District established in 1995.

Major projects in the area include the NoHo Academy completed in 1991, the NoHo Commons Phase II (residential and retail) currently under construction, and NoHo Commons Phase III (retail, semi-public and office) in the conceptual development phase. These projects were developed or currently being developed cooperatively with the CRA. Recent projects that required CRA review include three multi-story residential mixed-use developments. The Academy, located between Magnolia and Lankershim Boulevards, is a mixed-use project including an eight-story office and retail building, the Academy of Television Arts and Sciences entertainment complex, and a 250-unit multi-family residential project.

Located immediately east and south of the Metro Red Line station and continuing from the NoHo Academy project site, the NoHo Commons is a 16-acre mixed-use project consisting of approximately 1.2 million square feet (s.f.) including 740 residential units, 132,000 s.f. of retail and restaurant space, 200,000 s.f. of office space and 3,400 car parking spaces. Additionally, five multi-story residential mixed-use projects add 690 residential units to the area's housing stock. The Los Angeles Unified School District's East Valley High School site is located one block to the east of Parcel 1. The planned 1600-student high school is scheduled to open in September 2006 with 650 students, increasing yearly to its full capacity. Existing land uses surrounding the Metro Rail Station and Commercial Core Area include single and multi-family housing, medium to high-density residential neighborhoods, regional and local parks, public facilities, commercial, institutional, and industrial uses, and the NoHo Arts District.

C. COMMUNITY VISION

When fully developed, the Metro station site parcels will be a key anchor and center for the North Hollywood redevelopment area and the surrounding region. Recent studies, notably the study completed by the Urban Land Institute for Metro and the CRA, and consultations with affected agencies on a general vision for the area point to a high intensity development with mixed uses centered around the station that build upon NoHo's creative arts-oriented identity. This identity is established by a multitude of performance theaters, art studios, galleries, support services and offices for entertainment companies, as well as unique surrounding neighborhoods. Proposed uses at the station site should nurture and promote this vision, provide a sense of place that reinforces this vision, and have a landmark quality that enhances the identity of this place.

D. DEVELOPMENT GUIDELINES

1. Site Planning and Urban Design

Proposed development shall adhere to urban design principles that achieve the following goals:

- i. Promote transit: Through coordination with Metro and the City of Los Angeles Department of Transportation, any proposed development should enhance public transportation by supporting integration of transit modes.
- ii. Create a destination that is vibrant, visually pleasing, contributes to the development of a sense of place, and reflects the community vision for the NoHo area.
- iii. Complement surrounding uses: Proposed building heights and massing should be sensitive to adjacent residential, commercial and other uses.
- iv. Enhance the pedestrian environment: Any proposed development should unify major public spaces and pedestrian linkages with the Metro Red Line Station portal and plaza, the Metro Orange Line terminus, other on-site uses and existing adjacent uses. These may be achieved through the combined use of the following: distinctive street trees, sidewalk/crosswalk paving, street furniture, planters, gateways, wayfinding signage, public art, etc.
- v. Provide a secure environment: The design and operation of proposed development uses shall promote safety for transit patrons, potential development patrons, and current adjacent uses.
- vi. High standards of Architectural Quality: In addition to being a major multi-modal transportation hub in the region, the Metro parcels are located right at the center of the North Hollywood redevelopment area and, with its full block frontages along Lankershim and Chandler Boulevards, provide the greatest visibility and accessibility within the area.

2. Transit Parking

Prior to construction, the developer should ensure that existing transit parking facilities for cars and bikes are maintained at the same capacity and at the most appropriate locations subject to Metro's approval. Consistent with prior planning studies conducted for the Metro parcels and adjacent sites, transit parking can be redistributed in parcels 1 and 3. At a minimum, Metro requires that the developer maintain an overall parking capacity of 1,500 car spaces with approximately 1,000 spaces at Parcel 1 and the remainder in Parcels 3 and 4. Metro would also like the developer to show how this capacity could be possibly increased to approximately 2,500 car spaces, and to indicate what the trade-offs would be to the development concept and to the financial terms. Transit parking

should only be provided on Parcel 2 if it can be provided in a cost effective manner and does not interfere with an active street frontage and pedestrian orientation on Lankershim and Chandler Boulevards. Metro would also welcome parking development concepts that include shared parking when appropriate.

Proposed development shall provide sufficient parking spaces to accommodate its needs and the increased replacement parking for existing on-site transit parking. These parking facilities shall be well designed and situated so as to minimize parking development costs while maximizing potential areas of development. Metro anticipates that the selected developer will design and build the parking structure. This transit parking facility will be financed by Metro either through upfront funding or developer rent credits.

Bicycle parking facilities shall also be included in the overall transit parking strategy. Metro has identified the North Hollywood Station as a potential location for a bike station. A 1,000 to 1,500-square foot space shall be reserved for this use should Metro secure funding for its construction and operation. Approximately four outdoor bike racks should also be included. If Metro is unable to secure funding for a bike station, bike parking should be provided. At a minimum, this should include 16 wedge-shaped lockers and 64 bike racks. Where appropriate, bicycle parking shall be coordinated with bicycle corridors. Finally, parking facilities shall be well integrated into an overall pedestrian friendly environment that facilitates safe and convenient pedestrian movement and flow to and from transit-related facilities.

