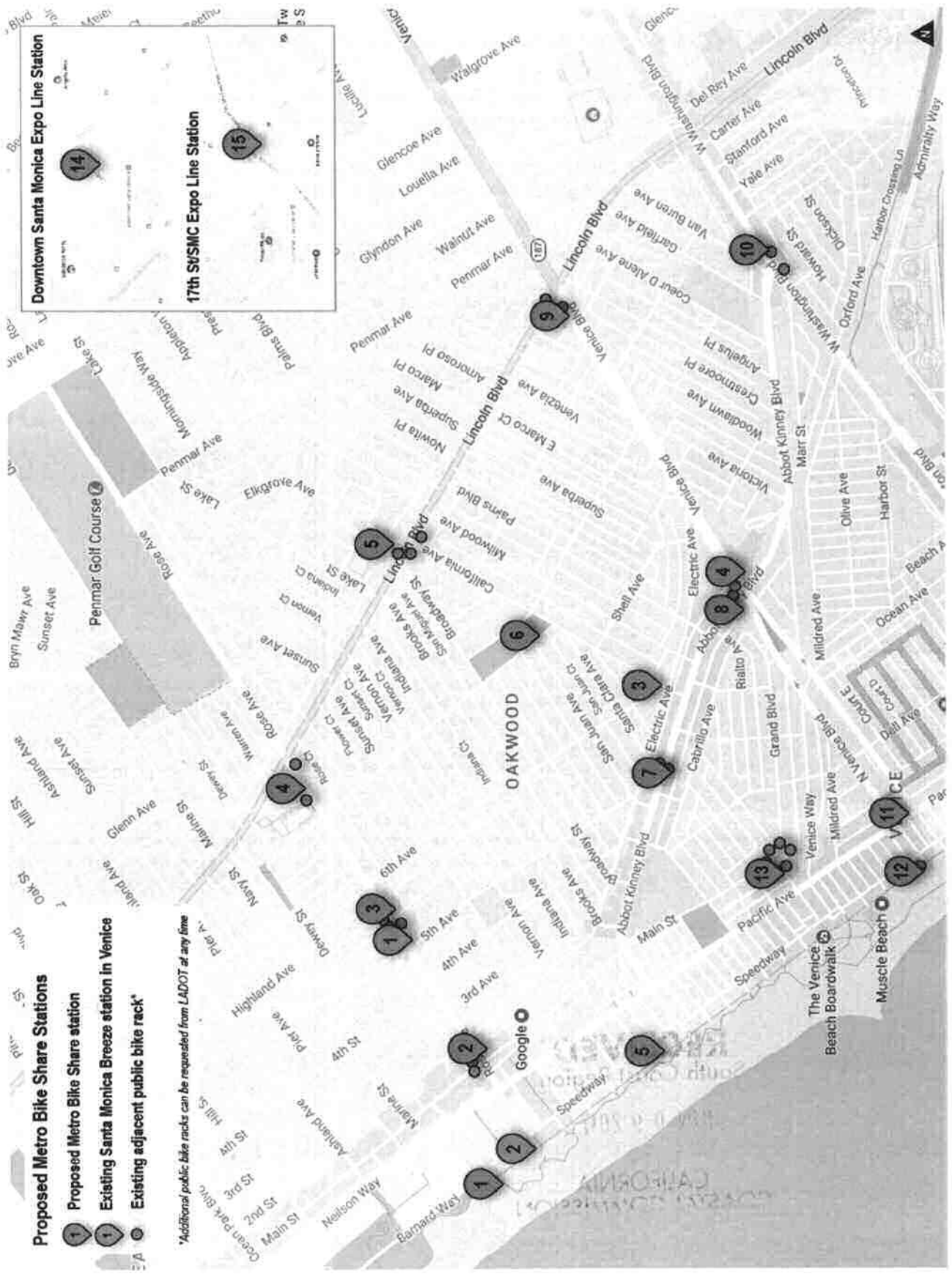
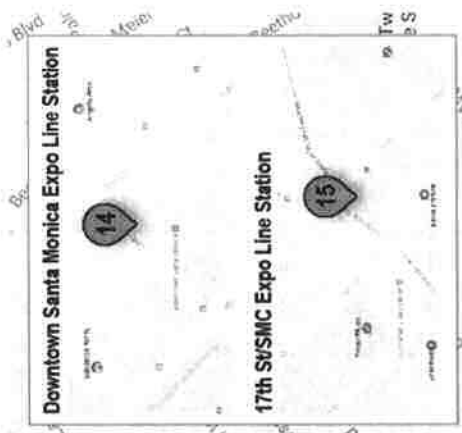


Proposed Metro Bike Share Stations

- 1 Proposed Metro Bike Share station
- 2 Existing Santa Monica Breeze station in Venice
- 3 Existing adjacent public bike rack*

*Additional public bike racks can be requested from LADOT at any time



4. See **Appendix C** on the previous pages for a list of names and addresses for which stamped envelopes addressed to each property owner and occupant of property situated within 100 feet of the property lines of the proposed stations can be distributed. The envelopes can be plain, regular business size, and can include first class postage on each.
5. There has been great interest from many in the Venice community in the launching of a bike share system. Public outreach in partnership with Los Angeles Council District 11 and Metro has been ongoing and is proposed for continuation through launch. The City of Los Angeles has not received inquiries or requests to be notified in regard to approval of specific station locations. The City has consulted with residential and business groups and will continue to be in communication with these groups prior to and after the system launch and will adjust station sites as necessary to address concerns and conflicts.
6. System map for all proposed Metro Bike Share stations in Venice and at Metro Expo Line stations:

RECEIVED
South Coast Region

JUN 09 2017

CALIFORNIA
COASTAL COMMISSION

5-17-0500

7. Siting forms for each proposed station:

RECEIVED
South Coast Region

JUN 09 2017

CALIFORNIA
COASTAL COMMISSION

5-17-0500

8. N/A
9. The provision of bike share stations consisting of racks and kiosks is Categorical Exempt from CEQA, pursuant to Section 15303 (New Construction or Conversion of Small Structures).
10. N/A
11. N/A

Additional Information

Efforts to Minimize Vehicle Parking Loss

As previously noted, LADOT's original application submit to the City of Los Angeles for local approval included several additional stations. However, in an effort to minimize parking loss in the coastal zone as much as possible, this program was scaled back and includes fewer proposed stations. Based on observations in other communities, this application includes the minimum number of stations (15 stations) that the City of Los Angeles and Metro have determined is necessary to include in a successful bike share program in a community the size of Venice. Without a critical number of stations that provide access to key destinations and services, bike share programs do not adequately serve potential users and thus do not attract high enough ridership numbers to sustain themselves.

Through multiple site visits in which staff walked corridors that include key destinations as well as suggestions received through the public input process (see "Public Outreach" for details), the City of Los Angeles and Metro were able to incorporate eight stations into the 15 station bike share program that do not eliminate any vehicle parking stalls and have a gain of 155 bicycle parking spaces. Below is a summary of these stations.

Station 1: Beach Bike Path / Navy St



This station will be placed on an underutilized piece of concrete adjacent to the beach bike path. The location is critical to the bike share network as it is the gateway to the Venice Beach Boardwalk and is one of few locations available along the beach that can be accessed by a service van to rebalance bicycles when a station is too full or too empty. Because the City of Los Angeles and Metro were able to find a location for this station off-street, it maintains existing vehicle parking close to the beach. In addition, this location serves the destinations near the existing Santa Monica Breeze station at Ocean Front Walk and Rose Ave, thus provides the opportunity to co-locate the two systems. See “Regional Bike Share Integration” for more details about co-location of stations in the two systems.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 21 racks

Net Parking Gain: 21 spaces

Station 2: Rose Ave at Main St



The location is critical to the bike share network as it is the intersection of two of the most popular bicycling routes in Venice, it provides access to shops, restaurants, and multi-family housing on both Rose Ave and Main St, it is located outside of Google headquarters providing a mobility option to one of the largest employers in Venice, and is located adjacent to bus stops for a Big Blue Bus route providing first/last mile connections and regional mobility options.

This station will replace three metered parking stalls on the south side of Rose Ave as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately seven to nine feet wide, which does not provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements. Sidewalks in the area also have obstructions including street trees, parking meters, utility poles, and light posts that do not provide the continuous length needed for an off-street station. In addition, there are no nearby plazas or parks that could accommodate the station. Staff reviewed locations further down on Main St and on Rose Ave where there is not metered parking and thus the potential to reduce vehicle parking loss because non-metered stalls are shorter, but determined that putting a station farther outside of this intersection would in turn necessitate two stations in order to accommodate demand on both Rose Ave and Main St and thus result in additional vehicle parking removal. A station at the intersection of Rose Ave and Main St will best balance demand and minimize vehicle parking loss.

Therefore, three metered parking stalls are needed for this station. While three vehicle parking stalls will be removed, 21 bicycle racks will be added for a net gain of 18 parking spaces.

Vehicle Parking Removal: 3 stalls

Bicycle Parking Added: 21 racks

Net Parking Gain: 18 spaces

Station 3: Rose Ave at Rennie Ave



The location is critical to the bike share network as it provides access to shops, restaurants, and multi-family housing on Rose Ave, is located less than 1/4 mile from the Venice Skills Center which is a large employer in Venice with local and regional patrons, and is located on one of the most popular bicycling corridors in Venice. In addition, this location serves the destinations near the existing Santa Monica Breeze station at Rose Ave and Rennie Ave, thus provides the opportunity to co-locate the two systems. See "Regional Bike Share Integration" for more details about co-location of stations in the two systems.

