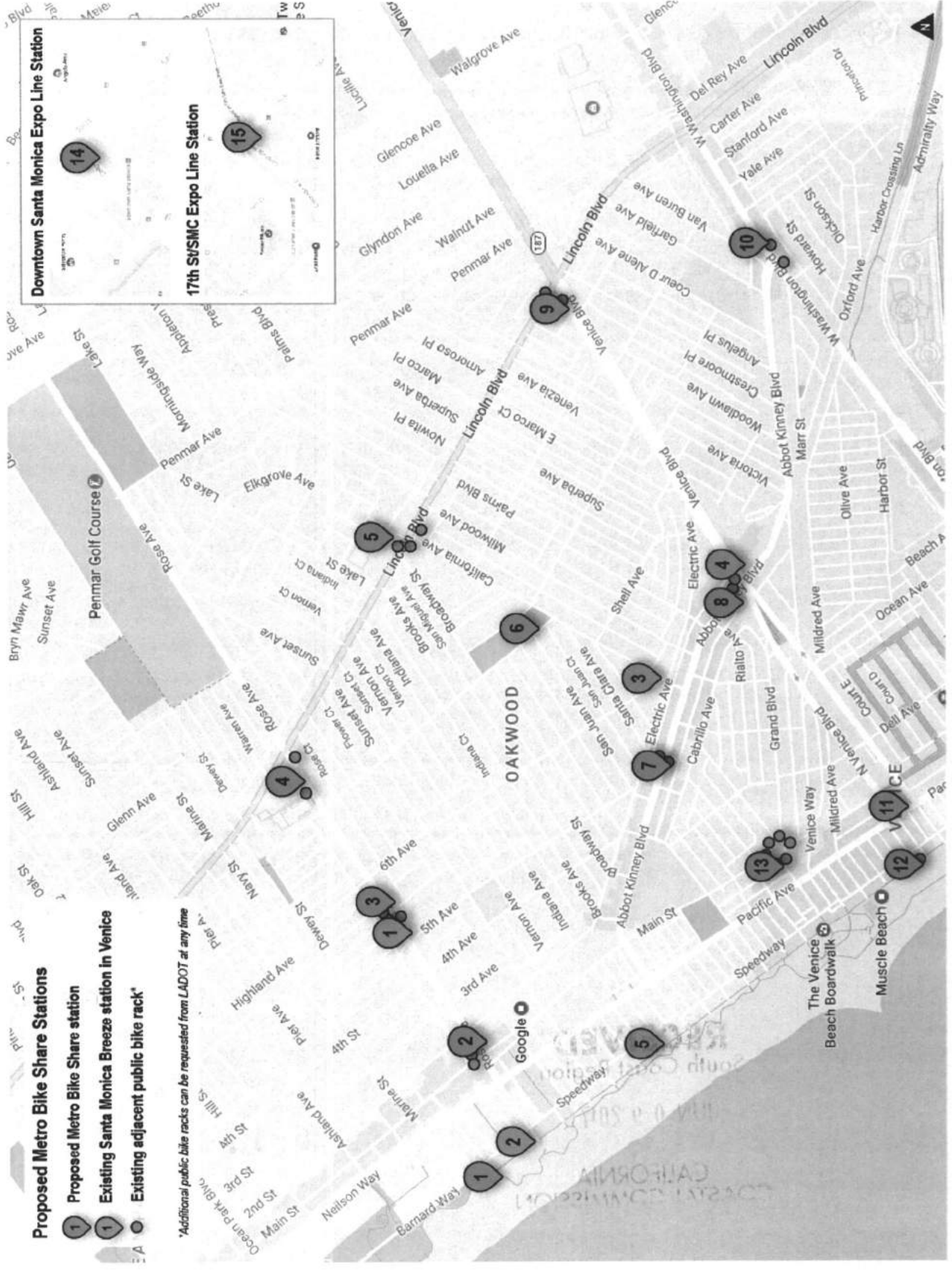
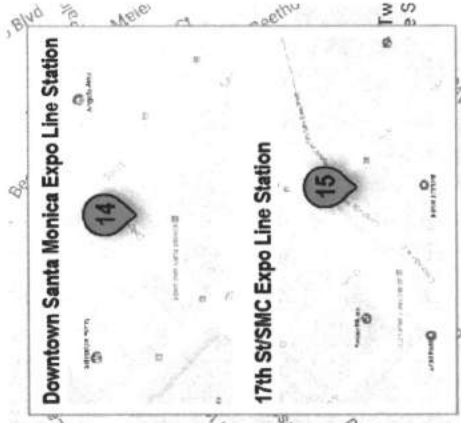