3. **Bus Layover and Parking**

Metro requires 14-bus layover and 6 bus parking spaces to replace its current bus layover facility for its standard 40-foot buses in Parcel 1, in addition to any required operator restrooms. The developer may reconfigure the current transit plaza and reallocate the bus layover and parking requirements between Parcels 1, 3 and 4. It can also consider limited on-street bus parking along the south side of Cumpston Street adjacent to the Metro station. Prior to construction, the developer should ensure that bus layover facilities and capacity be provided at the most appropriate locations subject to Metro's approval. Attachment F contains specifications for dimensions and turning radius for bus layover and bus parking facilities for 40 and 60-foot buses. Attachment G depicts current bus ingress and egress at this location.

4. **Land Uses**

Metro prefers an integrated master planned and architecturally cohesive project that utilizes the approximately two million square feet existing

development capacity of the combined parcels or exceeds this capacity as appropriate if mitigation measures can be developed and addressed. A development team should anticipate that a project that meets these criteria will require extensive community input, approval by the CRA, and land use actions by the City of Los Angeles. Preliminary guidelines for the design and development of the Metro sites include but are not limited to the following:

Parcel 1:

- a. Metro prefers a mix of high intensity uses at this site. High intensity office and commercial retail uses should front the east side of Lankershim Boulevard. Metro envisions residential and neighborhood-serving mixed-use development on the east side of the parcel. Any proposed project must show how these potential uses could be integrated with the Metro transit plaza and transit parking located within this parcel.
- b. From Elmer Avenue east and from a point approximately 150 feet east of Lankershim Boulevard, project should not exceed a height of 55 feet along Cumpston Street, Bonner Avenue and South Chandler Boulevard and, to better relate to the scale of surrounding structures, transition to taller heights within the center of this block and west towards Lankershim Boulevard.
- c. Any proposed project for this site should include a comprehensive phasing concept that ensures key infrastructure improvements are completed during the first phase of development. As necessary, development pads for the highest and best commercial uses shall be reserved for future development if less intense development of the site as a whole begins before market conditions permits for the more intense uses.

Parcel 2:

Metro prefers a mix of high intensity uses at this site that includes commercial and residential uses. Commercial uses should be concentrated at sidewalk edges. This site has also been identified as optimal for theater and/or other arts and culture related uses. These types of uses may be proposed as long as the developer provides a funding plan that does not include Metro subsidy.

Parcels 3 and 4:

- a. A key general development concept is the possible consolidation of the two parcels and the closure and integration of North Chandler Street with the combined Metro parcels. In a preliminary meeting, the City of Los Angeles has indicated its willingness to consider the

closure of North Chandler. Metro will continue to coordinate with the City to obtain confirmation on this issue.

- b. Any future development should be planned in an integrated manner, incorporating the historic train depot, the Metro Orange Line North Hollywood terminus, potentially a portion of the Metro's total bus layover/parking requirements and some of the parking spaces for transit patrons.
- c. Any future development should include a comprehensive phasing concept that includes an implementation plan for basic infrastructure requirements.

Metro Orange Line

The Metro Orange Line terminus located on Parcel 3 shall be maintained within the same site. Minor modifications may be proposed as long as the capacity and operations of the facility and the busway are not impaired. This terminus currently provides six layover spaces for the Metro Orange Line's 60-foot buses. Prior to construction, the developer should ensure that busy layover facilities and capacity be provided at the most appropriate locations subject to Metro's approval.

Historic Train Depot

The developer must submit a proposal that shows preservation and activation of the train depot at its current site in Parcel 3. In addition to the base proposal, an alternative location within Parcel 3 consistent with its historic designation may be proposed but developer must justify the proposed location. Stakeholders in the community have expressed a strong desire to have the depot restored at its current location. Metro intends to have a Customer Relations Center preferably at the restored train depot. If this is not possible, the developer should locate a suitable site in consultation with Metro staff.

Parcel 5:

This parcel is currently leased to a private party. Once the lease expires, Metro anticipates reserving this site for long-term transit or related uses, such as additional bus layover or patron parking. Parcel 5 is included for background information purposes only.

3. Metro Transit Station Facilities

Current vent shafts, emergency exits, and other similar station facilities shall remain intact and future development shall not impair or hinder their functionality and usefulness. However, with Metro's approval, developer may modify these facilities if the entire development is enhanced, if no loss of transit functionality is sustained, and such proposed modifications require no cost to the Metro. These facilities are shown in Attachment E.

4. Knock Out Panels (KOPs)

The underground subway station box within the Lankershim Boulevard Metro right-of-way (ROW) also includes three (3) Knock Out Panels (KOPs) which can facilitate future underground pedestrian linkages. (Please refer to Attachment E.) Proposed project(s) at a minimum must provide a direct underground connection from the Metro Orange Line terminus to the Metro Red Line Station. The Developer must show how this key linkage can be designed, constructed and financed, indicating all funding sources including Metro and any cooperating public agency. Metro encourages developers to propose projects that activate more than one KOP for optimum pedestrian access.

5. Public Restroom

Public restroom facilities must be available within the joint development project that will accommodate transit patron use. A minimum of one public bathroom facility shall be available to the east of Lankershim and a minimum of one public bathroom facility shall be available to the west of Lankershim Boulevard.

