

GUIDE FOR DEVELOPMENT: NORTH HOLLYWOOD STATION

DECEMBER 2015



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1. OVERVIEW

HOW TO USE THIS GUIDE FOR DEVELOPMENT

The Los Angeles County Metropolitan Transportation Authority (“Metro”) has prepared this Guide for Development (“Guide”) to communicate Metro and community stakeholders’ desires for the joint development of Metro-owned property (“Development”) at the North Hollywood Station (“Station”). The Guide summarizes specific policies that apply to the project site and defines objectives that were developed from existing land use regulations and a public outreach process conducted in fall 2015, and will be a basis for evaluating proposals.

It is organized as follows:

1. Overview
2. Vision for Development
3. Regulatory and Policy Framework
4. Transit Facility Requirements
5. Development Guidelines

This Guide follows the March 2015 Request for Interests and Qualifications (“RFIQ”) for Development of Metro Owned Parcels at the North Hollywood Station and is being issued to short-listed developers in conjunction with the Request for Proposals (“RFP”) for Development of Metro Owned Parcels at the North Hollywood Station. Readers of this document can refer to the RFIQ and RFP for background information on the Metro-owned parcels and Metro’s Joint Development process. For reference purposes, Figure 1 provides a map of the Metro-owned parcels at the North Hollywood Station.

All applicable State, County and City of Los Angeles regulations and code requirements shall apply.



Figure 1: NoHo Station Joint Development Site Map

Parcel 1: Station, Parking, Bus Layover Area (10.5 acres)

Parcel 2: Weddington Property (1.8 acres)

Parcel 3: Metro Orange Line Terminus (2.6 acres) Excludes Historic Train Depot

Parcel 4: Currently Short-term Leased (0.66 acres)

The community was notified of meetings several ways:

- 10,000 flyers dropped within a 3/4 radius of North Hollywood Station
- 2 NextDoor blasts were sent to 1,300 households
- An online article on The Source blog was shared by Streetsblog LA and Curbed LA
- Posts were shared on Metro's Facebook page
- Metro meeting notice e-blasts were sent
- Elected officials included meeting notices in weekly e-blasts to local constituents

List of community stakeholders that participated in focus groups and the community meetings:

- Mid-Town North Hollywood Neighborhood Council
- NoHo Business Improvement District
- Universal City/North Hollywood Chamber of Commerce
- San Fernando Valley Metro Service Council
- Valley Industry and Commerce Association (VICA)
- Valley Village Neighborhood Council
- City of Los Angeles Department of City Planning
- Los Angeles Department of Transportation (LADOT)
- Los Angeles County Bicycle Coalition (LACBC)
- Los Angeles Unified School District
- East Valley YMCA
- St. Paul's First Lutheran Church
- West Hollywood Community Housing Corporation
- Cesar Chavez Foundation
- LA Vibrantly
- FILLtheWELLpoetic
- El Portal Theatre



2. VISION FOR DEVELOPMENT

Metro's North Hollywood Station Development Site is one of the most desirable development locations in Los Angeles. The Station is a major transit hub with over 22,000 boardings per weekday, is located within the eclectic, growing, and geographically desirable NoHo Arts District, and is becoming a regional draw. Further, the CRA/LA Design for Development, adopted in 2007, has zoned the area for high density development, positioning the station to become a transformative anchor to the San Fernando Valley and the Southern California region.

With a strong real estate market, growing housing demand, and a growing desire for lifestyles centered on public transit, the Station is a rare and exciting opportunity for a development that will garner international attention. The overall vision for the project is a high-intensity, iconic transit-oriented development with a mix of uses around the Station that build upon NoHo's creative arts-oriented identity. The vision includes an energetic, public-oriented, and pedestrian-scale environment that can endure as a local and regional landmark. The site will play a critical role in defining the continuing evolution of the North Hollywood community.

MAINTAINING AND GROWING THE DRAW OF NOHO

Metro heard from stakeholders that the Project Site in NoHo is an opportunity to create new development of landmark quality. NoHo is a vibrant Los Angeles neighborhood zoned for higher density development. Stakeholders envision this development as an opportunity to prove how a city known for its car culture can stand out in the San Fernando Valley and the Southern California region as a new model for transit-oriented communities in Los Angeles.

NoHo has a unique character that is diverse and artistic. The Station is a lively destination with pedestrian activity and local businesses. The theaters and restaurants create a thriving nightlife and attract a diverse population of dancers, actors, and others in the creative workforce. As the area becomes more established as a performing arts destination, it is gaining a regional and even national attraction. Development of the Project Site should capitalize on and preserve the eclectic urban nature of the area, while thinking big about creating a regional destination. This is not a simple challenge, but one that can be achieved with thoughtful design and programming.

North Hollywood is a place whose residents, businesses, and community-based organizations are deeply vested in its future.

"NoHo is a thrilling place to live – we have exciting bars and restaurants, cool businesses, public transit/easy access to other neighborhoods. We have theaters, the library, the pool and the park. You can walk around. You can get a beer outside. You can get to know your neighbors."

"The NoHo transit station is a true hub that should remain a busy, active cultural connection to the rest of LA."

"We are building this stuff for kids we have not met yet – kids aren't jumping to get their drivers licenses anymore. Keep the kids in mind and how they plug into the schools – we want to have safe routes for them."

“We really need this station to be a true TOD site. This is the moment and opportunity to really set an example and set the course for a more forward-thinking LA.”

“The best part of NoHo is that it is transit oriented, walkable, and non-corporate. It is nice to be able to walk to mom-and-pop businesses and restaurants and avoid giant corporations.”

“NoHo is the best community in LA. I appreciate that it contains a little bit of everything and provides residents and visitors with a well-rounded city. The Metro stop is definitely a local treasure.”



Photo: Wikipedia



Photo: Rutger Mason Cross School



Photo: The Hub LA

Stakeholder feedback included several important recurring themes:

- Create a dense, urban development at the Project Site;
- Balance density with well-designed open spaces and mitigate traffic impacts;
- Preserve and celebrate the eclectic, artistic character of the neighborhood through the incorporation of public art, opportunities for performances, and a vibrant street life;
- Curate the retail, strive to keep local businesses and artists in NoHo, and restrict the number of national brand chain stores;
- Support the community's diversity and provide and enhance amenities for artists and families;
- Promote safety and security around the station;
- Provide adequate transit parking;
- Create a project of iconic design, but also honor the historic landmarks; and
- Allow for innovation, co-working, and incubation of small new businesses and artists in the district.

Ambitious and bold architecture is encouraged for new buildings, with a celebration of the arts character of the neighborhood. The densified urban realm must be carefully maintained and grown as an active, welcoming public environment.

3. REGULATORY AND POLICY FRAMEWORK

The Project Site is subject to a number of adopted regulatory policies, both from the City of Los Angeles and Metro. This section offers a brief overview; respondents are encouraged to comprehensively review the documents.

CITY OF LOS ANGELES PLANNING - GENERAL PLAN

New development at the Project Site must follow the General Plan. The Project Site falls within the North Hollywood – Valley Village Community Plan area as described within the Land Use Element of the General Plan. The General Plan designation contains a mix of commercial manufacturing, public facilities, and community uses.

*General Plan
Land Use Element
North Hollywood - Village
Community Plan
<http://planning.lacity.org/complan/valley/PDF/nhlplanmap.pdf>*

ZONING CODE AND OVERLAY OF THE LOS ANGELES MUNICIPAL CODE

The NoHo Commercial and Artcraft District Overlay adopted July 16, 1995 also applies to the Project Site. Artcraft zoning districts, as defined by the Los Angeles Department of City Planning, are enclaves where the artisan segments of the population may live, create, and market their artifacts.

*NoHo Commercial and Artcraft
District Overlay
<http://planning.lacity.org/complan/othrplan/pdf/NOHOART.PDF>*

COMMUNITY REDEVELOPMENT AGENCY OF LOS ANGELES (CRA/LA) AMENDED REDEVELOPMENT PLAN FOR THE NORTH HOLLYWOOD REDEVELOPMENT PROJECT (OCTOBER 1997)

The site is located in a former Redevelopment Project Area. The CRA/LA is the Designated Local Authority (“DLA”) and successor to the former Community Redevelopment Agency of the City of Los Angeles. While ABx1-26 abolished Redevelopment Agencies, the land use authorities in the Redevelopment Plans remain in effect and continue to be administered by the CRA/LA until transferred to the Department of City Planning. The Redevelopment Plan requires that any project providing residential development within a commercially-zoned district enter into an Owner Participation Agreement (“OPA”) with the DLA. It is expected that the Project Site will require an OPA. The OPA must include a community benefits agreement.

*Amended Redevelopment
Plan for the North Hollywood
Redevelopment Project (October 2,
1997)
http://www.crala.net/internet-site/Projects/North_Hollywood/upload/nhamend1997.pdf*

DESIGN FOR DEVELOPMENT ESTABLISHING NORTH HOLLYWOOD REDEVELOPMENT PROJECT COMMERCIAL CORE URBAN DESIGN GUIDELINES (DESIGN FOR DEVELOPMENT)

The Design for Development was created by the CRA/LA and remains in effect as a regulatory land use document. The aforementioned OPA must provide benefits above and beyond the requirements of the Design for Development. Compliance with the policies stated in the Design for Development is needed before the Department of Building and Safety can issue a building permit.



A potential build out of the Joint Development site, as referenced in the Design for Development
http://www.crala.org/internet-site/Projects/North_Hollywood/upload/NHDFD092007.pdf

The document contains development standards regarding density, design, and increased sensibility to the character of the neighborhood and establishes a preference for higher density development in the commercial core around the station portal. The design objectives are to:

- Create a significant concentration of commercial development (retail, hotel, entertainment, and office), as well as housing, around the Metro Red and Orange Line Stations;
- Encourage convenience uses that will become a part of the everyday commute;
- Provide linkages between the transit-related development in the Lankershim Core, the NoHo Arts District, and surrounding neighborhoods and between individual buildings in the Lankershim Core.

The Design for Development forms the basis of much of the Development Guidelines document and is further referenced in Section 5: Development Guidelines.

METRO JOINT DEVELOPMENT PROGRAM: POLICIES AND PROCESS

Updated in September 2015, this policy document outlines the objectives of the Joint Development program, describes the Joint Development Process, and details policies and requirements. Recent policy changes to note, and which are further detailed in the Section 5 of this document, include a goal that 35% of all housing developed on Metro-owned land (on a portfolio-wide basis) be affordable to households earning 60% of the Area Median Income or below, and that a robust community engagement process is expected for all Joint Development sites.