This station will replace two non-metered parking stalls on the south side of Rose Ave as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately seven to nine feet wide, which does not provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements. There is one block of Rose Ave between 5th Ave and Rennie Ave where the sidewalk is wide enough to install a station, but because of the placement of street trees along the sidewalk it does not provide the continuous length needed for an off-street station. The Santa Monica Breeze station equipment was able to be divided into two smaller stations between street trees to take advantage of this wide sidewalk because the technology to check-out bicycles is located on the bikes themselves not the parking dock. This same opportunity is not available for the Metro Bike Share stations as the technology is on the dock and thus it cannot be divided into smaller stations while still functioning as one station. See "Regional Bike Share Integration" for more information about the two systems.

Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 22 bicycle racks will be added for a net gain of 20 parking spaces.

Vehicle Parking Removal: 2 stalls
Bicycle Parking Added: 22 racks
Net Parking Gain: 20 spaces

Station 4: Rose Ave at 7th Ave



The location is critical to the bike share network as it provides access to grocery stores (this station was one of the most frequently requested stations in the public input process because its proximity to Whole Foods) and commercial services on Rose Ave and on Lincoln Blvd, it provides access to multi-family housing on Rose Ave, is located on one of the most popular bicycling corridors in Venice, and is located adjacent to bus stops for a Big Blue Bus route providing first/last mile connections and regional mobility options. In addition, Lincoln Blvd is a State Highway and because Caltrans does not allow structures to be placed in the roadway on State Highways, this station also provides access to key destinations on Lincoln Blvd.

This station will replace two non-metered parking stalls on the south side of Rose Ave as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately seven to nine feet wide, which does not provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements. Sidewalks in the area also have obstructions including driveways, street trees, utility poles, newspaper stands, and light posts that do not provide the continuous length needed for an off-street station. In addition, there are no nearby

or parks that could accommodate the station. Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 22 bicycle racks will be added for a net gain of 20 parking spaces.

- Vehicle Parking Removal:** 2 stalls
- Bicycle Parking Added:** 22 racks
- Net Parking Gain:** 20 space

Station 5: California Ave at Lincoln Blvd



This station will be placed on an existing wide sidewalk on California Ave that can accommodate a bike share station while maintaining a free and clear path of travel for pedestrians per ADA requirements. The location is critical to the bike share network as it provides access to grocery stores, shopping, and multi-family housing and is located adjacent to bus stops for two Big Blue Bus routes, providing first/last mile connections and regional mobility options. Because the City of Los Angeles and Metro were able to find a location for this station off-street on a wide sidewalk and because Lincoln Blvd is a State Highway (Caltrans does not allow structures to be placed in the roadway on State Highways), this station also provides access to key destinations on Lincoln Blvd without the need to remove vehicle parking on side streets.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 30 racks

Net Parking Gain: 30 spaces

Station 6: 7th Ave at California Ave



The location is critical to the bike share network as it provides access to the Oakwood Recreation Center, it provides a mobility option to the surrounding residential neighborhood which has a larger proportion of low-income families as compared to other portions of Venice, and is located near bus stops for a Big Blue Bus route providing first/last mile connections and regional mobility options. Without this station there would be a large gap in the bike share network, significantly reducing access to the system and limiting potential ridership of people who live in Venice.

This station will replace two non-metered parking stalls on the east side of 7th Ave as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately five to ten feet wide, which does not provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements. Sidewalks in the area also have obstructions including street trees and light posts that do not provide the continuous length needed for an off-street station. In addition, there are no nearby plazas or parks open to the public 24/7 that could accommodate the station. While this station provides slightly fewer bike parking racks compared to others of its size because it is located midblock and thus requires buffer space from parked cars on two sides, placing it at the entrance of the Oakwood Recreation Center as opposed to an intersection will greatly increase user convenience.

Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 15 bicycle racks will be added for a net gain of 13 parking spaces.

Vehicle Parking Removal: 2 stalls

Bicycle Parking Added: 15 racks

Net Parking Gain: 13 spaces

Station 7: Abbot Kinney Blvd at Cadiz Ct



This station will be placed on-street on Abbot Kinney Blvd in a vacated bus stop, which includes a long piece of red curb at the intersection from when Big Blue Bus previously stopped here. As part of regular service changes to provide more efficient routes and stops that are more convenient to riders, this bus stop was relocated when the bus route was modified. Because the City of Los Angeles and Metro were able to find a location for this station in existing red curb, this provides an opportunity to install a bike share station on Abbot Kinney Blvd without the need to remove vehicle parking on this increasingly popular corridor. This station is critical to the bike share network as it provides access to shops and restaurants on the northern half of Abbot Kinney Blvd, one of the most popular commercial districts on the Westside.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 20 racks

Net Parking Gain: 20 spaces

Station 8: Venice Blvd at Abbot Kinney Blvd



This station will be placed off-street on Venice Blvd. The City of Los Angeles is in the process of finalizing an agreement with the adjacent property owner for an easement that would provide the necessary space for a bike share station, therefore not requiring vehicle parking loss to accommodate a station at this intersection. This station is critical to the bike share network as it provides access to shops and restaurants on the southern half of Abbot Kinney Blvd, one of the most popular commercial districts on the Westside, and is located adjacent to bus stops for two Metro routes, providing first/last mile connections and regional mobility options. In addition, this location serves the destinations near the existing Santa Monica Breeze station at Venice Blvd and Abbot Kinney Blvd, thus provides the opportunity to co-locate the two systems. See “Regional Bike Share Integration” for more details about co-location of stations in the two systems.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 13 racks

Net Parking Gain: 13 spaces

Station 9: Venice Blvd at Lincoln Blvd



The location is critical to the bike share network as it is at the intersection of four heavily traveled Metro and Big Blue Bus routes on Venice Blvd and Lincoln Blvd providing first/last mile connections and regional mobility options, it provides access to the Venice Boys and Girls Club, and it provides access to multi family housing on Venice Blvd. In addition, Lincoln Blvd is a State Highway and because Caltrans does not allow structures to be placed in the roadway on State Highways, this station also provides access to key destinations on Lincoln Blvd.

This station will replace two non-metered parking stalls on the north side of Venice Blvd as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately eight to twelve feet wide station while maintaining a free and clear path of travel for pedestrians per ADA requirements, the presence of obstructions including street trees, driveways, and a recently installed memorial structure means this sidewalk does not provide the continuous length needed for an off-street station. While this station provides slightly fewer bike parking racks compared to others of its size because extra buffer space is needed adjacent to a bus stop for a large articulated bus, placing it at the intersection of four heavily traveled bus routes will greatly increase user convenience and the ability to provide first/last mile connections. If it were placed on Venice Blvd farther away from Lincoln Blvd it would not provide a first/last mile connection for bus riders on Lincoln Blvd.

Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 13 bicycle racks will be added for a net gain of 11 parking spaces.

Vehicle Parking Removal: 2 stalls

Bicycle Parking Added: 13 racks

Net Parking Gain: 11 spaces

Station 10: Washington Blvd at Abbot Kinney Blvd



The location is critical to the bike share network as it provides access to restaurants, hotels, and commercial services on Washington Blvd, provides access to multi-family housing, is located on one of the most popular bicycling corridors in Venice, and is located adjacent to bus stops for a Culver City Bus route providing first/last mile connections and regional mobility options. In addition, it is located adjacent to Marina del Rey, which is starting to plan for the installation of Metro Bike Share stations, and thus will effectively expand the bike share reach of both communities.

This station will replace two non-metered parking stalls on the south side of Washington Blvd as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately five to twelve feet wide. While twelve-foot sidewalks do provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements, the presence of obstructions including street trees, driveways, and utility poles means this sidewalk does not provide the continuous length needed for an off-street station. In addition, there are no nearby plazas or parks within the City of Los Angeles that could accommodate the station.

Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 16 bicycle racks will be added for a net gain of 14 parking spaces

Vehicle Parking Removal: 2 stalls

Bicycle Parking Added: 16 racks

Net Parking Gain: 14 space

Station 11: Pacific Ave at N Venice Blvd



This station will be placed in an existing oversized red curb area on Pacific Ave that currently only serves as a bus stop. The station can be placed at the north end of the red curb while preserving enough space for the bus to pull over. This station is critical to the bike share network as it provides access to restaurants on N Venice Blvd, is located adjacent to bus stops for a Culver City Bus route, providing first/last mile connections and regional mobility options, and adds extra bike share capacity at the beach without the need to remove vehicle parking. Because the City of Los Angeles and Metro were able to find a location for this station in an existing oversized red curb area, it maintains existing vehicle parking close to the beach.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 20 racks

Net Parking Gain: 20 spaces

Station 12: Ocean Front Walk at N Venice Blvd



This station will be placed on an existing grass area just off of Ocean Front Walk. The location is critical to the bike share network as it is one of the most popular locations to access the Venice Beach Boardwalk including nearby Muscle Beach and is one of few locations available along the beach that can be accessed by a service van to rebalance bicycles when a station is too full or too empty. Because the City of Los Angeles and Metro were able to find a location for this station off-street, it maintains existing vehicle parking close to the beach.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 15 racks

Net Parking Gain: 15 spaces

Station 13: Windward Ave at Main St



The location is critical to the bike share network as it is located at the Venice transit hub in Windward Circle, which has bus stops for two Metro routes, one Big Blue Bus route, and one Culver City Bus route, providing first/last mile connections and regional mobility options. In addition, it is located at one of the most highly visited intersections by people based both locally and regionally as home to the Venice sign, Windward Plaza, and countless shops and restaurants, and is located at the intersection of bikeways on Main St, Windward Ave, and Grand Blvd.