6. Burbank-Chandler Transportation Corridor

The Burbank-Chandler transportation corridor ROW is approximately 60 feet wide between Vineland and Tujunga, and runs through the southern portion of the properties offered for development. (See Attachment H. Metro Burbank-Chandler Right-of-Way.) Metro intends to preserve this ROW for possible future transit purposes. The development proposal must preserve this ROW at-grade and above grade.

7. Project Funding

Metro does not intend to provide subsidy for proposed developments. To the extent that the developer is required to include facilities that would primarily benefit Metro, the developer could allocate appropriate costs to Metro. The developer is also responsible for all City-imposed impact and processing fees, exactions, and related development fees and expenses.

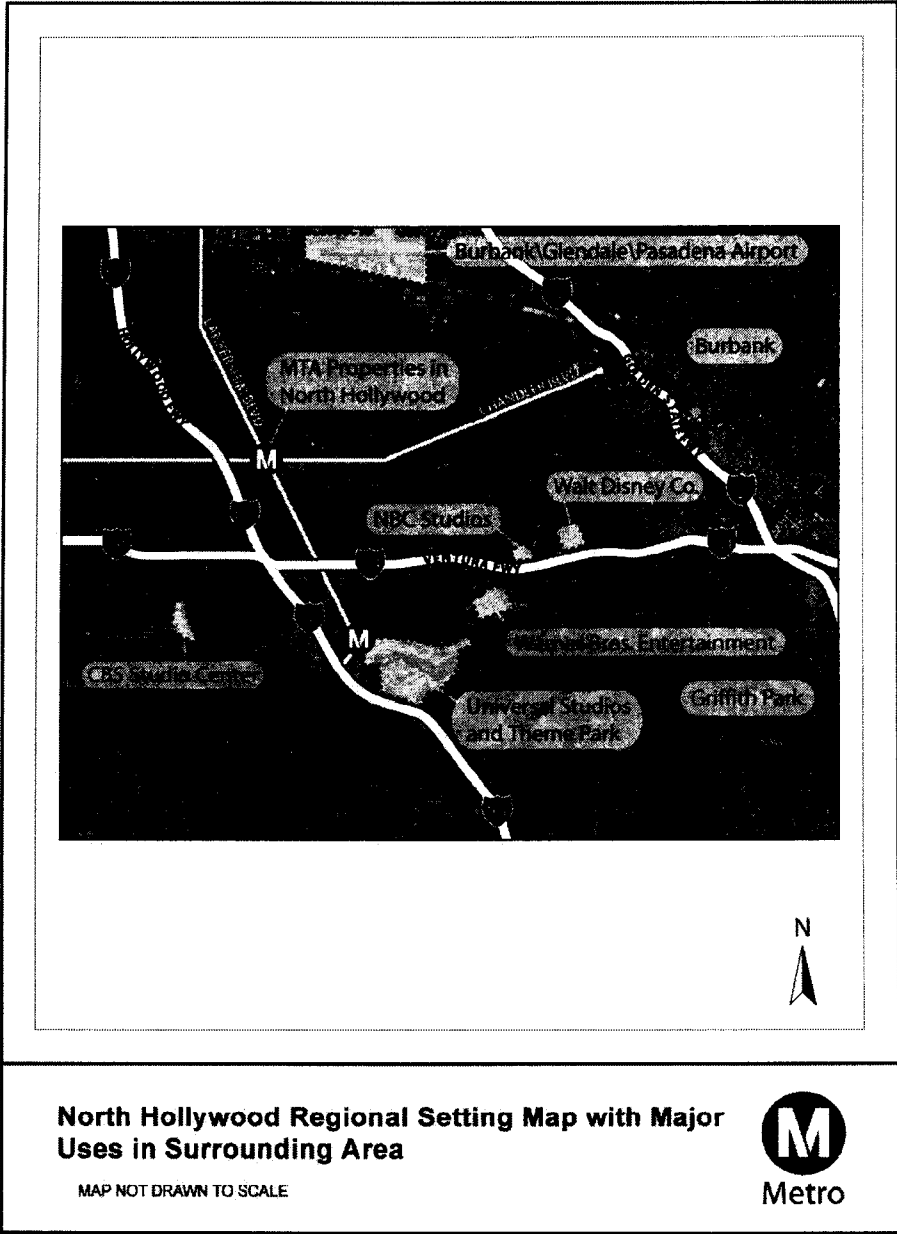
8. Environmental Clearance

All responsibilities and costs related to the preparation of any required Environmental Impact Report (EIR) will be borne by the development team. The preparation of the EIR will be subject to review by Metro, the City of Los Angeles and other affected agencies. The project(s) will be required to appropriately mitigate the negative impacts on the environment and the surrounding community as disclosed by the findings of the EIR.