Joint Development Policies and Procedures
www.metro.net/projects/joint_dev_pgm

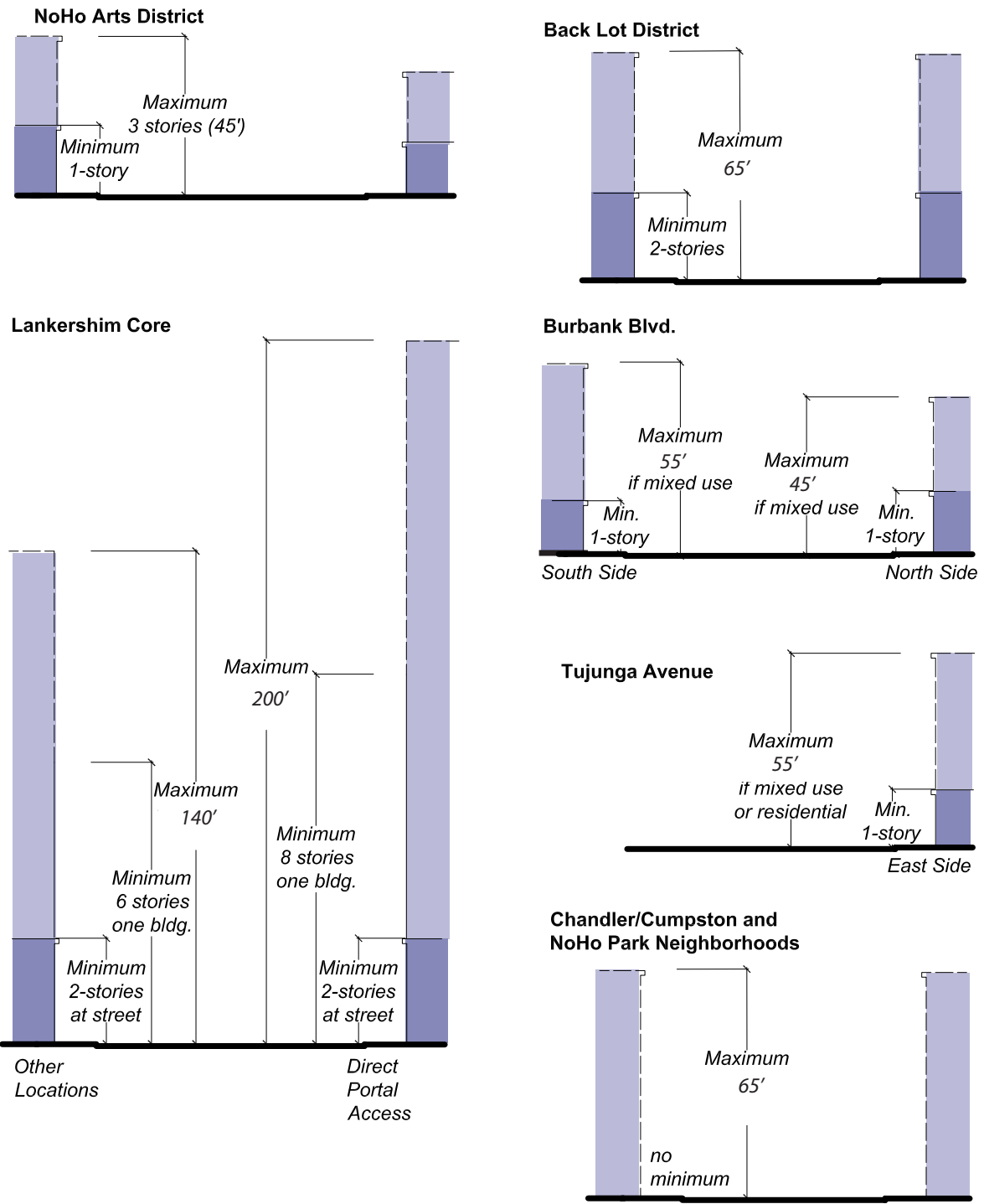


Figure 3: Minimum and Maximum Building Height and Residential Densities Exclusive of Bonuses

Source: CRA/LA Design for Development

METRO COMPLETE STREETS POLICY

Complete Streets are streets that provide safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

*Metro Complete Streets Policy
(adopted October 2014)
http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf*

METRO FIRST LAST MILE STRATEGIC PLAN

The Project Site is subject to Metro's First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to the station and from origins and destinations within 3 miles of the station.

*Metro First Last Mile Strategic Plan
(adopted April 2014)
<https://www.planning.org/awards/2015/pdf/FirstLastPlan.pdf>*

GREAT STREETS INITIATIVE

Los Angeles Mayor Eric Garcetti's Great Streets Initiative seeks to activate public spaces, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods along 15 designated Los Angeles streets, including Lankershim (from Chandler to Victory). This one mile portion of Lankershim Boulevard seeks to expand on the success of the NoHo Arts District. Great Streets will take advantage of partnerships with the NoHo Business Improvement District and NoHo Arts District to develop investments along the corridor.



<http://www.lamayor.org/greatstreets>

CITY OF LOS ANGELES BICYCLE PLAN AND MOBILITY ELEMENT

The City of Los Angeles is in the process of implementing the 2010 Bicycle Plan and the 2015 Mobility Element. The Bicycle Plan has identified Lankershim Boulevard as a backbone bicycle facility and the Mobility Element has identified Lankershim Boulevard as a part of the Bicycle Enhanced Network (BEN) and a Tier 1 Protected Bicycle Lane. To the extent that a developer will be constructing streetscape improvements as part of the development and construction process, the Lankershim Boulevard City of Los Angeles Bicycle and Mobility Plan infrastructure must be incorporated.

*The City of Los Angeles approved the 2010 Bicycle Plan as part of the Transportation Element of the General Plan, which calls for better connectivity throughout the bicycle street network.
<http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>*

4. TRANSIT FACILITY REQUIREMENTS

Metro envisions a development that is physically and programmatically integrated with its bus, rail, bicycle, and parking facilities to the greatest extent feasible.

The requirements below set the parameters for the transit facilities and reflect feedback from Metro’s Operations, Engineering & Construction, and Planning Departments. Adherence to these requirements is critical, and the selected development proposal will be reviewed by Metro technical staff for its compliance with these requirements throughout the design development process.



Developers may build over the station entrances, subject to Metro design criteria, approval, and review.

RAIL

Station Portal

The existing Red Line Station Portal must be maintained as a key entrance to the Station. However, a developer may build over the Portal and subway box, subject to Metro design criteria, approval, and review. Existing vent shafts, emergency exits, and other similar station facilities shall remain intact and future development shall not impair or hinder their functionality. With Metro’s approval, such facilities may be modified. No loss of transit functionality shall occur, and the costs of such modifications will not be borne by Metro. See Figure 4 for the locations of station facilities.

Pedestrian Underpass

Metro is currently building a direct underground connection between the Metro Orange Line Station and the Metro Red Line Station via an underground passageway. This underpass must remain and may not be impacted by the development. As part of the underpass project, Metro is constructing a small park between the underpass and the Orange Line Station. See Figure 5.

Knock Out Panels

The Red Line Station was designed with KOPs that could be activated by future development. One KOP has been activated by the Pedestrian Underpass project. There are two remaining KOPs, and the developers are encouraged to explore activating either or both and incorporating them into the Development. See Figure 4 for the location of the KOPs.

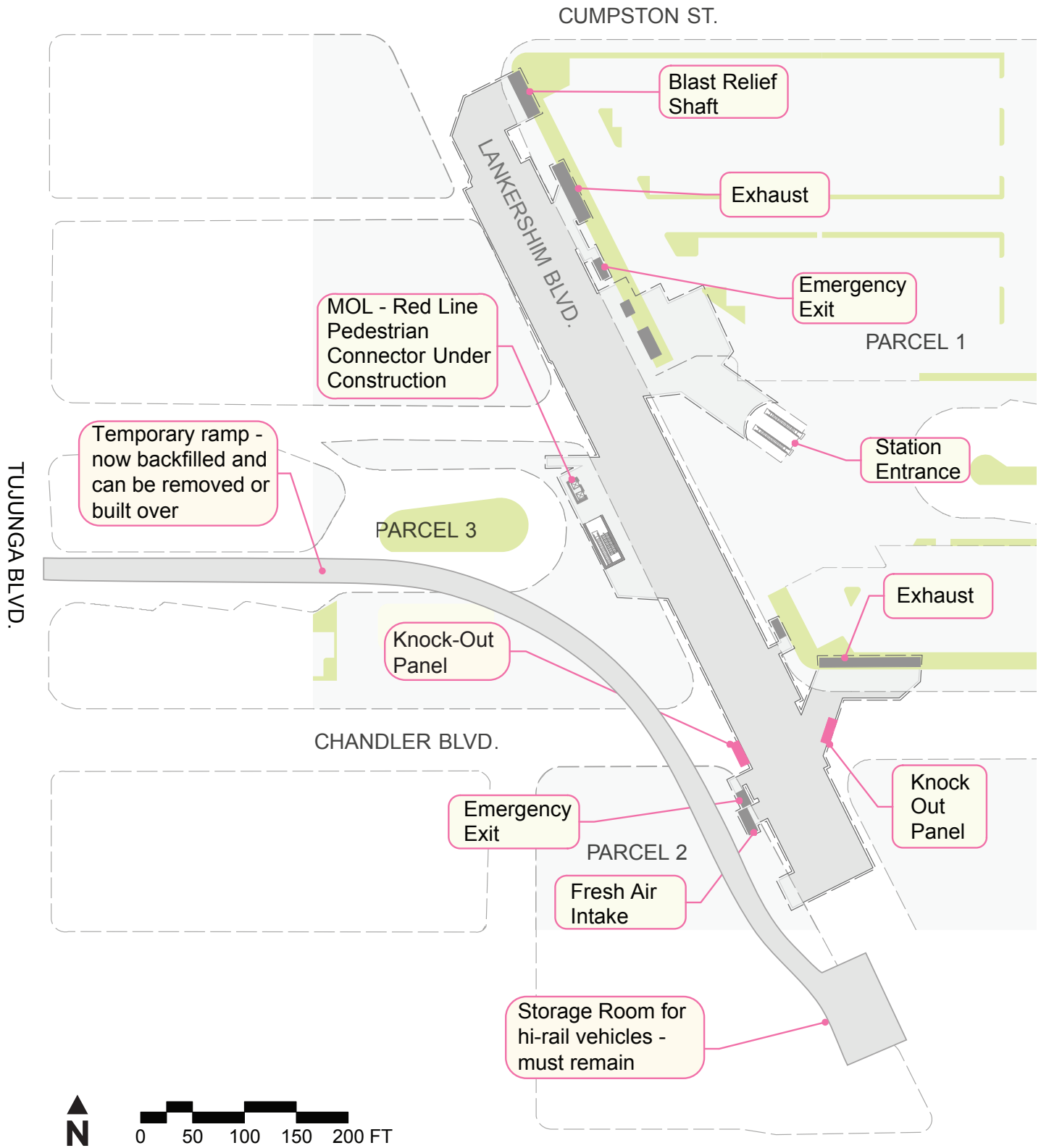


Figure 4: North Hollywood Station Portals, Pedestrian Underpass and Knock Out Panels