This station will replace three metered parking stalls on the north side of Windward Ave as there is not a location within the vicinity that would not require vehicle parking removal. Adjacent sidewalks in the station area are approximately 10 feet wide, which does not provide enough width for a station while maintaining a free and clear path of travel for pedestrians per ADA requirements. Sidewalks in the area also have obstructions including street trees, parking meters, utility poles, and light posts that do not provide the continuous length needed for an off-street station. In addition, a station could not be placed in Windward Plaza at the western terminus of Windward Ave as it is an emergency access point nor could it be placed farther into Windward Plaza as it could not be accessed by a service van to rebalance bicycles when the station is too full or too empty. Staff reviewed locations on adjacent streets where there is not metered parking and thus the potential to reduce vehicle parking loss because non-metered stalls are shorter, but determined that putting a station farther outside of this intersection would either not adequately provide access to the transit hub or would not adequately provide access to the beach, necessitating two stations rather than one and additional vehicle parking loss. A station at the intersection of Windward Ave and Main St will best balance demand and minimize vehicle parking loss.

Therefore, three metered parking stalls are needed for this station. While three vehicle parking stalls will be removed, 22 bicycle racks will be added for a net gain of 19 parking spaces.

Vehicle Parking Removal: 3 stalls
Bicycle Parking Added: 22 racks
Net Parking Gain: 19 spaces

Station 14: Downtown Santa Monica Expo Line Station



This station will be placed adjacent to the sidewalk at the Downtown Santa Monica Expo Line Station, a light rail train line that provides regional transit access between Downtown Los Angeles and Downtown Santa Monica. This location is critical to the bike share network because it will provide west Venice residents and visitors alike a way to get to and from the train station without a car, thus reducing traffic and parking impacts in the region. Because the City of Los Angeles and Metro were able to find a location for this station off-street, it maintains existing vehicle parking close to the beach. The existing bike racks will be redistributed throughout the station area.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 17 racks

Net Parking Gain: 17 spaces

Station 15: 17th St/SMC Expo Line Station:



This station will be placed adjacent to the sidewalk at the 17th St/SMC Expo Line Station, a light rail train line that provides regional transit access between Downtown Los Angeles and Downtown Santa Monica. This location is critical to the bike share network because it will provide east Venice residents and visitors alike a way to get to and from the train station without a car, thus reducing traffic and parking impacts in the region. Because the City of Los Angeles and Metro were able to find a location for this station off-street, it does not require the removal of vehicle parking.

Vehicle Parking Removal: 0 stalls

Bicycle Parking Added: 19 racks

Net Parking Gain: 19 spaces

As part of the effort to minimize vehicle parking loss during the installation of Metro Bike Share stations, the City of Los Angeles has also identified several vacated bus stops where vehicle parking can be restored when bike share stations are installed. As mentioned earlier in this application with relation to the station at Abbot Kinney Blvd and Cadiz Ct, as part of regular service changes to provide more efficient routes and stops that are more convenient to riders, bus stops are sometimes relocated when the bus route is modified. The intersections of Westminster Ave at Abbot Kinney Blvd and Riviera Ave at Windward Ave no longer host bus stops after the route modification and thus the red curb can be removed to add an additional 8 parking stalls. This would reduce the number of parking stalls removed as part of this application to 8, while adding 286 bike parking spaces.

In addition, the City of Los Angeles has started discussions regarding a comprehensive study of existing red curb and parking restrictions to determine if there are opportunities to add more vehicle parking apart from vacated bus stops. While this project would be a large undertaking and thus would not be completed by the time of bike share installation, it could potentially provide an increase in vehicle parking supply in the future and complement the efforts already completed to minimize parking impacts as a result of this important mobility project.

Public Outreach

Awareness of the availability of bike share throughout Venice is critical to its success and to its contribution toward reaching the regional goals for reducing VMT, traffic congestion, carbon emissions, and parking demand. As an active transit system designed to serve the community, the bike share system is a public project and a community asset.

The City of Los Angeles in collaboration with Metro has been conducting extensive outreach regarding the bike share system. In December 2016 Metro opened an online crowdsourcing map for approximately one month to solicit community suggestions for where bike share stations should be located. The link to this map was distributed to approximately 15 business and community groups; was promoted online via social media, email blasts, and newsletters; and was discussed in person at 7 community meetings. Neighborhood meeting agendas and communications with groups regarding scheduling are as follows. Station suggestions were also accepted via email, phone, and in person.

Metro and the City of Los Angeles reviewed the approximately 300 comments received based on a set of engineering criteria to determine the feasibility of suggestions. In February 2017 Metro opened a second online crowdsourcing map for approximately one month to solicit input on a subset of community-suggested stations determined to be feasible from an engineering perspective. The link to this map was distributed to approximately 15 business and community groups and was promoted online via social media, email blasts, and newsletters. Comments were also accepted via email, phone, and in person.

After a detailed review of comments, Metro and the City of Los Angeles identified the proposed stations shown in this application. The City of Los Angeles attempted to contact in person each property directly in front of a proposed station to discuss the Metro Bike Share program and station placement, as well as to answer questions prior to fulfillment of noticing requirements. In addition, the City of Los Angeles to date has presented the proposed stations in person to 6 community organizations for review and comment. Neighborhood meeting agendas and communications (when available) with groups regarding scheduling are as follows.

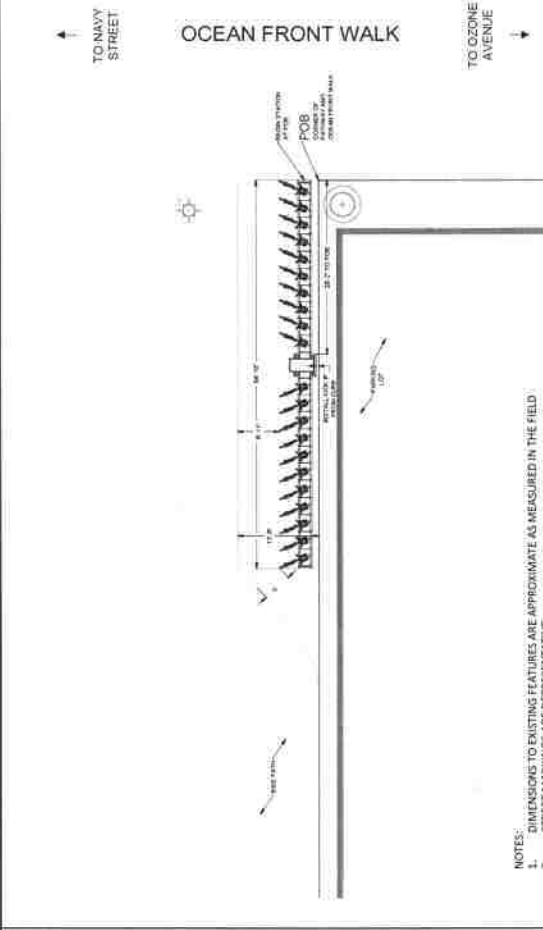
Metro and the City of Los Angeles have also started to educate the Venice community about how to use the Metro Bike Share system. Metro created two temporary bike share stations at the March 2017 CicLAvia – Venice to Culver City event, allowing event participants to test ride the bikes, learn how to check out and park the bikes, and better understand why bike share is a valuable piece the network of mobility options in Los Angeles County.

In addition to attending several local events in the coming months to continue outreach about Metro Bike Share, this summer after the system launches Metro plans to attend several additional large scale community events to educate as many potential users as possible. Attending extremely popular summer events that draw both a local and regional crowd, such as Abbot Kinney Festival, will allow Metro to interact with a broad captive audience of potential bike share users.