9. **City of Los Angeles Community Redevelopment Agency (CRA)**

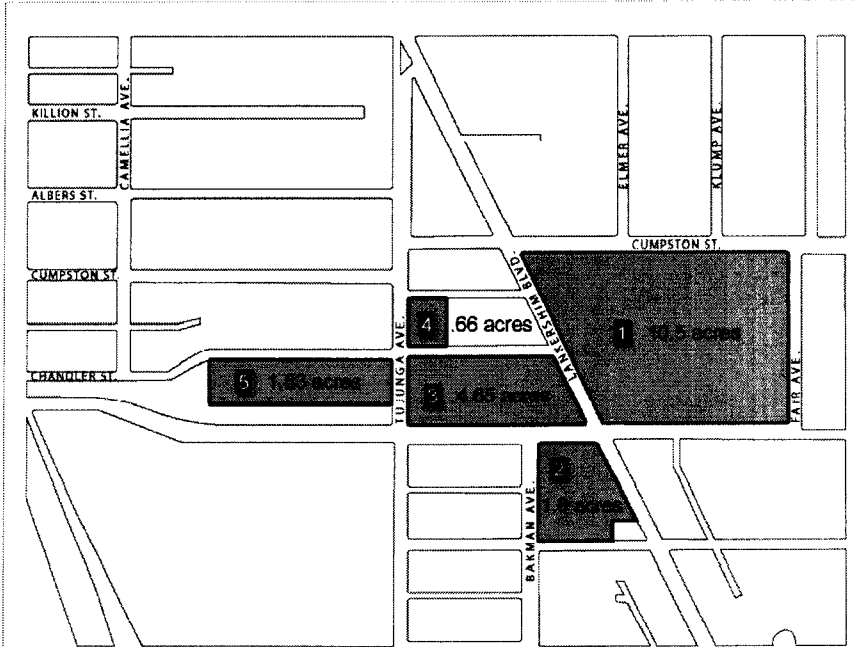
Metro and the CRA plan on jointly soliciting a potential developer for this site. CRA may assist the developer in acquiring properties located east of the Metro Parcel 4 to Lankershim Boulevard to consolidate the project site, subject to the provisions and requirements of the North Hollywood Redevelopment Plan and the rules governing owner participation. Alternatively, Metro may consider acquiring the subject property if it is to be used for transit purposes.

Attachment A Regional Map



Attachment B Metro Properties

Los Angeles County Metropolitan Transportation Authority Properties in North Hollywood



NOTES:

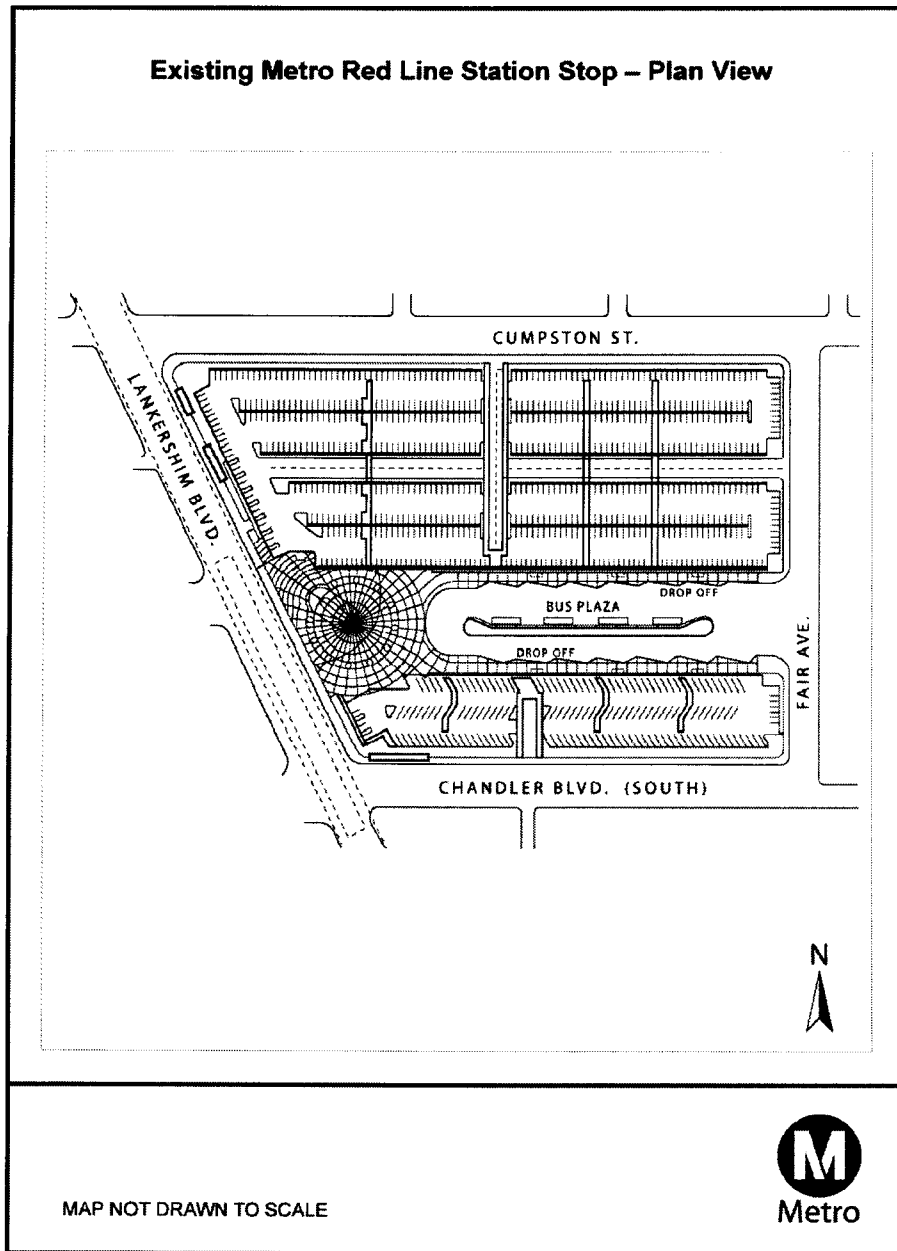
- 1** Station/Parking/Bus Layover Area
- 2** Weddington Property
- 3** Metro Orange Train Depot Area
- 4** Currently Leased to Costume Shop and Plumbing Supply Store
- 5** Additional property west of Tujunga - All Leased