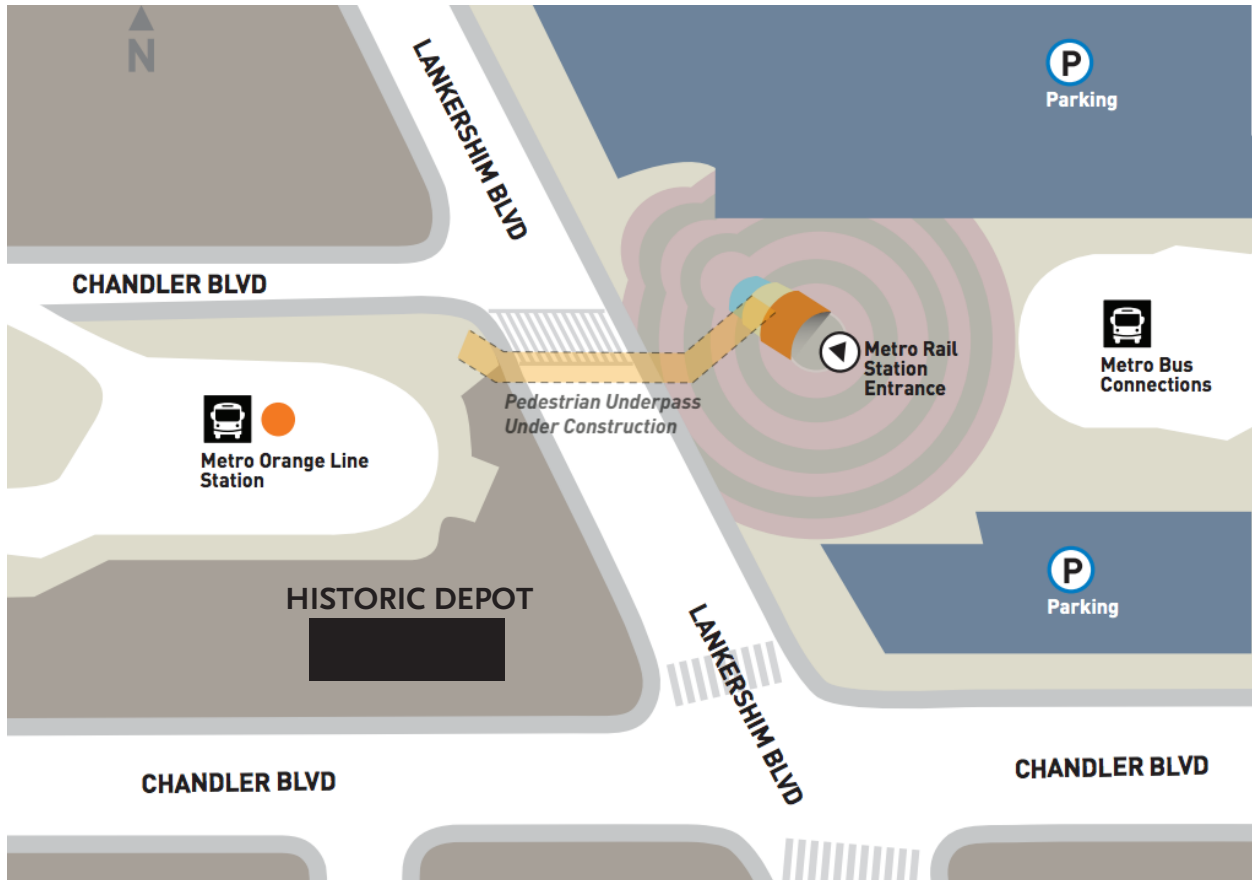


Figure 5: Pedestrian Underpass between the Metro Orange and Red Lines

Underground Structures

At the time of the construction of the Metro Red Line, a temporary ramp under Parcels 2 and 3 was built from the surface level to the track level in order to deliver construction materials to the Red Line. It has since been back filled and is not used by Metro. It may be removed at the developer's expense, or built over with development. There is an underground storage room at the south end of the ramp that is used by Metro Operations and must be left undisturbed. Figure 4 shows the approximate location of the temporary ramp and storage rooms, but the developer will be expected to confirm the locations of underground structures.

Rail Tracks

The Red Line tracks run underneath Lankershim Boulevard. Revenue tracks run south of the Station towards Universal City. Tail tracks continue north of the Station. The tail tracks are used daily to store trains and mechanical equipment. To the extent that the Development will impact Lankershim Boulevard, the Red Line revenue tracks and tail tracks must be preserved and undisturbed.

The selected developer will be required to verify the existing underground conditions. The listed underground facilities are examples of existing structures but are not exhaustive.

BUS

Potential Orange Line Extension and/or Conversion to Light Rail

Metro owns right-of-way ("ROW") that runs from the North Hollywood Station east to the Burbank Metrolink Station and is known as the Burbank-Chandler Transportation Corridor ROW. It is approximately 60 feet wide and is currently occupied by the Chandler Bikeway. (See Figure 6.) Between Vineland Avenue and Fair Avenue, it runs adjacent to Chandler Boulevard and is the site of Metro's temporary parking demonstration project. Between Fair Avenue and Lankershim Boulevard, it runs adjacent to Chandler Boulevard through the southern portion of the Parcel 1. Metro intends to preserve this ROW for possible future transit uses. These future uses are not funded or defined projects at this time and any future use would be subject to Metro Board authorization and an extensive environmental review process. However, Metro must preserve the ROW envelope without permanent development to allow for future transit capabilities.

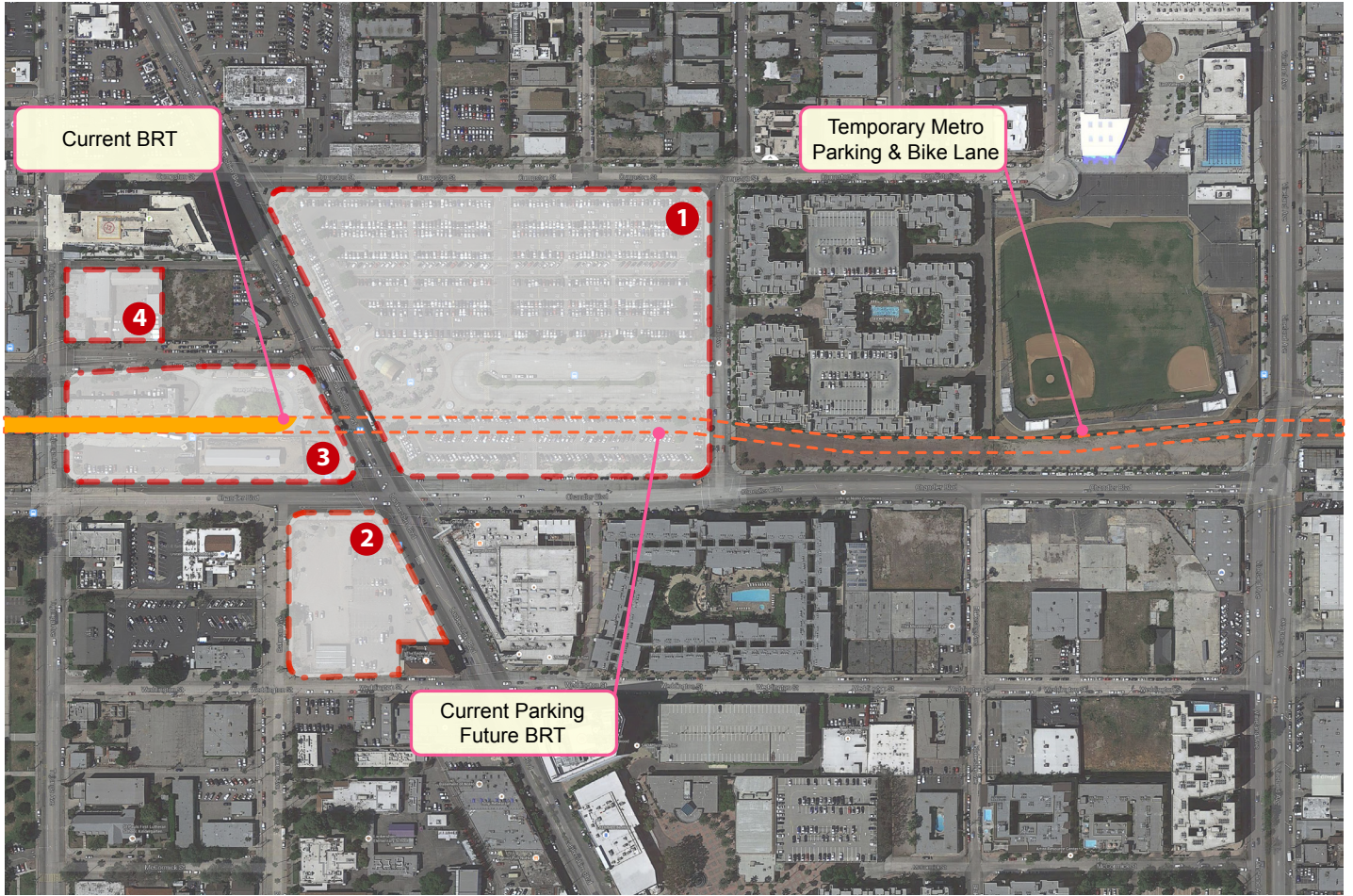


Figure 6: Potential Orange Line Extension and/or Conversion to Light Rail

Metro Orange Line Busway

The Metro Orange Line Station, located in Parcel 3, currently includes five bus bays and one 120-foot pick up platform, which are at capacity with headways as often as every 4 minutes during peak periods. If a developer proposes to relocate this facility, several enhancements would be required of a replacement facility:

- Growing ridership requires increasing the capacity to seven bus bays.
- The recently approved AB726 would allow 82-foot double articulated buses on the Orange Line. Future design of the terminal must allow accommodation of 82-foot double articulated buses.
- The turning radii specifications for 82-foot double articulated buses are not available, thus the future design team of the terminal should expect to work closely with Metro Operations.
- The current passenger pick-up platform at the North Hollywood Station is approximately 120 feet in length; this should be increased to 172 feet to accommodate future larger bus fleet.
- All existing amenities must be preserved or replaced. For example: operator restrooms, ticket vending machines, and stand-alone validators.

Bus Plaza on Parcel 1

Metro maintains a large and critical bus plaza on Parcel 1. The current capacity of the bus plaza is 14 bus bays and 6 additional bus parking spaces in the layover zone, pictured on the bus plaza inset map (Figure 8). Metro encourages developers to explore reconfiguration, relocation, and redesign of the existing bus plaza. The Developer may explore the possibility of breaking up the bus plaza and layover areas and dispersing the bus stops around the parcel. Any redesign, especially a disbursement, will need to be approved by Metro Operations and should consider the needs of riders and operators alike. The bus bays, especially discharge locations, should be as close to the Station portal as possible. Appendix B includes diagrams detailing the space required for the turning radii of Metro buses of various sizes and Appendix C provides a bus configuration summary.

See diagrams showing bus turn radii in the Appendix.