#1

LEGEND

- POINT OF BEGINNING
- POB
- CURB
- STRIPING
- TREE
- LAMPPOST
- WALL
- SAND



- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.
 3. ACCUMULATED SAND TO BE CLEARED FROM PATHWAY PRIOR TO INSTALLATION.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING
1" = 50'



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

STATION NAME & ADDRESS
OCEAN FRONT WALK
AND NAVY STREET
136 - 188 OCEAN FRONT WALK

STATION NUMBER
19A

SHEET NUMBER
1

RECEIVED
South Coast Region

JUN 09 2017

5-17-0500

CALIFORNIA
COASTAL COMMISSION

PREPARED BY: _____
CHECKED BY: _____
VERSION: _____
DATE: _____
PROJECT: _____



LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION: PATH OFF OF THE WEST SIDE OF OCEAN FRONT WALK SOUTH OF NAVY STREET
SITE COORDINATES: 519096, -11848183
STATION TYPE: SOLAR
PORT OF ORIGIN: SOLAR
STATION CONFIGURATION: 21 LOCK STAKES @ 18" ON WITH ANGELED DOGS
STATION DIMENSIONS: 10' WIDE
ADDITIONAL NOTES: ACCUMULATED SAND TO BE CLEARED FROM PATHWAY PRIOR TO INSTALLATION

#2

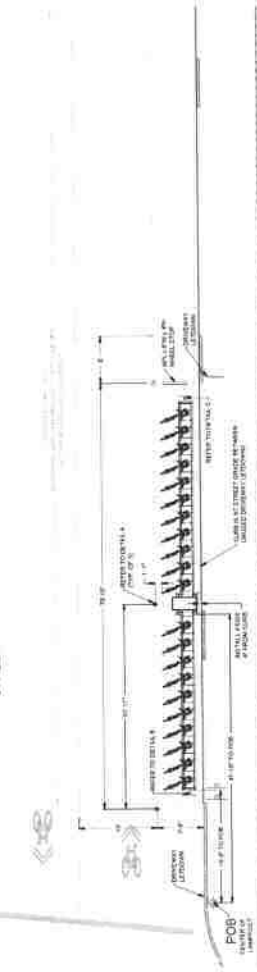
LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- STRIPING
- SHARED LANE MARKING
- SIGN
- LAMPPOST
- FENCE

TO HAMPTON DRIVE →

ROSE AVENUE

← TO MAIN STREET



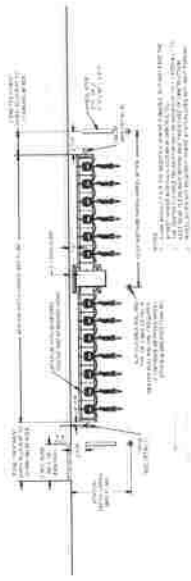
- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. DIMENSIONS TO NEW FEATURES ARE REPRESENTATIVE.
 3. ADJUST TO REMOVE 3 METERED PARKING SPACES (STALLS #241, 242, 243), PARKING STALLS, AND ADJUST PARKING SIGNAGE.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



TYPICAL STATION LAYOUT
IN PARKING LANE
1"=8'



DETAIL A
K-71 FLEXIBLE
BOLLARD
N.T.S.



DETAIL B
OM-3R
N.T.S.



DETAIL C
OM-3L
N.T.S.

LA METRO BIKE SHARE
CITY OF LOS ANGELES

STATION NAME & ADDRESS
ROSE AVENUE & MAIN STREET
201-220 NORTH AVENUE

STATION NUMBER
15A

SHEET NUMBER
1

PREPARED BY	EN
CHECKED BY	AW
VERIFIED BY	SC
DATE	DELIVERY



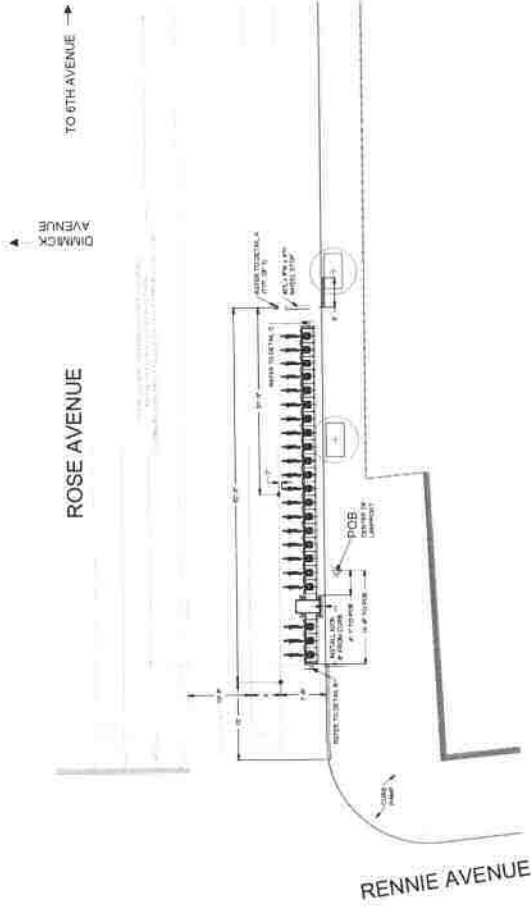
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY _____
DATE _____

#3

LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- RED CURB (PROPOSED)
- STRIPING
- DIRECTION OF TRAVEL
- TREE & TREE PIT
- SIGN
- LAMPPOST
- BUILDING
- FENCE



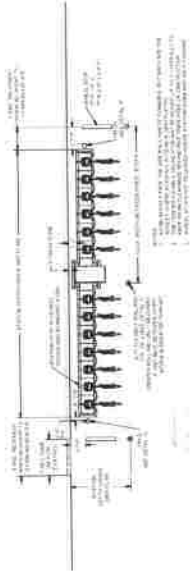
- NOTES:
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.
 3. LADDT TO ADD RED CURB AND WHEEL STOP.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'

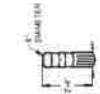


**TYPICAL STATION LAYOUT
IN PARKING LANE**

DETAIL A
K-71 FLEXIBLE
BOLLARD
N.T.S.

DETAIL B
OM-3R
N.T.S.

DETAIL C
OM-3L
N.T.S.



1. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
2. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
3. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
4. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
5. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
6. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
7. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
8. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
9. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.
10. SEE SHEET 14C FOR STATION LAYOUT WITH BIKE RACKS AND BOLLARDS.

LOCATION:
SOUTHEAST SIDE OF ROSE AVENUE
NORTHEAST OF RENNIE AVENUE

SITE COORDINATES:
STATION TYPE: BOLLARD
ON STREET: 115-4720N

POWER BOLLARD:
STATION CONFIGURATION: 22 BOLLARD STAKES STATION WITH 10 DEGREE COOKS

PROPERTY OWNER:
LADDT

ADDITIONAL NOTES:
LADDT TO ADD RED CURB AND WHEEL STOP

STATION NAME & ADDRESS:
ROSE AVENUE AT
RENNE AVENUE
144 ROSE AVENUE

STATION NUMBER:
14C

SHEET NUMBER:
1

APPROVED BY: _____
DATE: _____

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

Toole Design Group

PREPARED BY: _____
CHECKED BY: _____
VERSION: 001
DATE: 04/20/2017

0 5 10 20 30 40

LA METRO BIKE SHARE
CITY OF LOS ANGELES

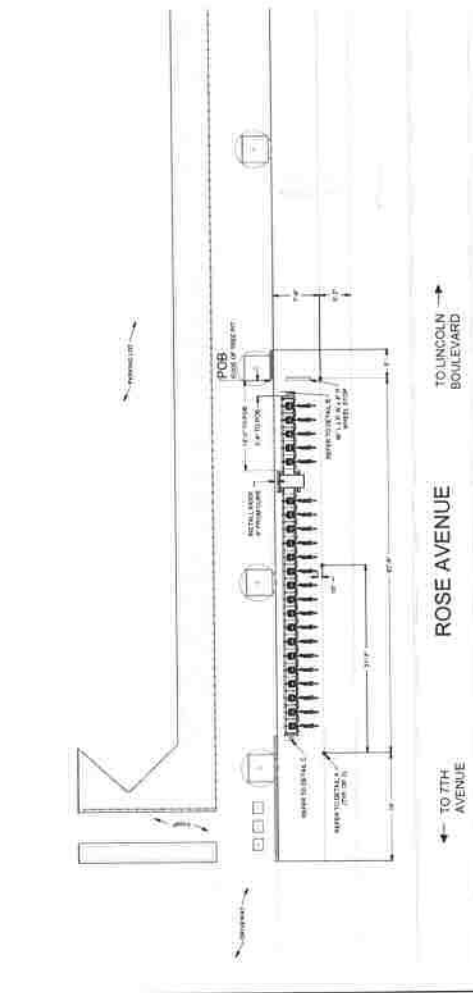
0 5 10 20 30 40

LA METRO BIKE SHARE
CITY OF LOS ANGELES

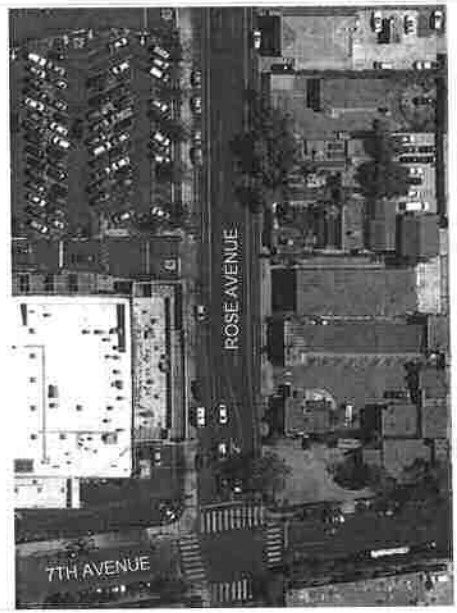
#4

LEGEND

- POB
- CURB
- RED CURB (EXISTING)
- RED CURB (PROPOSED)
- STRIPING
- DIRECTION OF TRAVEL
- TREE & TREE PIT
- NEWSPAPER BOX
- PLANTER
- FENCE

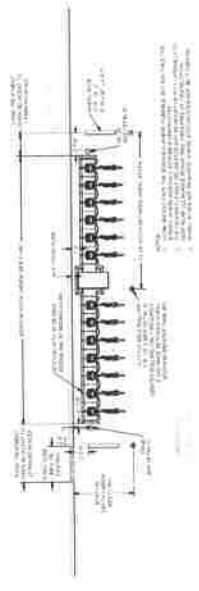


NOTE:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.
 3. LADDT TO ADD RED CURB.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING
 1"=50'



TYPICAL STATION LAYOUT
 IN PARKING LANE
 1"=50'

- DETAIL A K-71 FLEXIBLE BOLLARD N.T.S.
- DETAIL B OM-3R N.T.S.
- DETAIL C OM-3L N.T.S.