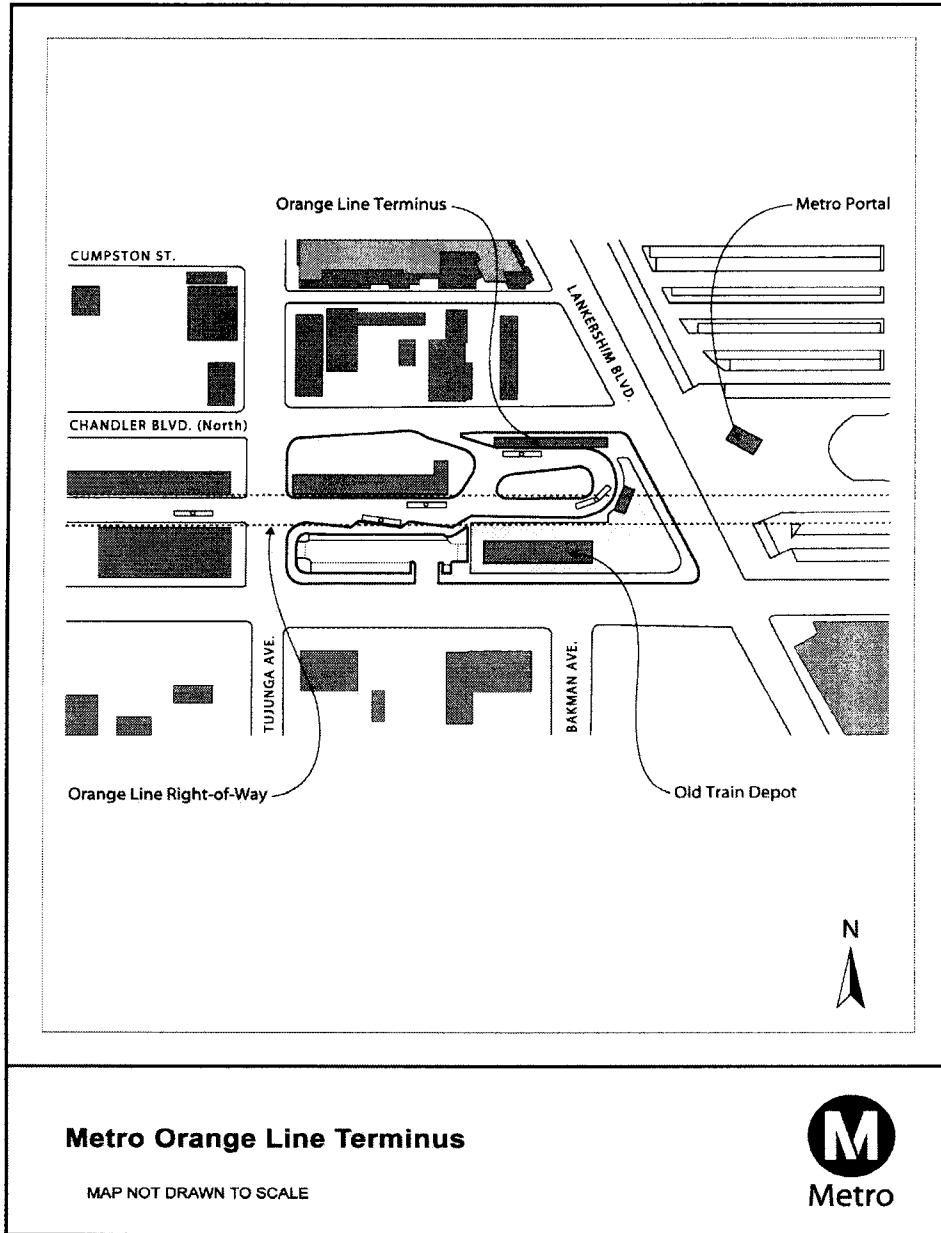
MAP NOT DRAWN TO SCALE



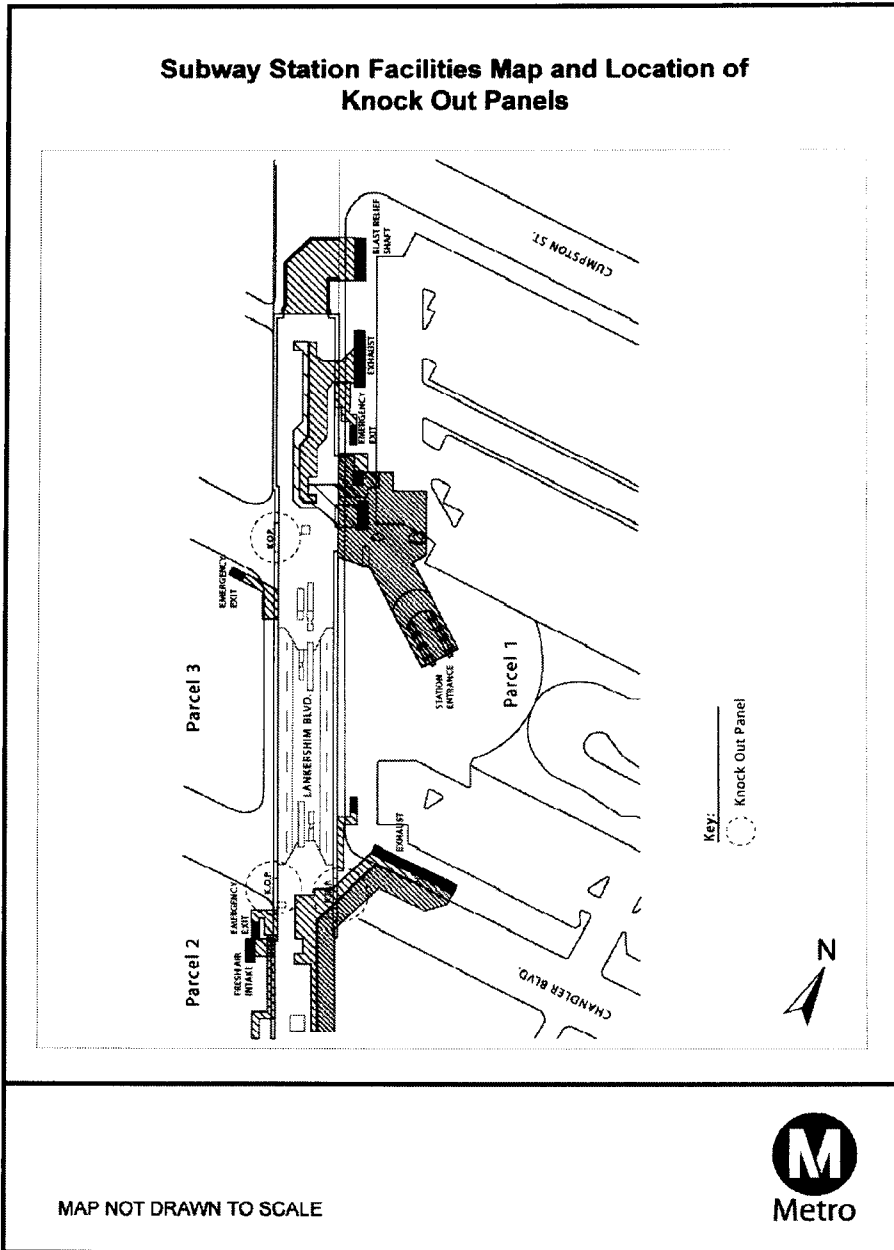
Attachment C Existing Metro Red Line North Hollywood Station