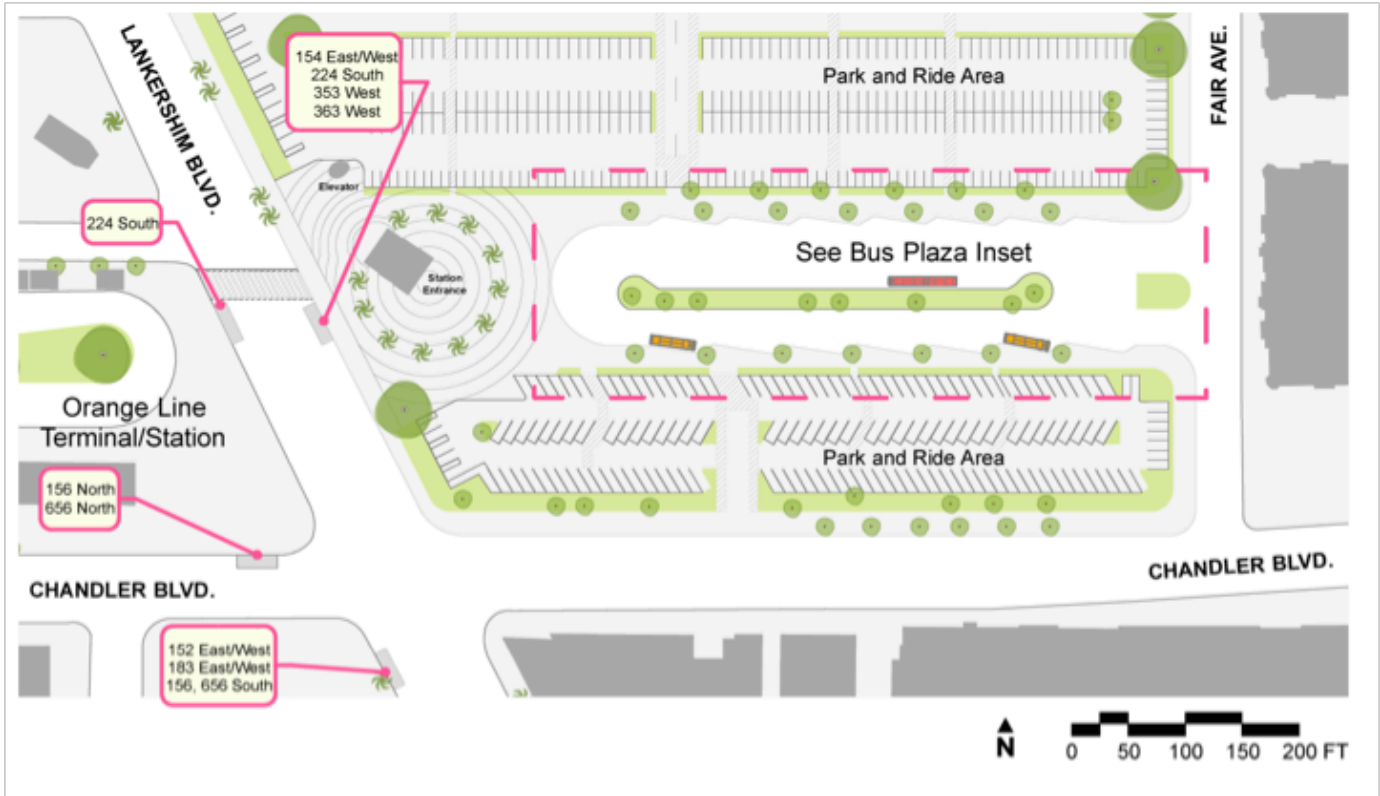


Figure 7: Bus Facilities at Parcel 1

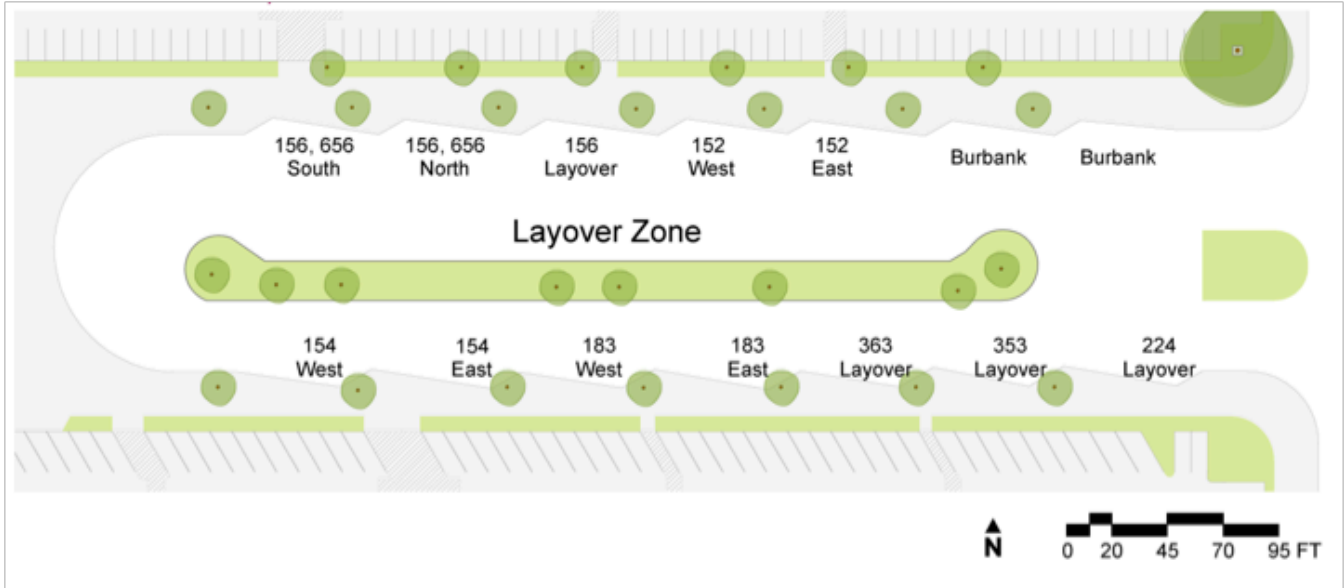


Figure 8: Bus Plaza Inset

If relocated, the new bus plaza will need to expand existing capacity in support of future service expansion. Metro Operations requires that the new bus plaza include:

- 17 total bus bays
- 2 bays that can accommodate 60-foot articulated buses (the remaining spaces must accommodate 45-foot buses)
- An additional 6 bus parking spaces for layover buses

Bus Patron Amenities

Bus patron amenities such as benches, bus shelters, next bus displays, and map cases are required. Design of all such amenities must be coordinated with Metro's Countywide Planning and Operations teams.

Other Transit Amenities

Public restroom facilities must be available within the Project Site that will accommodate transit patron use. A minimum of one public restroom facility shall be provided on each side of Lankershim Boulevard. The selected developer will also be required to provide transit operators' restroom facilities and coordinate with Metro staff on the facilities' location and design. Future Development should include an operator's restroom close to the bus terminal. The current restroom is located on the Red Line's mezzanine level.

Bus Operations During Construction

Developer shall maintain current bus layover and parking capacity during construction. The selected developer will be required to provide a Bus Service Management Plan during construction to be included in the Joint Development Agreement.

TRANSIT PARKING

Parking Spaces

Parking is a key issue for residents, businesses, and transit riders. North Hollywood is an extremely high demand location for transit parking, filling up daily and spilling over into metered parking. Metro currently has over 400 preferred parking permit holders (parking spaces reserved until 10:00am on weekdays) for the Station. There are also over 100 people on the waiting list who are interested in purchasing a permit. Permit holders come from 55 different zip codes, including destinations several miles away from the Station (see Figure 10).