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NUMBER
13A

STATION NAME & ADDRESS
ROSE AVENUE & 7TH AVENUE
 113 - 190 ROSE AVENUE

LOCATION
 NORTH SIDE OF ROSE AVENUE
 EAST OF 7TH AVENUE
 14 CORNER - 118' ASHBY
 ON STREET
 BOLLARD
 STATION CONFIGURATION 22 BODAS STANDARD STATION WITH W/ DECORATIVE DOORS
 WORK PAGES 8/26/2014
 PROPERTY OWNER LADDT
 ADDITIONAL NOTES LADDT TO ADD RED CURB

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

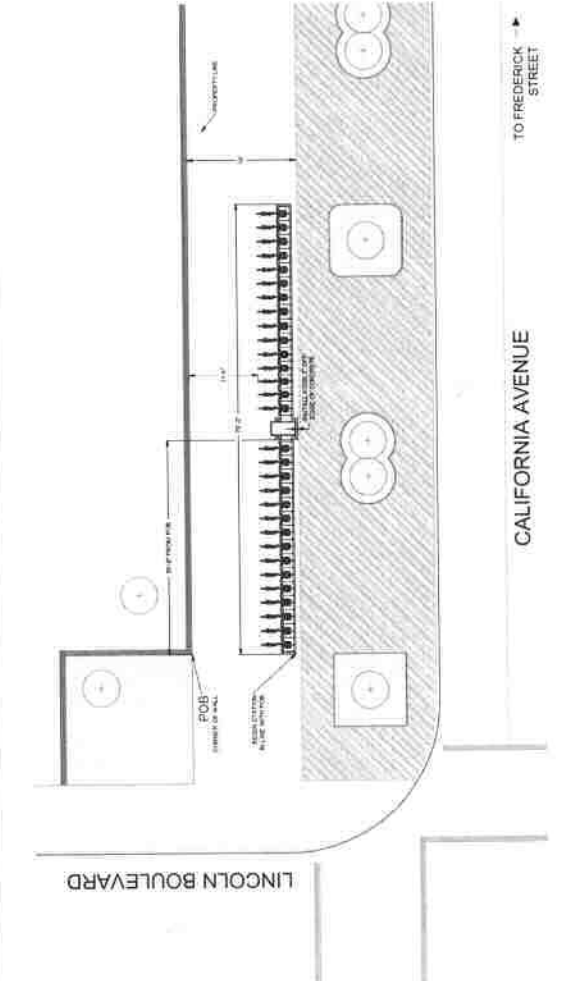


PREPARED: GA
 CHECKED: AM
 VERSION: 01
 DATE: 08/09/2017

#5

LEGEND

POB	POINT OF BEGINNING
—	CURB
→	DIRECTION OF TRAVEL
—	TURN LANE
—	PLANTER
▨	GRASS
○	TREE
—	WALL



NOTES:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING
 1"=50'



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NUMBER
12A

STATION NAME & ADDRESS
CALIFORNIA AVENUE AND LINCOLN BOULEVARD
 1001 - 1188 CALIFORNIA AVENUE

SHEET NUMBER
1

LOCATION: NORTHWEST CORNER OF CALIFORNIA AVENUE, NORTHEAST CORNER OF LINCOLN BOULEVARD
 SITE COORDINATES: 3188071, -11818114
 STATION TYPE: SIDEWALK
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 20 DOCK STANDING BIKES WITH 16 SECURE DOCKS
 ASSESSOR: BOEHLER
 PREPARED BY: BOEHLER
 ADDITIONAL NOTES: 14007

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

PREPARED BY: ENVOSS
 CHECKED BY: AN
 REVISION: 001
 DATE: 04/29/07



#6

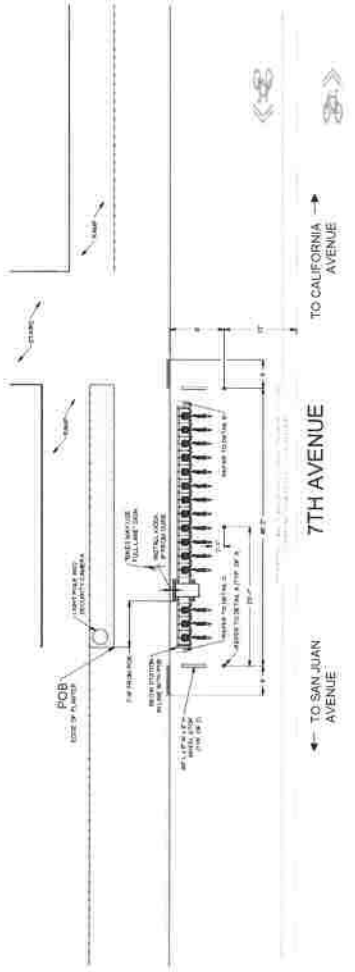
LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (NEW)
- STRIPING
- SHARED LANE MARKING
- SIGN
- FENCE
- PLANTER

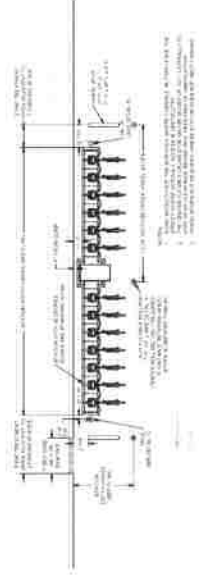


INSET FOR CONTEXT ONLY. NOT FOR CONSTRUCTION.

CONTEXT DRAWING
1" = 50'



- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.
 3. LADDOT TO ADD RED CURB.



TYPICAL STATION LAYOUT
IN PARKING LANE
1" = 8'

- DETAIL A
K-71 FLEXIBLE BOLLARD
N.T.S.
- DETAIL B
OM-3R
N.T.S.
- DETAIL C
OM-3L
N.T.S.

PREPARED	EMOS
CHECKED	AF
VERSION	002
DATE	08/20/2017



LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION
EAST SIDE OF 7TH AVENUE
NORTH OF CALIFORNIA AVENUE

SITE COORDINATES
30 BARBARA - 1718 - 02-00-00

STATION TYPE
POLAR

POWER SOURCE
POLAR

STATION CONFIGURATION
12 DOCK STATION WITH 60 DOCKETS

NOISE FENCE
NONE

PROPERTY OWNER
LADOT

ADDITIONAL NOTES
LADOT TO ADD RED CURB



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

STATION NAME & ADDRESS
7TH AVENUE AND CALIFORNIA AVENUE
1200 - 1272 7TH AVENUE

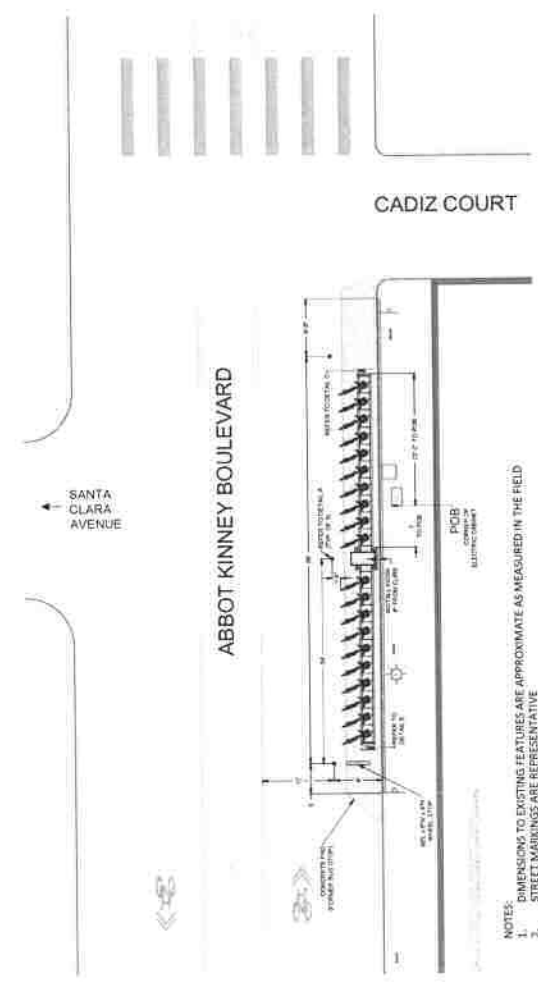
STATION NUMBER
18A

SHEET NUMBER
1

#7

LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- STRIPING
- TURN LANE
- SHARED LANE MARKING
- TREE & TREE PIT
- SIGN
- LAMPPOST
- TRASH (MOVEABLE)
- ELECTRIC CABINET
- BIKE RACK
- BUILDING
- CONCRETE FORMER BUS PAD



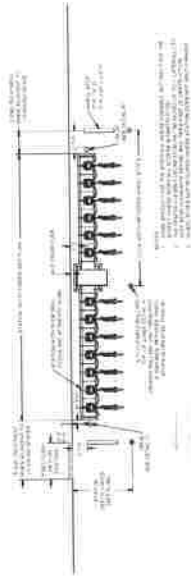
NOTES:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. STREET MARKINGS ARE REPRESENTATIVE
 3. LAYOUT TO ADD WHEEL STOP



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



TYPICAL STATION LAYOUT
 IN PARKING LANE
 1"=8'



DETAIL A
 K-71 FLEXIBLE
 BOLLARD
 N.T.S.