Attachment D Metro Orange Line North Hollywood Terminus



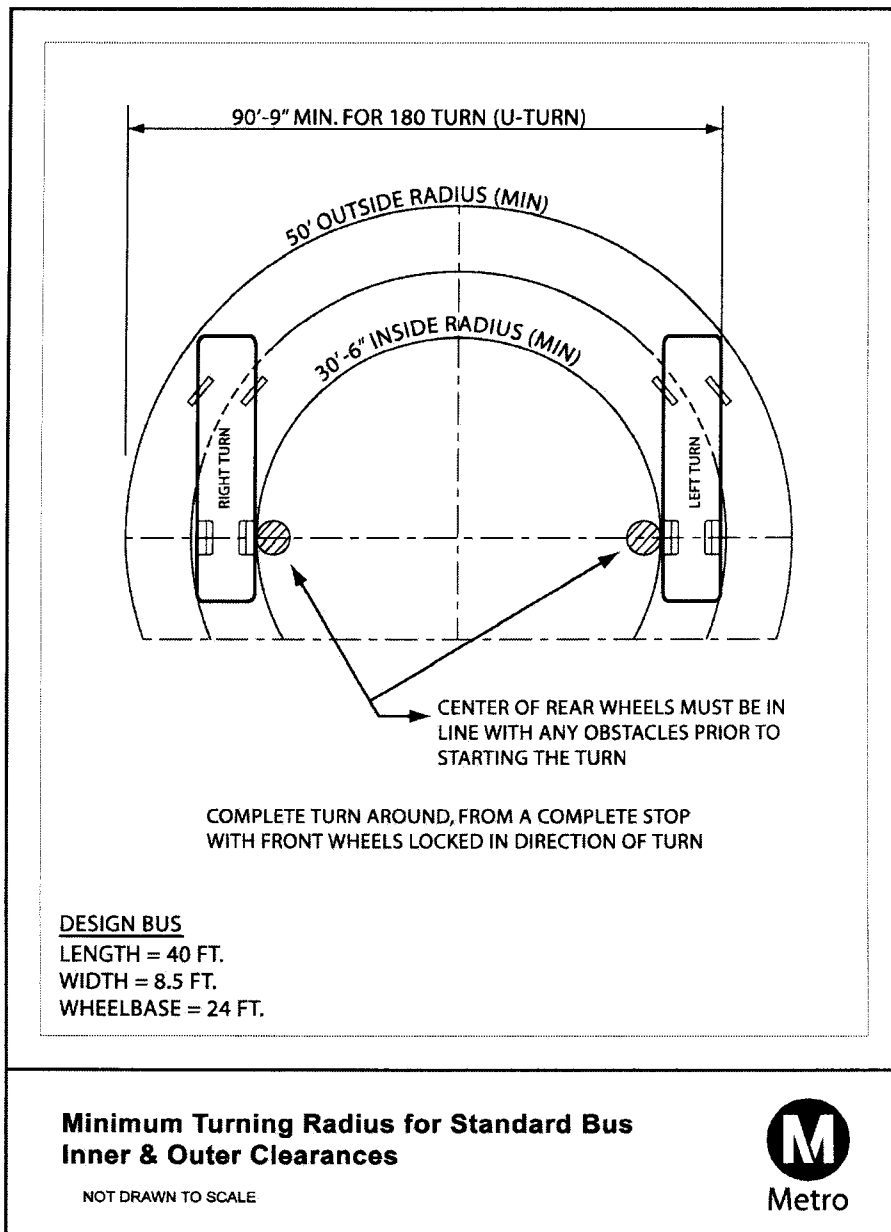
Attachment E Metro Red Line Subway Station Facilities Map