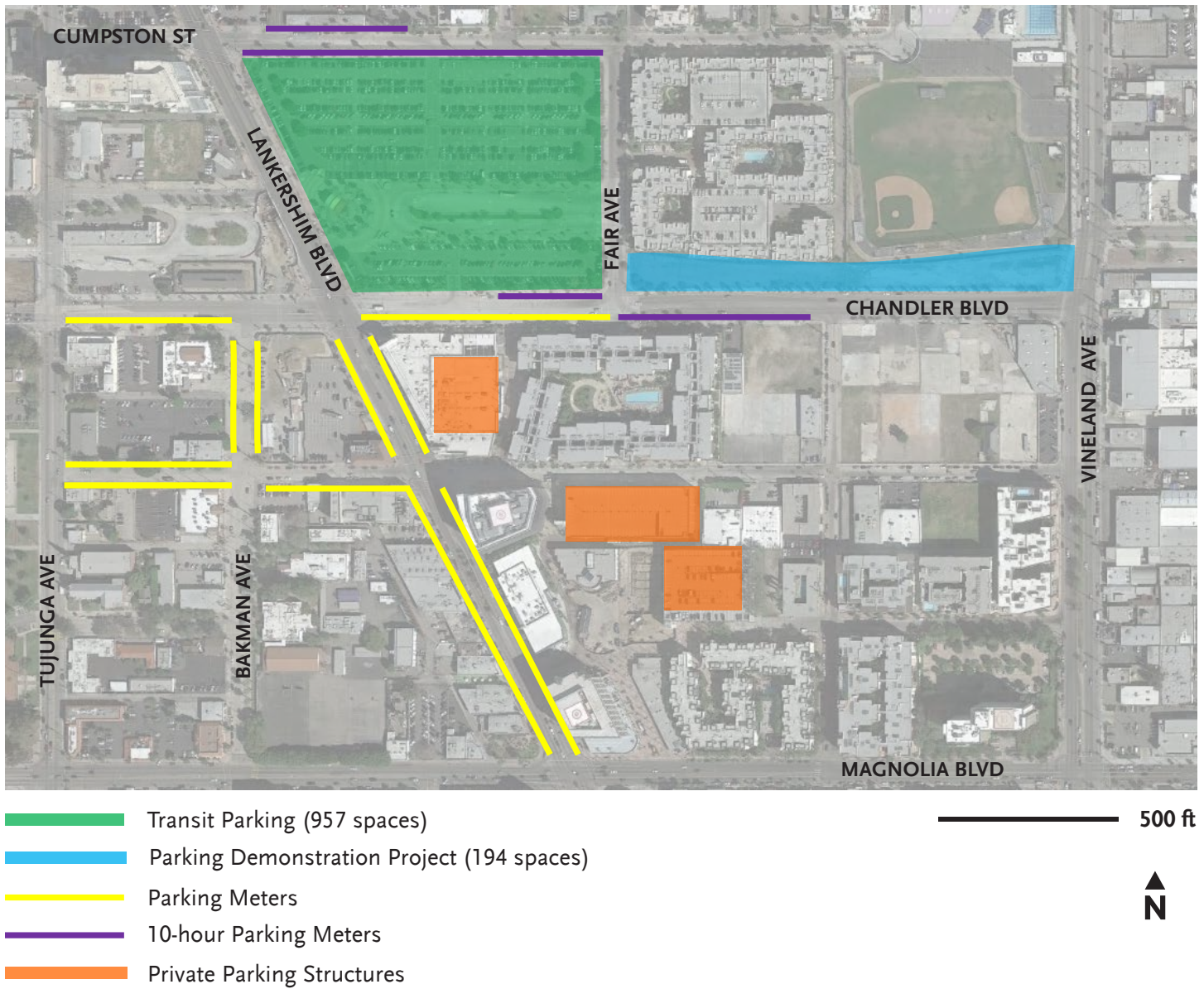


Figure 9: Parking At and Around the North Hollywood Station

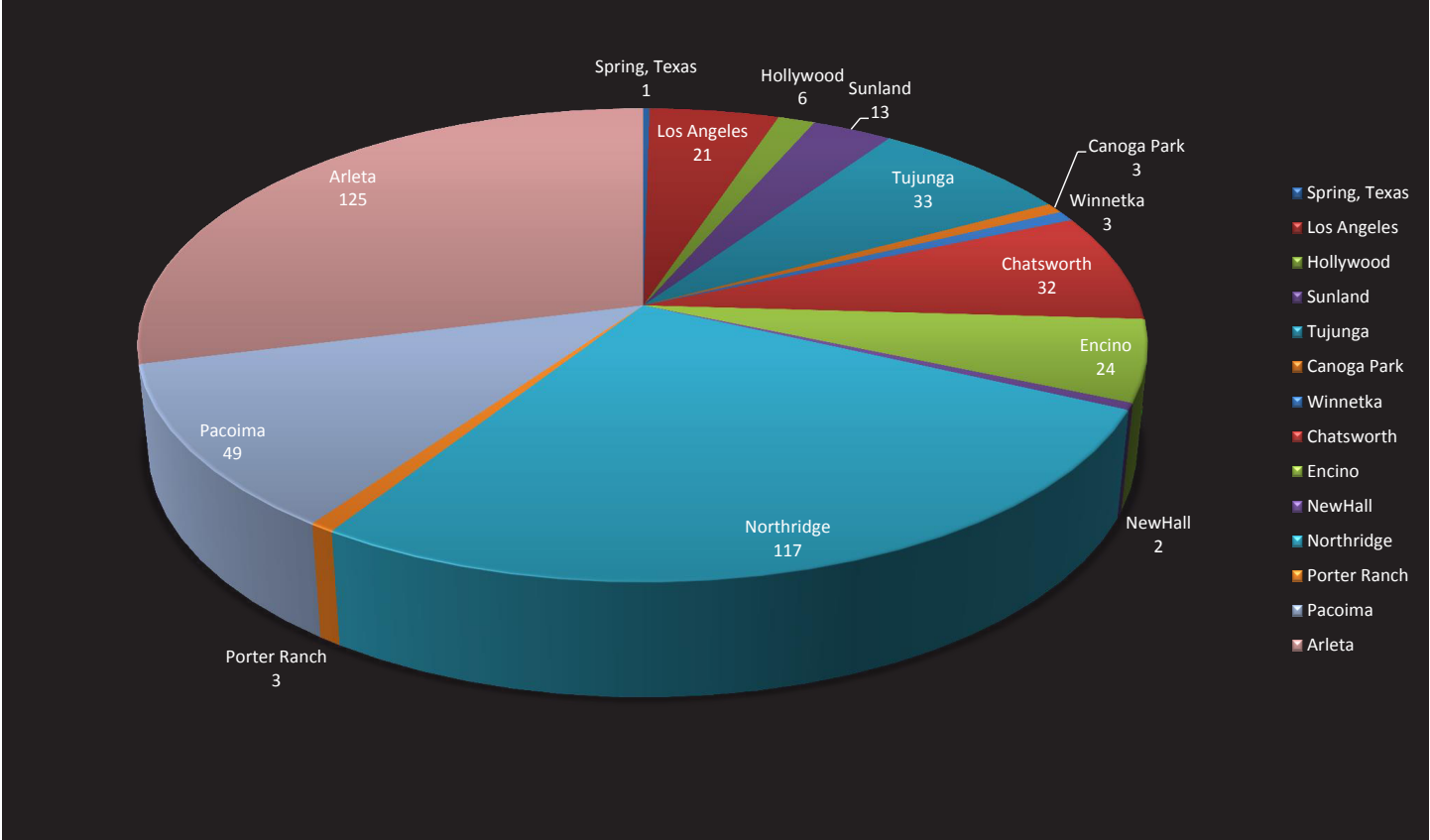


Figure 10: North Hollywood Permit Parkers - City of Residence

Metro is commencing a Supportive Transit Parking Program (STPP), to be completed in 2016, to evaluate the overall parking demand in the Metro system, which will include demand projections for North Hollywood into the future.

Metro has recently constructed a parking demonstration project using temporary parking surface materials, which will add an additional 194 spaces in the ROW along Chandler Boulevard. A shared-use path included in the project runs adjacent to Chandler Boulevard, continuing bicycle access from the Chandler Bikeway to Parcel 1. The selected developer should continue bicycle access through Parcel 1 to the Station entrances.

As part of the Development, Metro requires that existing parking lot on Parcel 1 be replaced with 2,000 transit-dedicated parking spaces available to Metro transit customers during peak travel hours. Joint use of transit parking during non-peak hours will be considered.

The design for transit parking must allow for future paid parking at less than market rates. Additional parking for non-transit uses must follow zoning requirements and The Design for Development.

Transit Parking During Construction

Metro expects the selected developer to maintain as much of the 957 space parking capacity as possible when the site is under construction. The developer will be required to demonstrate how this can be achieved with a parking management plan during construction.

BICYCLE FACILITIES

Bike Hub

Similar to the conditions for traditional vehicle parking, North Hollywood is one of Metro's highest demand stations for bicycle parking. A Metro Bike Hub is in the works in order to serve bicycle parking needs at the Station. Design work for the Bike Hub will begin in 2016 and will include 200 secure bicycle parking spaces. The Bike Hub will be located in and adjacent to the Historic Lankershim Depot, with customer service, bike repair, and retail inside the Depot. An enclosed, secure bicycle parking facility will be outside the Depot on adjacent land.

Bicycle Parking

In addition to the planned Bike Hub parking, more bicycle parking is needed near the Red Line Station entrance. A systemwide Metro market analysis of bicycle parking needs will be completed in 2016 to study near-term and future bicycle parking needs, and a refined number of bicycle parking spaces will be negotiated during the ENA phase. The developer should plan to install bicycle racks at Station entrances and consider a secure bicycle room in the Development. The developer is encouraged to locate racks in visible places to reduce the risk of bicycle theft.

Bicycle parking is also required for non-transit development uses in compliance with the City of Los Angeles bicycle parking ordinance.

Table 1: Summary of Required Bicycle Parking – City of Los Angeles

Land Use	Short Term	Long Term
Residential >3 DU	1 per 10 DU	1 per DU
Office	1 per 10,000 sf (min. 2)	1 per 5,000 sf (min. 2)
Restaurants and Bars	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Small Restaurant	2 per restaurant	2 per restaurant
Health Club	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Retail Stores	1 per 2,000 sf (min. 2)	1 per 2,000 sf (min. 2)
Hotels	1 per 20 guest rooms (min. 2)	1 per 20 guest rooms (min. 2)

Selected summary from Table 12.21 A. 16(a) (2) Required Bicycle Parking Spaces per building floor area as defined under Section 12.03

http://clkrep.lacity.org/online/docs/2012/12-1297-s1_misc_1-15-13.pdf



Bike share will be located at North Hollywood Station in the future.

Bike Share

A Metro bike share program is underway and will be rolling out a pilot program in downtown Los Angeles in 2016. Later phases of the bike share program will likely locate kiosks in North Hollywood. The developer shall coordinate with Metro’s Bike team to reserve space at the Development for bike share kiosks.

Chandler Cycletrack

The City of Los Angeles has received funding for a 3.1-mile cycletrack on Chandler Boulevard (“The Chandler Cycletrack”), which will complete a connection between the Chandler Bike Path at Vineland Avenue and the Orange Line Busway Bike Path at Leghorn Avenue. The selected developer will be required to coordinate with the City of Los Angeles to incorporate the portion of the Chandler Cycletrack that is adjacent to the Development.

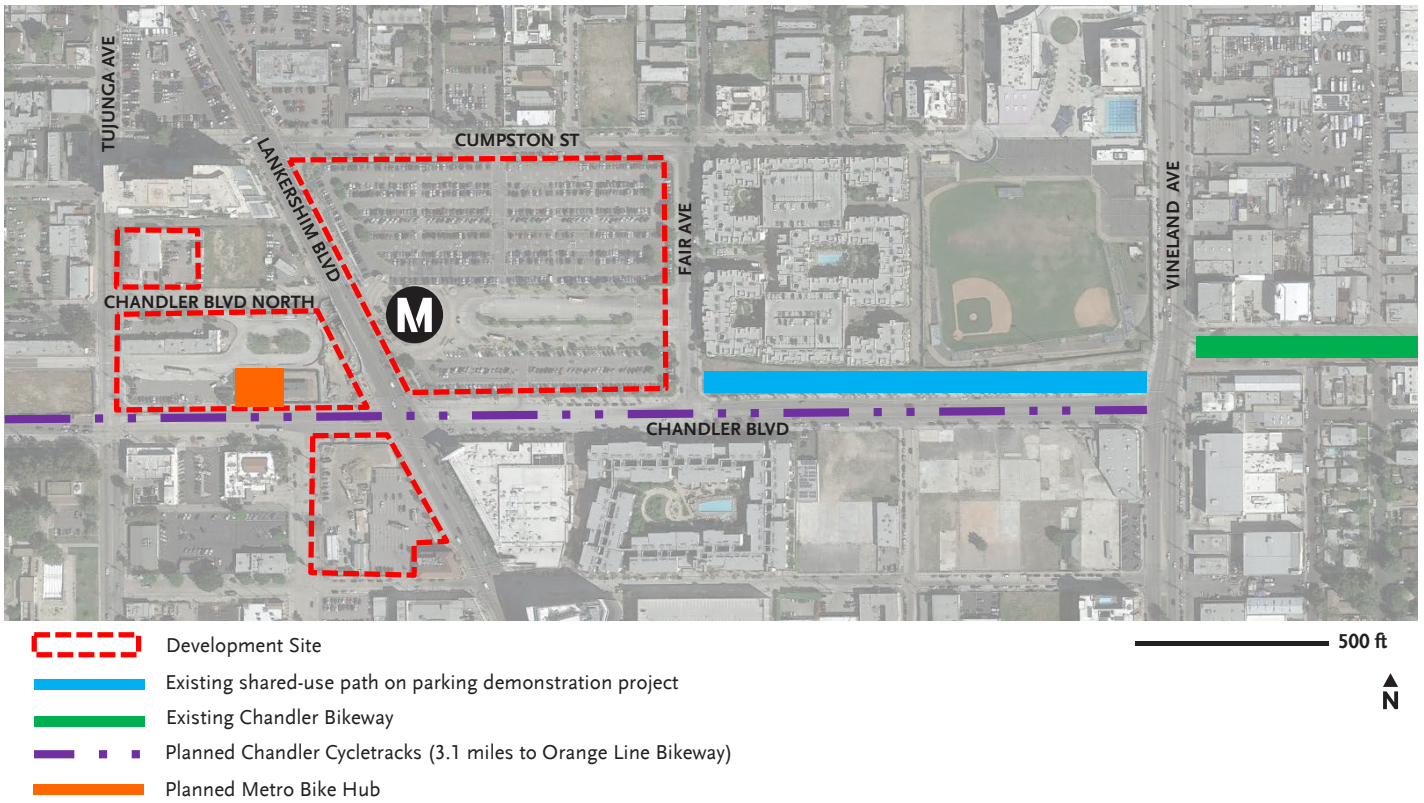


Figure 11: Bicycle Facilities

5. DEVELOPMENT GUIDELINES

Development proposals must carefully follow the Regulatory and Policy Framework documents described in Section 3, as well as the transit facilities requirements described in Section 4. In particular the Design for Development provides specific requirements for the Development of the Project Site which must be incorporated into any developer proposal.