DETAIL B
 OM-3R
 N.T.S.



DETAIL C
 OM-3L
 N.T.S.



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NUMBER
4A

STATION NAME & ADDRESS
**ABBOTT KINNEY BOULEVARD
 AT CADIZ COURT**
 1774 - 1786 ABBOTT KINNEY BOULEVARD

SHEET NUMBER
1

LOCATION: SOUTH SIDE OF ABBOTT KINNEY BOULEVARD, WEST OF CADIZ COURT
 SITE COORDINATES: 32° 11' 14.2" N, 118° 48' 50.1" W
 STATION TYPE: ONE STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 20 DOCK STATION WITH ANGLED DOCKS
 HOOR FACES: SIDEWALK
 PROPERTY OWNER: LADOT
 ADDITIONAL NOTES: LADOT TO ADD WHEEL STOP

LA METRO BIKE SHARE
 CITY OF LOS ANGELES



PREPARED BY: _____
 CHECKED BY: _____
 VERSION: 01
 DATE: 04/26/2017

#8

LEGEND

POB POINT OF BEGINNING

CURB

DIRECTION OF TRAVEL

TREE & TREE PIT

SIGN

LAMPOST

BENCH

FENCE

GRAVEL

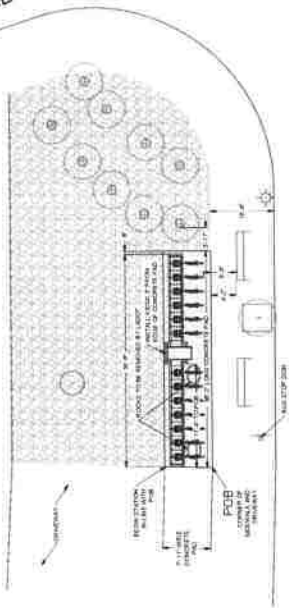
UTILITY COVER (WATER)

ROCK

TREE AND TREE TRUNK

CONCRETE PAD

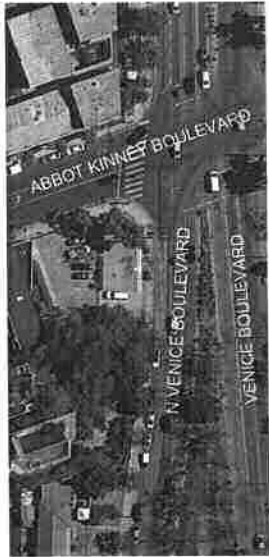
ABBOT KINNEY BOULEVARD



N VENICE BOULEVARD

← TO GRAND BOULEVARD

- NOTES:
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD. STREET MARKINGS ARE REPRESENTATIVE.
 2. LADDT TO REMOVE ROCKS AND INSTALL CONCRETE PAD PRIOR TO STATION INSTALL.
 - 3.



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



PREPARED BY: DV
 CHECKED BY: AV
 VERIFIED BY: GSC
 DATE: 04/20/11

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

LOCATION: NORTHWEST CORNER OF N VENICE BOULEVARD AND NORTHWEST CORNER OF ABBOT KINNEY BOULEVARD
 SITE COORDINATES: 38 588 074 N 118 422 000 E
 STATION TYPE: OFF STREET
 POWER SOURCE: BOLLAR
 STATION CONFIGURATION: 13 LOCK STATION WITH 90 DEGREE DOORS
 WORK FACES: BICYCLIST
 PROPERTY OWNER: LADDT
 ADDITIONAL NOTES: LADDT TO REMOVE ROCKS AND INSTALL CONCRETE PAD PRIOR TO STATION INSTALL

VENICE BOULEVARD AND ABBOT KINNEY BOULEVARD
 603 N VENICE BOULEVARD

STATION NAME & ADDRESS

1A

1

SHEET NUMBER



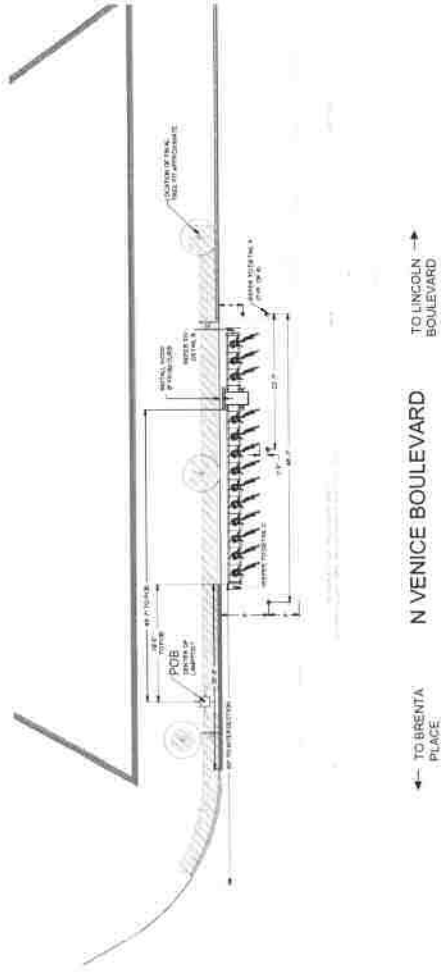
CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

#9

LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- RED CURB (PROPOSED)
- STRIPING
- DIRECTION OF TRAVEL
- GRASS
- TREE
- SIGN
- LAMPPOST
- BUILDING



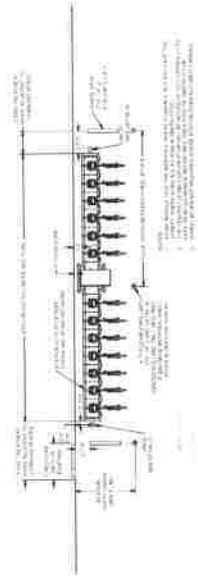
NOTES:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE FOR INFORMATION AND NOT TO BE CONSIDERED.
 3. LAYOUT TO ADJUST PARKING SIGNAGE AND RED CURB



ASBET FOR CONTEXT ONLY NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



TYPICAL STATION LAYOUT
 IN PARKING LANE
 1"=8'



DETAIL A
 K-71 FLEXIBLE
 BOLLARD
 N.T.S.



DETAIL B
 OM-3R
 N.T.S.



DETAIL C
 OM-3L
 N.T.S.



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NAME & ADDRESS
VENICE BOULEVARD & LINCOLN BOULEVARD
 855 VENICE BOULEVARD

STATION NUMBER
11A
 SHEET NUMBER
1

LOCATION
 HIGHWAY SIDE OF VENICE BOULEVARD
 SOUTHWEST CORNER OF LINCOLN BOULEVARD
 35 METERS (115 FEET) FROM STREET
 POWER SOURCE
 SOLAR
 STATION CONFIGURATION
 15 DOCK STAGNANT STATION WITH ANGLED DOORS
 ROWS/FACES
 SIDEWALK
 PROPERTY OWNER
 LADDT
 ADDITIONAL NOTES
 LADDT TO ADJUST PARKING SIGNAGE AND RED CURB

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

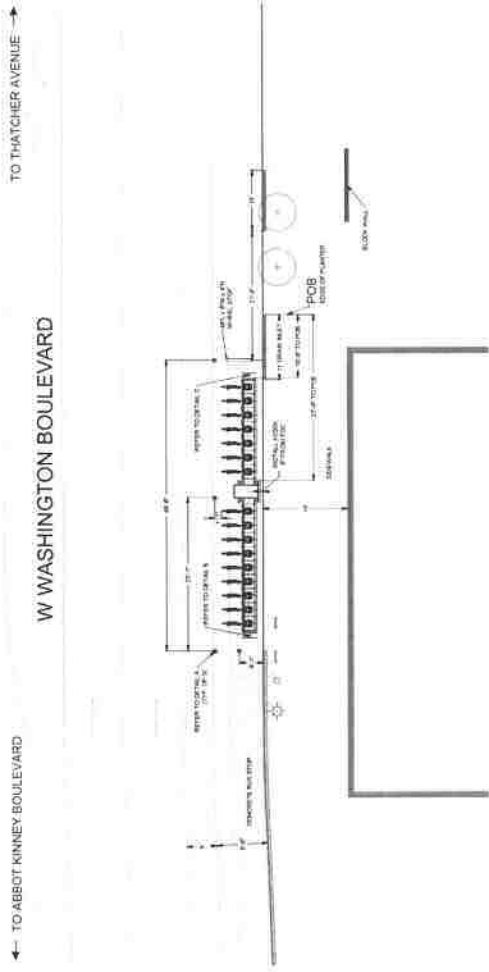


PREPARED BY: DM
 CHECKED BY: AV
 VERSION: 001
 DATE: JANU-2011

#10

LEGEND

- POB: POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- RED CURB (PROPOSED)
- STRIPING
- DIRECTION OF TRAVEL
- TREE & PLANTER
- LAMPPOST
- UTILITY POLE
- BIKE RACK
- BUILDING