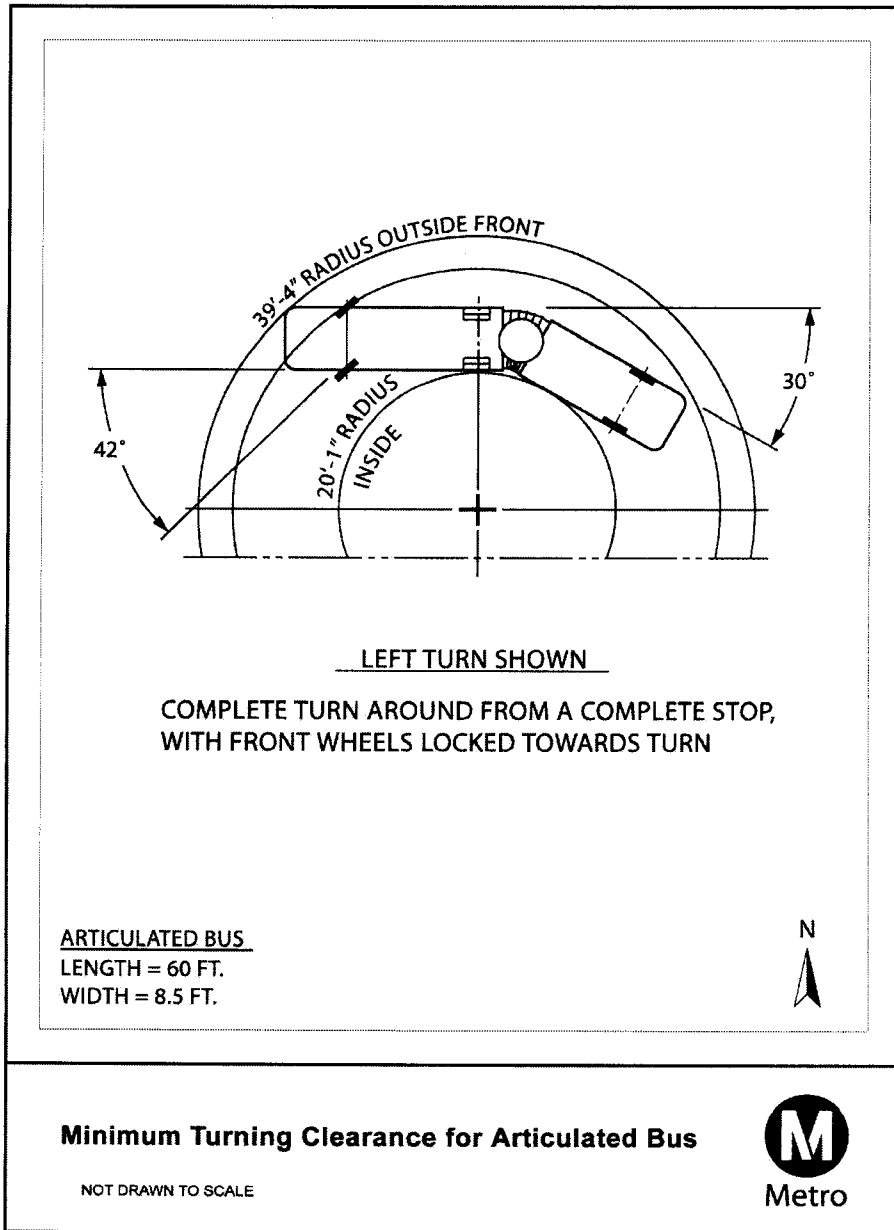
Attachment F
Bus Configuration and Turning Radii
1. Bus Configuration Summary