While these requirements are critical to the development of the Project Site, the experience of transit customers, the surrounding community, and visitors to the North Hollywood Station occurs largely at the ground level before entering buildings or heading below ground to access the Metro system. This ground level experience consists of street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, paseos, and alleys and can be described as the “public realm.” This section offers Development Guidelines that address the public realm and programming of the site, and were developed based on the significant public outreach described in Section 1. The guidelines assume the regulations, policies, and needs for transit facilities set a baseline, and offer both requirements and recommendations that complement and enhance the provisions set forth thus far.

At a minimum, proposals received through the RFP process must include the required elements in order to be considered responsive. The RFP will also evaluate developers’ success at addressing recommended components. Metro encourages development proposals to bring a bold and creative approach to both the required and recommended guidelines and to consider Metro a willing partner in identifying third party funding opportunities to implement innovative and iconic design solutions for the public realm.

DEVELOPMENT BLOCKS

Development Recommendations

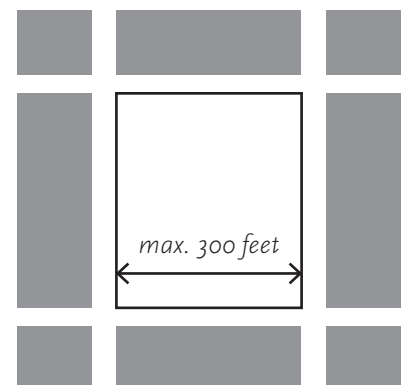
- Development blocks, especially on Parcel 1, should have a maximum dimension of 300 feet between streets, alleys, passages and paseos.
- New streets, paseos, and pathways with existing streets should align and connect with the existing neighborhood block pattern.

CIRCULATION PATHWAYS

Development Requirements

- Clearly signed and intuitive pathways that follow desired pedestrian routes to station entrances are required. Efficient pathways that allow for strategic short-cuts are encouraged.

“I hope that the city, Metro, and all public and private partners take a Human-Centered Design (Design Thinking) approach to all projects, to better serve citizens.”



Block sizes shall be no longer than 300 feet. Parcel 1 is a large block where there is an opportunity to introduce new streets to make block sizes smaller.

Development Recommendations

- Pedestrian pathways, building entrances, signage, fixtures, and furnishings should provide for and anticipate street crossings at each street corner as well as at potential mid-block crossings, especially where aligned with mid-block breaks. Private pathways at the ground level are discouraged.
- Traffic impacted streets, such as Lankershim Boulevard and Chandler Boulevard, should be reconfigured with pedestrian signals, protected crossings, protected bike lanes, and design strategies that reduce pedestrian and vehicular conflicts.

OPEN SPACE

Development Requirements

- Open spaces shall be oriented for high visibility to promote usage.
- At a minimum, public spaces shall be open and accessible to the public during peak operating hours of adjacent transit facilities and should encourage public use throughout the daytime and evening hours. Internal open spaces shall be open to the public and not restricted to private use.
- High-quality materials for pavement areas, seating, furniture, lighting, fences, and signage shall be utilized.
- A variety of open spaces should be integrated into the Project Site including (but not limited to) public gatherings, performing arts events, active social and recreational functions, and passive uses and public art, or places for changing artwork.
- A programming plan for activation of larger public open spaces is required, including a variety of programs serving a diverse community of users.
- Design of public and private spaces shall support all modes of active transportation and remain accessible to individuals dependent on mobility support devices, from canes to wheeled push walkers and electric mobility scooters.

Development Recommendations

- New development should establish North Hollywood as a landmark location with exciting, whimsical, and distinctive landscape features and ambitious architecture at all open spaces for users from various demographics.
- New development should provide a network of publicly accessible open space at the ground level that connect to all station entrances, pedestrian pathways, bicycle facilities, and retail in order to activate the open space and increase passive surveillance of these areas.

- Ground floor spaces should be designed to allow and encourage building uses to spill out into open spaces with features such as restaurant/cafe seating, and outdoor displays of retail merchandise.
- Open spaces in the Project Site should provide seating, trash receptacles, drinking fountains and, where feasible, public restrooms.
- Open space should allow for stroller access, child appropriate public art, and comfortable places for families to gather. Playgrounds are not required, however child-sized and child-appropriate amenities that encourage play and imagination should be incorporated where possible.
- Abundant and mature shade trees should be incorporated into open space, especially where seating is provided. Native landscaping that is drought tolerant and cooling is encouraged.
- Public spaces should incorporate water features that provide evaporative cooling.
- Open spaces should provide shade to protect from the heat of the San Fernando Valley.
- Pet-friendly open spaces are encouraged.

“We should model our city like any European city, with a public “square,” community events, and pet and child-friendly spaces.”



Photo: Grand Park



Photo: The Square PDX

STREETSCAPE DESIGN

Development Requirements

- Commonly accepted crime prevention through environmental design strategies shall be used whenever possible to provide a safe streetscape environment for all people that visit and use the development areas.
- Streetscape design shall be used to connect activities along the north/south Lankershim Boulevard spine.



Photo: St. Petersburg Tribune

Development Recommendations

- Streetscape design and materials should improve walking and rolling facilities that cater to a growing range of mobility devices. Surfaces should be smooth and free of obstacles.
- Where street parking is not provided, streets plantings, furnishing, paving, and other features on the sidewalk should provide a buffer between pedestrian and vehicular traffic.
- Streets, sidewalks, and paths should allow for signage and wayfinding for Metro facilities and community destinations.
- Primary building entrances should open to public streets and development should provide as many pedestrian and bicycle access points from public streets as possible.
- The streetscape should include native landscaping that is drought tolerant and cooling.

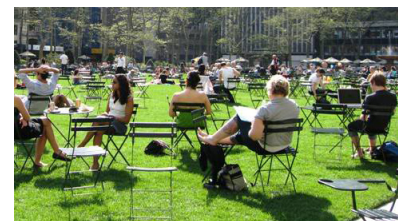


Photo: Bryant Park blog



Photo: La Citta Vitta



Photo: Frances Dinkelspiel

- Shade structures like awnings or canopies and construct shelters for shade and inclement weather should be provided.
- Pavement, street furniture, lighting, and fences should utilize high quality and sustainable materials. Variations in materials, street furniture, and tree and plant species are encouraged if they add to the character and quality of the streetscape.
- Hardscape materials should be selected to reduce the reflection and re-radiation of heat.

BUILDING FRONTAGES

Development Recommendations

- The street frontage should be designed to activate the development edge and create a playful and enjoyable environment.
- Along Lankershim Boulevard and Chandler Boulevard, ground floor space for retail and cultural uses should be oriented to the street. Storefronts and entrances along the sidewalks should be maximized in order to sustain street level interest and promote pedestrian traffic.
- Buildings should be designed with entrances that allow for access from multiple sides to provide more efficient walking paths. Secondary entrances for buildings that face onto a secondary street, pathway, or paseo as well as onto a public street are encouraged.
- Support should be provided to retail tenants to allow and encourage façade, signage, interiors, and other tenant improvements that add to the unique and eclectic identity of the neighborhood.

PUBLIC ART

Development Requirements

- The North Hollywood Redevelopment Plan and the Design for Development require that 1% of the development cost must be set aside for public art. Refer to http://www.crala.org/internet-site/Other/Art_Program/ for more details.
- The City of Los Angeles requires that a commercial or industrial building for which the total value of all construction or work is \$500,000 or more, is required to pay an arts fee. Refer to the Arts Development Fee Ordinance Summary (Municipal Code 91.107.4.6.) for specific details.
- Metro staff is conducting research to determine if the art fees referenced above are overlapping or, instead, independent of each other and therefore to be considered cumulative. Metro will issue an addendum to this Guide for Development as soon as this information is confirmed.

Development Recommendations

- Subject to the above requirements, art may be integrated into the architectural and functional aspects of the Project Site, or a separate formal element of the site.
- The inclusion of dance studios, a theater, or other performing art facilities into the Project Site is encouraged.
- Pedestrian-scaled public art should be integrated into the streetscape, open spaces, and passageways.

BUILDING DESIGN AND MATERIALS

Development Recommendations

- Building architecture should feature high-quality, extraordinary, and iconic design, consistent with community feedback summarized in the Appendix, creating the Lankershim Core as a unique destination within the region.
- A variety of architectural styles should be incorporated throughout the site and should reflect the NoHo identity as an artistic community.
- Utility areas and boxes should be located out of sight from public streets and pathways and should be integrated in the overall design.

SUSTAINABILITY

Development Requirements

- New construction must meet sustainability criteria developed by the United States Green Building Council (“USGBC”) for Leadership in Energy and Building Design (“LEED”) at a minimum at the “Silver” level.
- Site landscaping shall be drought tolerant.

Development Recommendations

- Developers should explore technologies, designs, and programs that promote environmental stewardship, reduce greenhouse gas emissions, and conserve or restore natural resources.
- Proposals that integrate demonstration of emerging practices and technology in sustainability, community cohesion, environmental design, and civic engagement are encouraged.

RETAIL

Development Recommendations

- Mixed-use projects are encouraged and should include neighborhood serving retailers with price points that serve a variety of household income levels.
- First consideration should be given to community-preferred retail categories identified in the Appendix.
- Local businesses are encouraged over nationally branded chains.

MIX OF USES

Development Recommendations

- Mixed-use buildings should combine public and private uses and encourage circulation among these uses to increase functionality and customer patronage.
- The site and building design should encourage shared use of public facilities such as loading, trash, utilities, parking, etc.
- This growth in activity along with proximity to the Burbank Airport may establish demand for a hotel at the new development.

PARKING REQUIREMENTS (FOR BOTH TRANSIT AND NON-TRANSIT PARKING)

Development Requirements

- Transit-parking facilities shall be designed to allow for joint use during off-peak hours. Close coordination with Metro's Parking Management team will be required for design of the transit parking facility.
- Designated stalls shall be provided for carshare and carpool cars and be located closest to building entrances and transit stops.
- Designated motorcycle parking stalls should be provided and located in preferential locations to Metro station entrances and street edges.
- Public bicycle parking shall be easily accessible to all Metro station entrances and are highly visible and easy to find through clear signage.

Development Recommendations

- Surface parking is discouraged at the Project Site. If minimal surface parking cannot be avoided, locate surface parking at the rear of buildings away from street edges.

- Underground parking is encouraged where it is physically and economically feasible.
- Parking structures should be architecturally compatible in terms of size, scale, and bulk as it relates to adjacent properties and the overall design of the project.
- Parking structures should be placed behind buildings and should not face on to Lankershim Boulevard or Chandler Boulevard.
- Any exposed parking structure façade that faces a street should either be wrapped with active uses, designed with a high-quality, layered façade, or incorporate public art.
- Above-ground parking structures should be placed in the center of the block and wrapped with occupiable space.
- Exposed roof areas should be used as open space and at least 50% shaded through the use of landscaping (5 years from construction), photovoltaic trellises, or any other appropriate reflective shading techniques.
- Vehicular entrances to parking structures along secondary streets should be provided. Vehicular access and parking should respect pedestrians and public spaces and contribute to the pedestrian-quality of the neighborhood.
- Parking structure entrances should be designed for natural surveillance and maximum visibility with views into the structure from adjacent public areas.