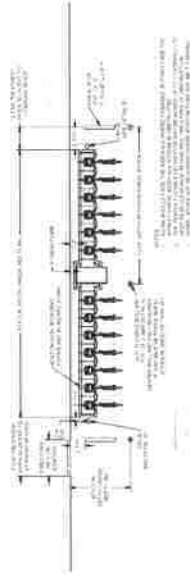


INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1" = 50'

- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.
 3. LADDT TO ADD WHEELSTOP AND RED CURB



**TYPICAL STATION LAYOUT
IN PARKING LANE**

1" = 8'



**DETAIL A
K-71 FLEXIBLE
BOLLARD**
N.T.S.



**DETAIL B
OM-3R**
N.T.S.



**DETAIL C
OM-3L**
N.T.S.

STATION NAME & ADDRESS

**WASHINGTON BOULEVARD AT
ABBOT KINNEY BOULEVARD**
2511 W WASHINGTON BOULEVARD

STATION NUMBER
9A

SHEET NUMBER
1

LOCATION: SOUTH SIDE OF WASHINGTON BOULEVARD, EAST OF ABBOT KINNEY BOULEVARD
SITE COORDINATES: 328384N, 118 451 48E
STATION TYPE: ONE-WAY
POWER SOURCE: SOLAR
STATION CONFIGURATION: 18 DOCK STATION WITH 18 EXPANDED DOCKS
POST-FACES: SUBSILVA
PROPERTY OWNER: LADDT
ADDITIONAL NOTES: LADDT TO ADD WHEELSTOP AND RED CURB

LA METRO BIKE SHARE
CITY OF LOS ANGELES



PREPARED BY: _____
CHECKED BY: _____
VERSION: 001
DATE: 4/27/2017



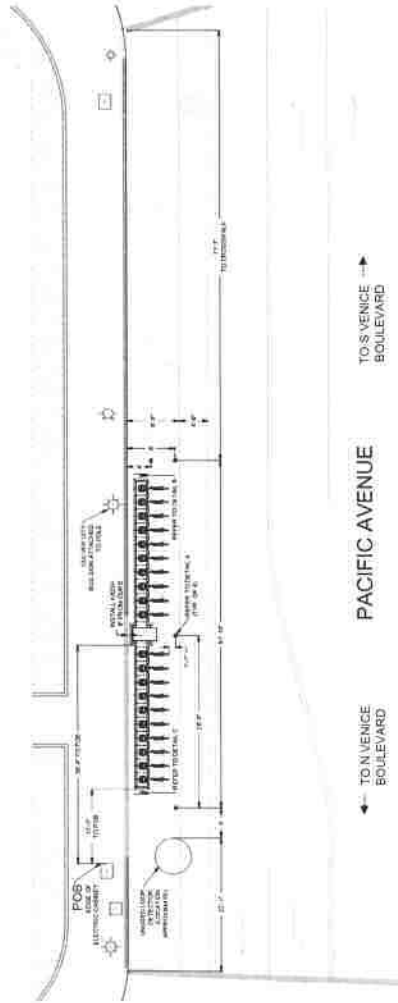
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

#11

LEGEND

- POB POINT OF BEGINNING
- CURB CURB
- RED CURB (EXISTING)
- WHITE CURB (EXISTING)
- STRIPING
- DIRECTION OF TRAVEL
- TURN LANE
- PLANTER
- LAMPPOST
- UTILITY POLE AND CONDUIT
- ELECTRIC CABINET
- TRASH (MOVEABLE)



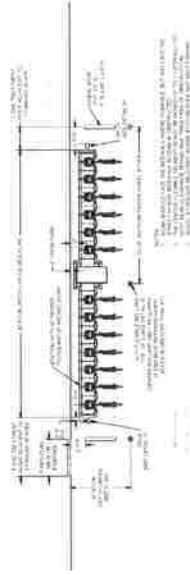
NOTES:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.



INSET FOR CONTEXT ONLY NOT FOR CONSTRUCTION

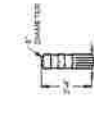
CONTEXT DRAWING

1"=50'



TYPICAL STATION LAYOUT
 IN PARKING LANE

1"=8'



DETAIL A
 K-71 FLEXIBLE BOLLARD
 N.T.S.



DETAIL B
 OM-3R
 N.T.S.



DETAIL C
 OM-3L
 N.T.S.

PREPARED BY: _____
 CHECKED BY: _____
 VERSION: 001
 DATE: 04/27/2017



LA METRO BIKE SHARE
 CITY OF LOS ANGELES

LOCATION: NORTHWEST SIDE OF PACIFIC AVENUE, SOUTHWEST OF N VENICE BOULEVARD
 SITE COORDINATES: 3248741, -118.48720
 STATION TYPE: ON STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 28 DOCK STANCHION STATION WITH 16 BICYCLE DOCKS
 MOBILITY: BICYCLE
 PROPERTY OWNER: SACIT
 ADDITIONAL NOTES:



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

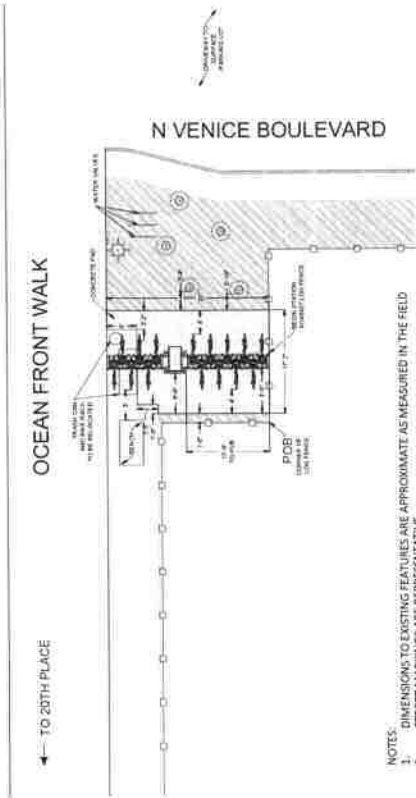
STATION NAME & ADDRESS:
PACIFIC AVE AT S VENICE BLVD
 2111 - 2118 PACIFIC AVENUE

STATION NUMBER: **16C**
 SHEET NUMBER: **1**

#12

LEGEND

- POB POINT OF BEGINNING
- EDGE OF PEDESTRIAN PROMENADE
- RED CURB (EXISTING)
- LOG FENCE
- GRASS
- PALM TREE AND TREE TRUNK
- BIKE RACK
- TRASH CAN
- LAMPPOST
- CONCRETE PAD (NEW)



- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. ALL DIMENSIONS TO BE REPRESENTATIVE
 3. LA REC AND PARKS TO LEVEL AREA AND POUR CONCRETE PAD PRIOR TO INSTALLATION
 4. LA REC AND PARKS TO RELOCATE BIKE RACK AND TRASH CAN



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1" = 50'



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

STATION NAME & ADDRESS

16B
OCEAN FRONT WALK AND VENICE BOULEVARD (NORTH)
1800 OCEAN FRONT WALK

SHEET NUMBER

1

LOCATION
SITE COORDINATES
STATION TYPE
POWER SOURCE
STATION CONFIGURATION
MOUNT FACES
PROPERTY ORIGIN
ECO-TOTAL NOTES

WEST SIDE OF OCEAN FRONT WALK
NORTH OF N VENICE BOULEVARD
29 MASH - 4118 07184
OFF STREET
SOLAR
15 DOCK STATION WITH DUAL-SIDED DOCKS
N VENICE BOULEVARD
LADBP
LA REC AND PARKS TO LEVEL AREA AND POUR CONCRETE PAD
LA REC AND PARKS TO RELOCATE BIKE RACK AND TRASH CAN

LA METRO BIKE SHARE
CITY OF LOS ANGELES

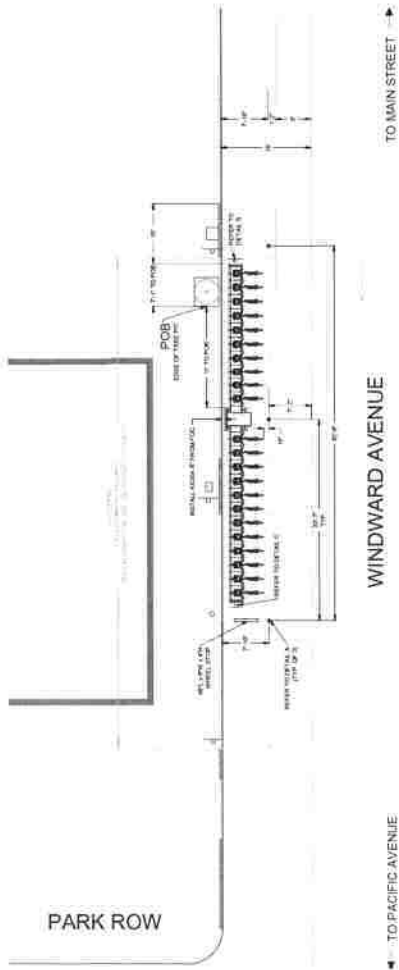


REVISION: LW
CHECKED: JW
VERSION: 001
DATE: 10/27/2017

#13

LEGEND

- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- STRIPING
- DIRECTION OF TRAVEL
- TREE & TREE PIT
- SIGN
- PARKING METER (OLD)
- PARKING PAY STATION
- TRASH CAN
- BUILDING
- PARKING REGULATIONS