Dimensions	Minimum	Maximum
Length	40 feet	60 feet, 9 inches
Width	102 inches	102 inches
Height	120 inches	137 inches
Wheelbase	266 inches	279 inches
Track: Front/Rear	85/77 inches	86/91 inches
Overhang: Front/Rear	72/105 inches	89/123 inches
Ground Clearance	6.2 inches	14 inches
Angle of Approach	9 degrees	9 degrees
Angle of Departure	9 degrees	9 degrees
Turning Radius	42 feet	44 feet
Floor Height	15 inches	32 inches
Weights		
Curb weights (unladen)	28,000 lbs.	42,880 lbs.
Front axle weight rating	10,000 lbs.	16,000 lbs.
Drove axle weight rating	20,050 lbs.	26,000 lbs.
Third axle weight rating	12,250 lbs.	12,270 lbs.
Gross vehicle weight	29,000 lbs.	65,000 lbs.
Capacities		
Seating	40	60
W/S washer reservoir	3 U. S. gal.	5 U.S gal.
Cooling system	30 qt.	92 qt.
Engine crankcase	26 qt.	28 qt.
Transmission	16 qt.	36 qt.
Fuel tank	13,400 scf.	27,088 scf.

Attachment F Bus Configuration and Turning Radii 2. Turning Radius, 40-Ft. Bus



Attachment F
Bus Configuration and Turning Radii
3. Turning Radius, 60-Ft. Bus

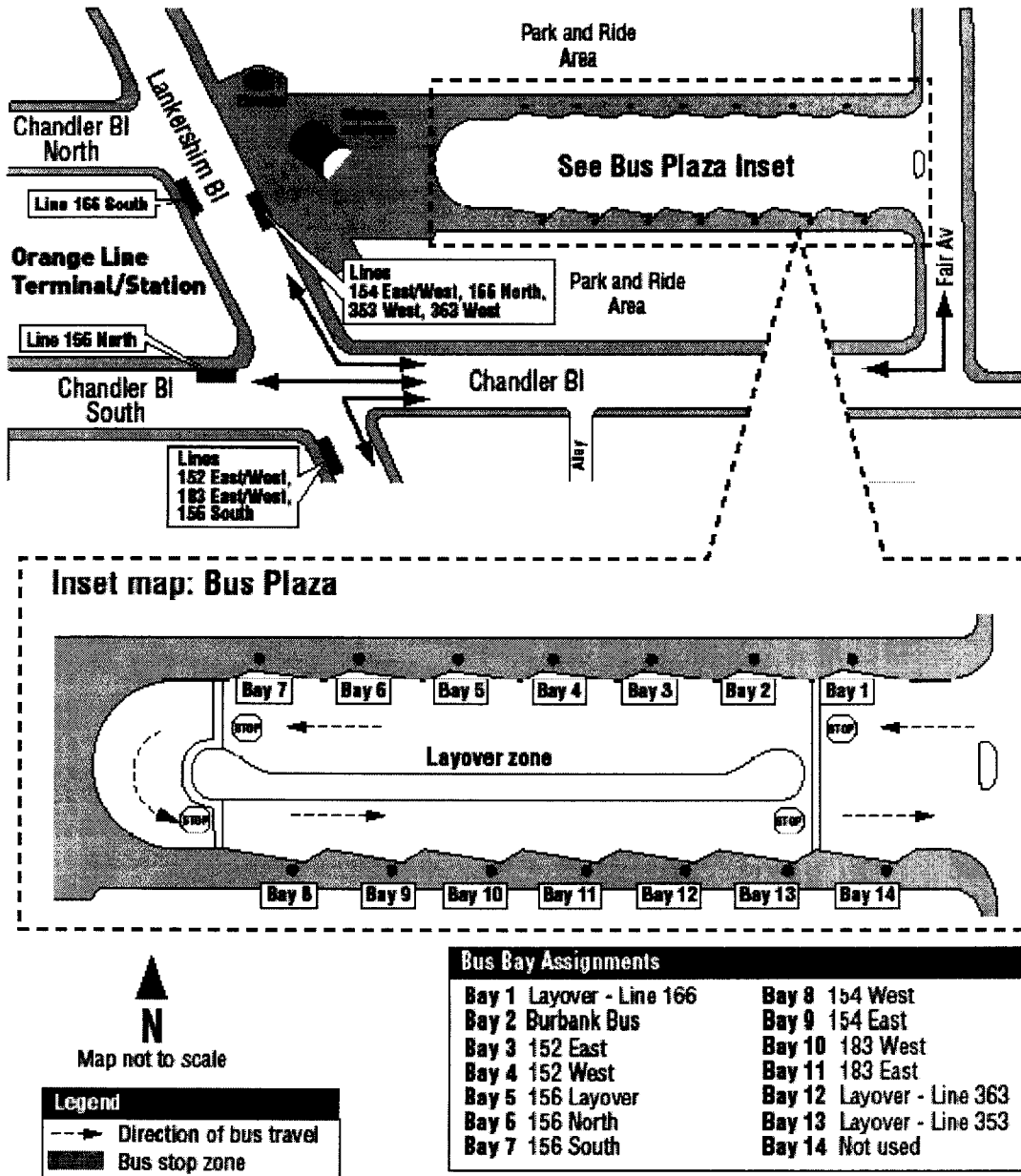


Attachment G

Metro Bus Ingress and Egress at Parcel 1 Layover

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

North Hollywood Station



Effective October 30, 2005

Attachment H Existing MTA Burbank-Chandler Right-of-Way