Photo: Xavier de Jaureguiberry



Photo: Architizer - Behnisch Architekten

AFFORDABLE HOUSING

Development Recommendations

- Consistent with Metro’s Joint Development Policy, we encourage the developer to include 35% of housing units at levels affordable to households earning 60% or less of Area Median Income.
- Community stakeholders expressed a strong interest in workforce, senior, and artist housing types.
- Affordable housing is encouraged to be integrated with market rate housing rather than segregating by income targets, where possible and feasible.
- Options to provide a variety of housing types to families at a variety of income levels, including home ownership, should be explored.

MISCELLANEOUS

There are several additional factors for the Project Site:

- **Federal Bar:** The property immediately east and adjacent to Parcel 2 is built out to the property line and occupied by the Federal Bar. The Development shall provide, at a minimum, space for loading and utilities behind the Federal Bar. Metro currently has a month to month lease with the owner of the property, allowing 23,600 square feet of Parcel 2 to be used for parking for the Federal Bar. As the Federal Bar property has no dedicated parking, the property owner and management of the Federal Bar have expressed a strong interest in accessing shared parking with new development on the Project Site. Opportunities for shared use parking can be explored during the ENA phase.
- **North Chandler Street:** Vacating North Chandler Street at Lankershim Boulevard near the Orange Line terminal is an option, pending approval from the City of Los Angeles. Note that a planned development at the northwest corner of Lankershim Boulevard and North Chandler Boulevard may need ingress/egress access from North Chandler Boulevard, so close coordination will be necessary when exploring this option.
- **Safety and Security Plan:** The selected developer will be required to craft a safety and security plan for the project during the Joint Development Agreement Phase, once project design has progressed.
- **Funding Opportunities:** As part of Metro's TOC Demonstration Program, Metro is seeking a development partner open to exploring creative third party funding opportunities that will support local business participation in the project, creation of new community and arts serving uses, sustainable demonstration projects, and implementation of first/last mile improvements that extend beyond the footprint of the development. The developer should be cognizant of such opportunities and be a willing partner for such collaboration.

APPENDIX

APPENDIX A. SUMMARY OF COMMENTS FROM THE COMMUNITY OUTREACH

Summary of Comments:

North Hollywood Station Joint Development Opportunity Stakeholder Feedback for the Development Guidelines

October 2015

Executive Summary

Metro hosted three focus groups the week of September 14 and one large community workshop on September 24 regarding joint development at the Metro sites surrounding the North Hollywood Station. Metro heard important feedback from community members, neighbors, transit customers, property owners, businesses and other stakeholders about their vision and concerns for future development. Metro asked five questions of our stakeholders at these meetings and also talked one-on-one to hear comments and concerns. In addition, some comments were provided on our webpage. The questions we asked were:

- What are the treasures of this area?
- What is missing?
- How do you use the neighborhood?
- What are some issues that the new development should address?
- What do you want this place to be like?

The feedback included several important reoccurring themes:

- North Hollywood is a unique place whose residents are deeply vested in its future.
- The artistic character of the neighborhood must be preserved and incorporated into the new development.
- Open spaces are needed to balance the density of new buildings.
- Local retailers are preferred to chains.
- Amenities for artists and families should be enhanced.
- Safety and security around the station are of critical important to community stakeholders.
- Adequate transit parking must be provided.
- The development must address and mitigate traffic impacts that may come with new, dense development.

As with any community, there were a variety of opinions. While the majority of feedback regarding the opportunity for denser development around the transit station was positive, there were some strong feelings that the area should not be dense or buildings too tall. There were also concerns about how the impacts of this development will be mitigated to protect the existing residents and businesses.

Metro would like to thank all the participants who came out to the meetings and submitted comments on our website during our first stage of outreach. The feedback we heard is summarized in more detail below.

Treasures / Character of the Neighborhood

Residents and visitors of North Hollywood treasure its artistic and historic character. Unique theaters, shops and restaurants bring a special vibe that sets North Hollywood apart from other parts of Los Angeles and the San Fernando Valley. Metro heard that the neighborhood would like the new development to:

- Celebrate the local art of the NoHo Arts District.
- Elevate the performing arts as a key part of the neighborhood character.
- Include art wherever possible, integrated into the building, into the building program, in the street medians and streetscape.
- Keep the urban street life vibrant and eclectic.
- Support the community's diversity.
- Be urban but not too urban.
- Be special, unique, and different.
- Honor the historic landmarks and funky character of the district.
- Curate the retail, strive to keep local businesses and artists in NoHo and restrict national brand chain stores.
- Be as livable as possible.
- Allow for innovation, co-working, incubation of small new businesses and artists in the district.

“NoHo is the best community in LA. I appreciate that it contains a little bit of everything and provides residents and visitors with a well-rounded city. The Metro stop is definitely a local treasure.”

“The NoHo transit station is a true hub that should remain a busy, active cultural connection to the rest of LA.”

“We really need this station to be a true TOD site. This is the moment and opportunity to really set an example and set the course for a more forward-thinking LA.”

“The best part of NoHo is that it is transit oriented, walkable, and non-corporate. It is nice to be able to walk to mom-and-pop businesses and restaurants and avoid giant corporations.”

“NoHo is a thrilling place to live – we have exciting bars and restaurants, cool businesses, public transit/easy access to other neighborhoods. We have theaters, the library, the pool and the park. You can walk around. You can get a beer outside. You can get to know your neighbors.”

Types of Uses

Participants desired a mix of uses including residential and neighborhood-serving retail. Generally, people responding would like more places to shop, including a grocery store. Metro heard that the community would like to see:

- Mixed-income food choices and grocery stores, particularly Trader Joe's
- Neighborhood-serving retail
- Hotel near the station
- Gyms and fitness centers
- Dance studios
- More nightlife
- Office spaces for the creative workforce
- Visual art galleries
- More “mom and pop” stores
- More options for family – dining, entertainment and recreation

“This city has a lot of freelancers and entrepreneurs who would love a co-working space.”

“I would prefer not to have chains in the development. Examples of locally-owned chains that I would like to see are Tender Greens, Cool Haus, and Dog Haus.”

“That car dealership is not a good use of land. It's pretty lame. The streets around it are scary at night.”

Urban Design

The shape that the development takes will make a big impact on the experience of the area. Most stakeholders understood that the area is zoned for taller buildings and more density, but this density should be balanced with active street life and open space. Stakeholders want to make sure that the development follows these principles:

- Include density but provide a comfortable environment that is human-scaled.
- Balance building height and pedestrian experience with second level setbacks (i.e. terracing).
- Be sensitive to the way tall buildings impact views to the sky, shadows and open space.
- Break up the large parcel with internal streets and passages to allow for pedestrian access and visual connections to inner courtyards and plazas.
- Provide connections at the corners and setback building entrances from the street.
- Use land efficiently and consider integrating transit into buildings.
- Use rooftops for open space.
- Include active ground floor uses in the parking structure.

- Design the development to be as sustainable as possible and set the model for energy and resource efficiency.
- Find ways to bring pedestrian traffic and activity further north on Lankershim.

“We should model our city like any European city, with a public “square,” community events, and pet and child-friendly spaces.”

“I hope that the city, Metro, and all public and private partners take a Human-Centered Design (Design Thinking) approach to all projects, to better serve citizens.”

“A holistic view of the neighborhood would be much appreciated.”

Open Space

Open space is a priority for residents to continue to use the station area as a gathering space and public plaza. Specifically, Metro heard that the development should:

- Include a central open space near the Station entrances for the Red and Orange Lines.
- Include a flexible and public gathering place.
- Make internal plazas open to the public, not restricted for private use.
- Include an element of play to attract families to the central open space.
- Consider a recycled water feature.
- Allow for performances, movies and public gatherings in the open space.
- Provide shade for pedestrians and places to sit.
- Designate parts of the public space for rest and relaxation.
- Include more trees and cooling landscaping.
- Provide pet amenities
- Provide public bathrooms and drinking fountains.
- Where possible, include native landscaping that is drought tolerant and cooling.

“Need for dynamic public spaces that are shaded, with seating, water features, and something whimsical for children.”

Streetscape

The streetscape will be a key place where the development edge meets the community. The street should accommodate bikes, pedestrians, and cars, as well as create a strong connection to the Metro station. To enhance the streetscape, the development should:

- Include wider sidewalks to allow for outdoor seating and walking.

- Have street-facing edges to encourage activity, gathering and street life.
- Design buildings with entrances on multiple sides.
- Ensure full ADA access for people of varying abilities throughout the new development.
- Include better signage and wayfinding on the streets.

Safety and Security

Safety and security are important issues to residents. Stakeholders raised concerns about bicycle theft, loitering, homelessness and pedestrian safety around cars.

In general, stakeholders raised the following concerns:

- Crime in the park and Metro station area make the neighborhood feel unsafe.
- Homelessness is a growing issue; there should be more services to address this.
- There generally needs to be more security and law enforcement.

To address security, the development should:

- Include lighting, pedestrian signals, protected crossings, protected bike lanes and design strategies that enhance pedestrian safety.
- Use environmental design for crime prevention whenever possible, including security cameras at the development and Metro station area.
- Prioritize safety for a family friendly environment.
- Ensure safety and security in parking facilities.

Parking

Parking is a key issue for residents, businesses, and transit riders. Community stakeholders raised concerns about transit parking availability, spillover of transit parking onto commercial meters and residential streets and parking management during construction. Opinions about parking included the following:

- Alternative parking options must be available during project construction, as well as increased shuttle and transit connector services.
- Some doubt the traffic infrastructure can handle 2,000 parking spaces (too many cars spilling onto the streets).
- Overflow parking should not spill over into the neighborhood.
- Parking needs both pedestrian and vehicular access and security control.
- Existing parking lot has issues with RVs parking overnight.
- Parking should not be too expensive so as to have a negative impact on businesses or transit ridership.

- Many prefer below-grade parking.
- Development uses (e.g. a theater) and parking design should be careful not to create traffic during peak hours.
- Metro should coordinate with the City of Los Angeles on the need for street parking policies, including the residential preferential parking program.
- Existing lot does not have enough transit parking after 8:00 am.
- Parking spaces for alternative vehicles, including bicycles, motorcycles and scooters, should be prioritized over those for cars.

“We probably need a paid parking structure, parking is too unpredictable.”

Housing / Affordable Housing

Affordability is a concern for folks who do not want new development to displace longtime residents. Community members particularly expressed:

- Need for workforce, senior, artist and family housing
- Concern that 60% AMI level is too high to accommodate the lower income residents in the area
- Concern that the affordable housing be integrated into the new development and with the market rate housing
- Need for more extremely-low income housing for seniors who earn 20k/year
- Frustration about the high cost of housing in general
- Understanding that homelessness is an issue, but is difficult to solve

Some community members expressed support for more home-ownership in the area: “Home-ownership is important for our community to thrive. We would like to see condominiums built.”

“Create affordable workforce housing for employees who work in NoHo or take transit to work in neighboring areas along the Red/Orange Lines.”

“Provide more affordable housing – be a significant solution to our housing shortage in LA.”

“If the last 30 years have proven that this type of development is much needed in this location, taking everything and everyone into account, then by all means. What is unacceptable is the removal of existing affordable housing and the displacement of residents.”

Active Transportation / Circulation

North Hollywood is already a hub for biking and walking but has great potential to expand bicycle and pedestrian networks and amenities. Participants at the meetings advocated increasing capacity for bicycle parking. They also supported improving safe access to and through the North Hollywood station and surrounding development for cyclists, pedestrians and all users of non-motorized travel.