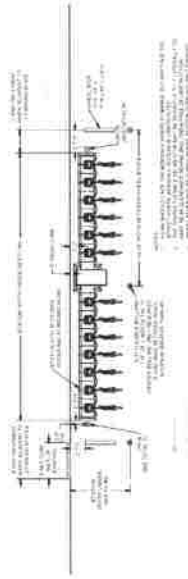


INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

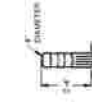
CONTEXT DRAWING

1" = 50'

- NOTES:
- DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 - STREET MARKINGS ARE REPRESENTATIVE.
 - LADDT TO REMOVE 3 METERED PARKING SPACES (METER NUMBERS 382, 383, AND 384), PARKING STALLS, AND ADJUST PARKING SIGNAGE.
 - LADDT TO ADD WHEELSTOP



TYPICAL STATION LAYOUT
IN PARKING LANE
1" = 8'



DETAIL A
K-74 FLEXIBLE
BOLLARD
N.T.S.



DETAIL B
OM-3R
N.T.S.



DETAIL C
OM-3L
N.T.S.

PREPARED BY: _____
CHECKED BY: _____
VERSION: 001
DATE: 4/22/2017



0 5 10 20 30 40

LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION: NORTH SIDE OF WINDWARD AVENUE, WEST OF MAIN STREET
SITE COORDINATES: 26 0827 - 478 4743
STATION TYPE: ON-STREET
POWER SOURCE: SOLAR
STATION CONFIGURATION: 22 BODYS (STATION WITH 01 BODYS DOORS)
ADULT: BODYSWALK
PROPERTY OWNER: LADDT
ADDITIONAL NOTES: LADDT TO REMOVE 3 METERED PARKING SPACES (METER NUMBERS 382, 383, AND 384), PARKING STALLS, AND ADJUST PARKING SIGNAGE. LADDT TO ADD WHEELSTOP.

STATION NAME & ADDRESS: WINDWARD AVENUE AT MAIN STREET
171 WINDWARD AVENUE



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

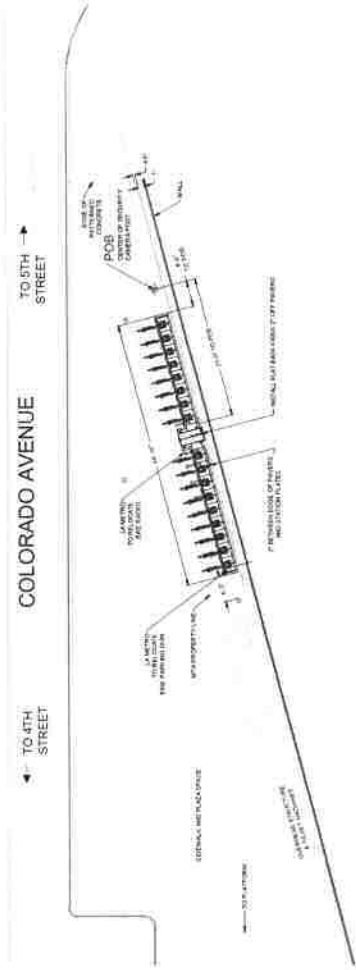
APPROVED BY: _____
DATE: _____

STATION NUMBER: 17A
SHEET NUMBER: 1

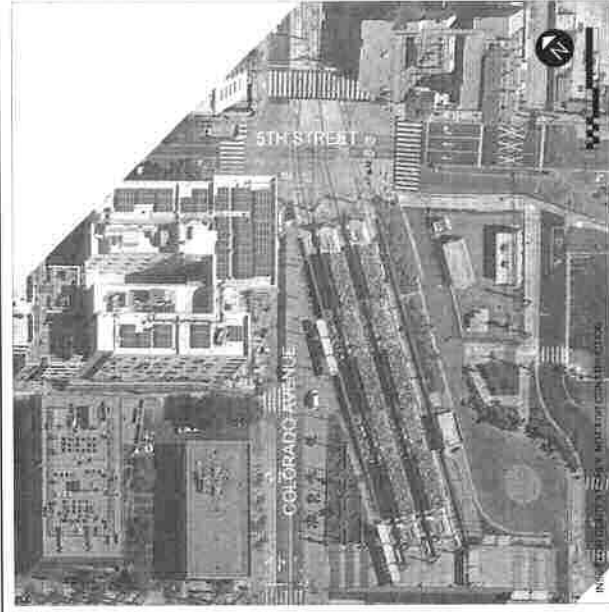
#14

LEGEND

- POB — POINT OF BEGINNING
- CURB
- STRIPING
- DIRECTION OF TRAVEL
- ☼ SECURITY CAMERA POLE
- ☐ BIKE RACK
- BIKE PARKING
- POLE
- MTA PROPERTY LINE
- PLANTER AND CONCRETE LIP
- WALL



- NOTES:
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD.
 2. STREET MARKINGS ARE REPRESENTATIVE.



CONTEXT DRAWING
1" = 50'

PREPARED: JSSW
CHECKED: MW
VERSION: 002
DATE: 09/26/2017



LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION: SOUTHWEST SIDE OF COLORADO AVENUE
SITE COORDINATES: 261-54-1118-40128
STATION TYPE: OFF STREET
POWER SOURCE: SOLAR
STATION CONFIGURATION: 17 DOCK FLA BIKE STATION WITH 10 DEGREE DOORS
RACK TYPES: COLORADO AVENUE
PROPERTY OWNER: LA METRO
ADDITIONAL NOTES:

DOWNTOWN SANTA MONICA STATION
#18 COLORADO AVENUE

STATION NAME & ADDRESS: 21A
SHEET NUMBER: 1



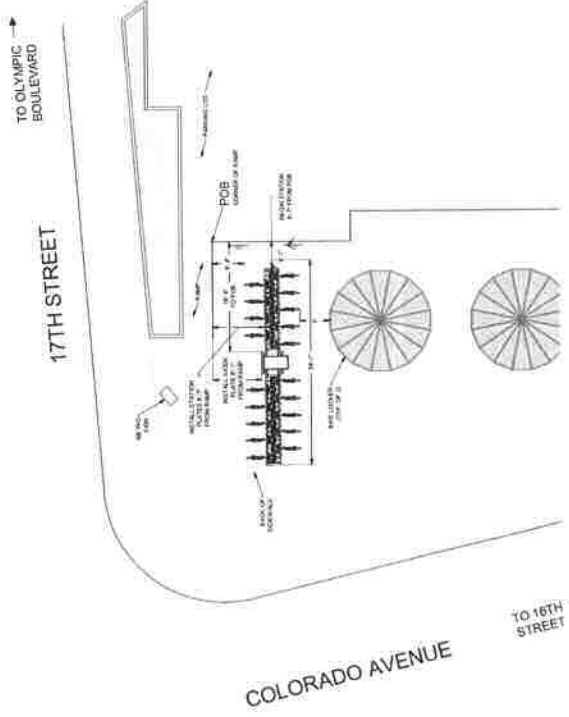
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

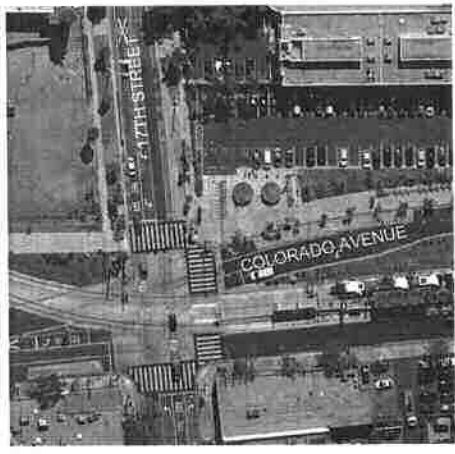
#15

LEGEND

- POB POINT OF BEGINNING
- CURB
- SIGN
- PLANTER



- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. DIMENSION MARKINGS ARE REPRESENTATIVE
 3. INSTALL STATION PERPENDICULAR TO PARKING LOT CURB



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

STATION NAME & ADDRESS

17TH STREET/
SMC STATION
410 COLORADO AVENUE

22A

SHEET NUMBER

1

LOCATION: SOUTHWEST CORNER OF COLORADO AVENUE AND 17TH STREET
SITE COORDINATES: 3423235, 118.87831
STATION TYPE: OFF STREET
POWER SOURCE: SOLAR
STATION CONFIGURATION: 18 DOCK STATION WITH DUAL-SIDED DOCKS
MARK FACES: 17TH STREET
PROPERTY OWNER: LAMETRO
ADDITIONAL NOTES: INSTALL STATION PERPENDICULAR TO PARKING LOT CURB

LA METRO BIKE SHARE
CITY OF LOS ANGELES

PREPARED BY: DJ
CHECKED BY: AV
VERSION: 001
DATE: 04/23/2017