Community members commented that the development should:

- Bring exciting changes to the area, making it a more walkable/bikeable destination.
- Continue to build on the current bike infrastructure and make it an example for others to learn from; use the development as an opportunity to leverage funding to expand bike lanes and implement the City’s bike plan.
- Work with the City to ensure surrounding infrastructure, including streets and sidewalks, are adequate.
- Include walkways so pedestrians are not restricted to the perimeter sidewalks.
- Include more secure bike parking, both for transit riders and to support the new development.

Other general comments about circulation and active transportation in the area included the following:

- Vineland Avenue bike lanes need to be converted into a cycle track.
- The Chandler Cycle Track project will increase traffic congestion as a result of fewer travel lanes.
- More education is needed on using non-vehicular transportation modes to access Metro/the new development, as well as education on proper locking techniques/equipment.
- A map of bus routes should be posted in the area.
- The community would benefit from DASH or a similar shuttle service to take people throughout the neighborhood and bring them to Metro/the development.
- More enforcement is needed to address bad car behavior, such as turning right on red when pedestrians are crossing.

“I am disappointed that the Orange Line is not better integrated with the train/bike path/running path.”

“We are building this stuff for kids we have not met yet – kids aren’t jumping to get their drivers licenses anymore. Keep the kids in mind and how they plug in to the schools – we want to have safe routes for them.”

Concerns

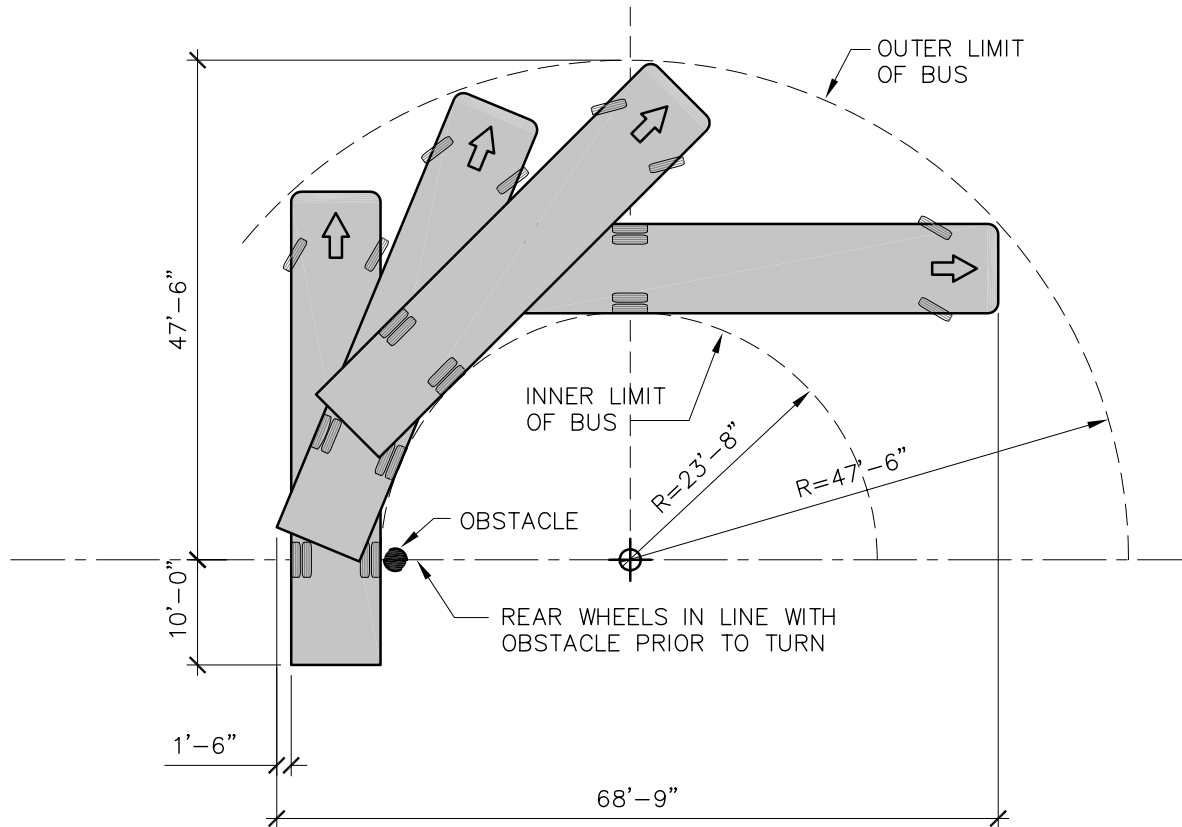
While the majority of comments demonstrated general support of the higher density development anticipated by the zoning at the North Hollywood station, it is important to note that some stakeholders have strong concerns about dense development. The main concerns are:

- Taller and denser buildings will change the character of North Hollywood.
- The impacts of the development will not be properly mitigated.
- The new development will not be affordable to the existing community.
- More traffic!

Conclusion

The North Hollywood Guide for Development will convey this feedback to the Metro Board of Directors and the short-listed developers. The subsequent RFP will include the comments and concerns and will, wherever possible, seek concrete responses. In some instances, the response to a particular concern will be addressed after a developer is selected and during the more detailed design process; for example, determining appropriate mitigations to the impacts of development is identified through the CEQA process, which takes place once a developer is selected and the project progresses through more detailed design. Metro will require a community outreach plan as part of its developer selection, so the conversation with stakeholders will continue throughout the process.

APPENDIX B. BUS TURNING STANDARDS



DESIGN BUS:

LENGTH = 45'
 WIDTH = 8.5'
 WHEEL BASE = 27'-9"

NOTE:

FOR A 90° TURN, MAKE A COMPLETE STOP WITH FRONT WHEELS LOCKED DOWN IN DIRECTION OF TURN.



LOS ANGELES COUNTY
 METROPOLITAN TRANSPORTATION AUTHORITY
 FACILITIES - OPERATIONS, ENGINEERING DIVISION

Metro

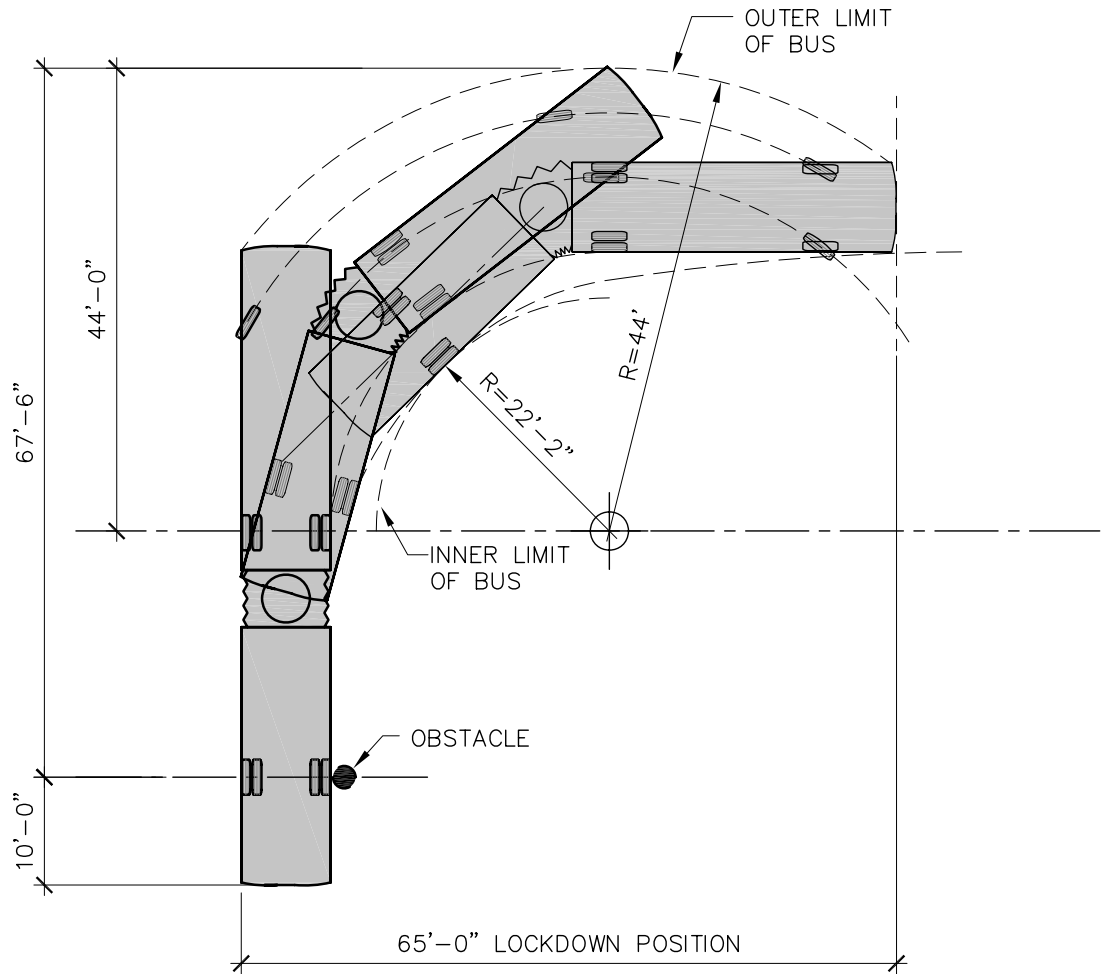
RECOMMENDED BY _____ DATE _____ APPROVED BY _____ DATE _____

STANDARD DATA SHEET

MINIMUM TURNING RADIUS

**90 DEGREE TURN
 (45 FOOT BUS)**

FILE NO.
 BUS-TURN-02
 SCALE
 1/16"=1'-0"
 DESIGNED BY
 JW/VDR
 DRAWN BY
 VDR
 SHEET NO.
 4/11/07



NOTE:

FOR A 90° TURN, MAKE A COMPLETE STOP WITH FRONT WHEELS LOCKED DOWN IN DIRECTION OF TURN.



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
FACILITIES - OPERATIONS, ENGINEERING DIVISION

Metro

RECOMMENDED BY _____ DATE _____ APPROVED BY _____ DATE _____

STANDARD DATA SHEET

MINIMUM TURNING RADIUS

**90 DEGREE TURN
(60 FOOT BUS)**

FILE NO.
BUS-TURN-03

SCALE
1/16"=1'-0"

DESIGNED BY
JW/VDR

DRAWN BY
VDR

SHEET NO.
4/11/07

APPENDIX C. BUS CONFIGURATION SUMMARY

DIMENSIONS	MINIMUM	MAXIMUM
Length	40 feet	60 feet, 9 inches
Width	102 inches	124 inches with mirrors
Height	120 inches	137 inches
Wheelbase	266 inches	279 inches
Track: Front/Rear	85/77 inches	96/101 inches
Overhang: Front/Rear	72/105 inches	89/123 inches
Ground Clearance	6.2 inches mid. axle	14 inches
Angle of Approach	8 degrees (under wheelchair skip plates)	9 degrees
Angle of Departure	9 degrees	9 degrees
Turning Radius - outside	44 feet	50 feet
Turning Radius - inside	22 feet	30 feet
WEIGHTS		
Curb weights (unladen)	28,000 lbs.	48,000 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	57
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.