Proposed Metro Bike Share Stations

- 1 Proposed Metro Bike Share station
- 1 Existing Santa Monica Breeze station in Venice
- 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:

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7. Siting forms for each proposed station:

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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



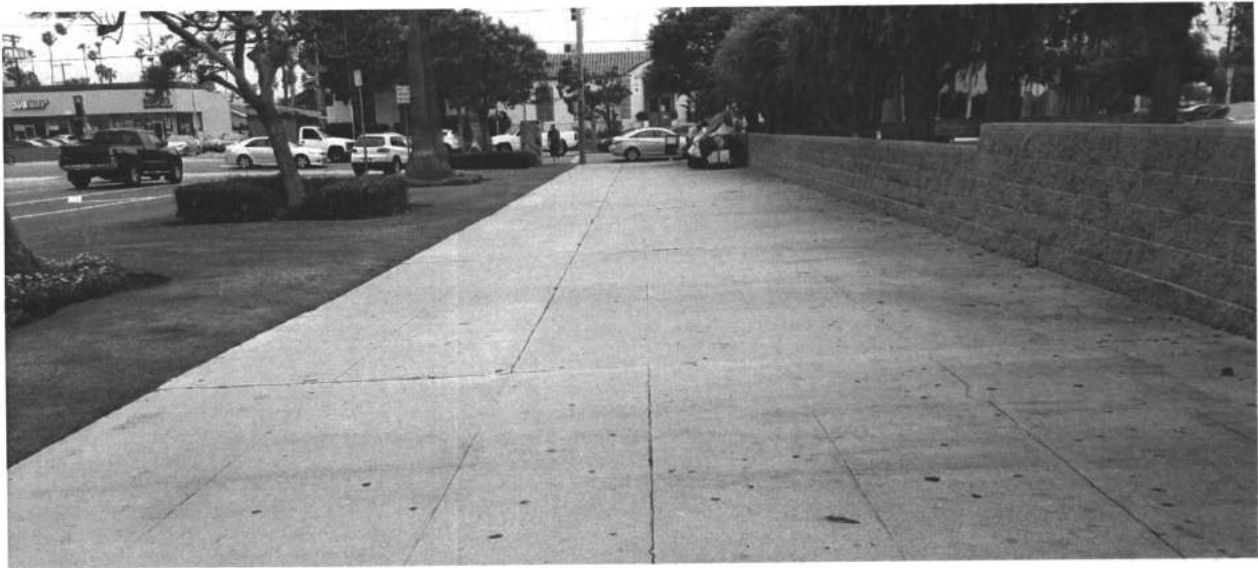
This station will be placed on an underutilized piece of concrete adjacent to the beach bike path. The location is critical to the bike share network as it is the gateway to the Venice Beach Boardwalk and is one of few locations available along the beach that can be accessed by a service van to rebalance 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 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 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 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 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 discussed above, the City of Los Angeles and Metro attempted to find station sites that did not require vehicle parking removal wherever possible. Staff reviewed locations within an approximately two-block radius of each proposed station in an attempt to find sites that did not remove vehicle parking while still being sited close enough to destinations they were intended to serve - and are still highly visible to - potential bike share users. However, at seven of the 15 stations critical to the bike share network vehicle parking loss could not be mitigated due to a lack of available space either on- or off-street. While a total of 16 vehicle parking spaces will be removed at these stations, 131 bicycle parking spaces will be added within the parking stalls, with a total system-wide net gain of 270 parking spaces. Below is a summary of these stations. It is important to note that due to varying street conditions, such as the presence of a bus stop, a driveway, or if the station is located midblock, resulted in varying station capacity. The below stations balance the highest number of bike racks that can fit in a vehicle parking stall with the buffer area needed to keep bicyclists out of the conflict zone with drivers.

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 $\frac{1}{4}$ 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 plazas or parks that could accommodate the station.

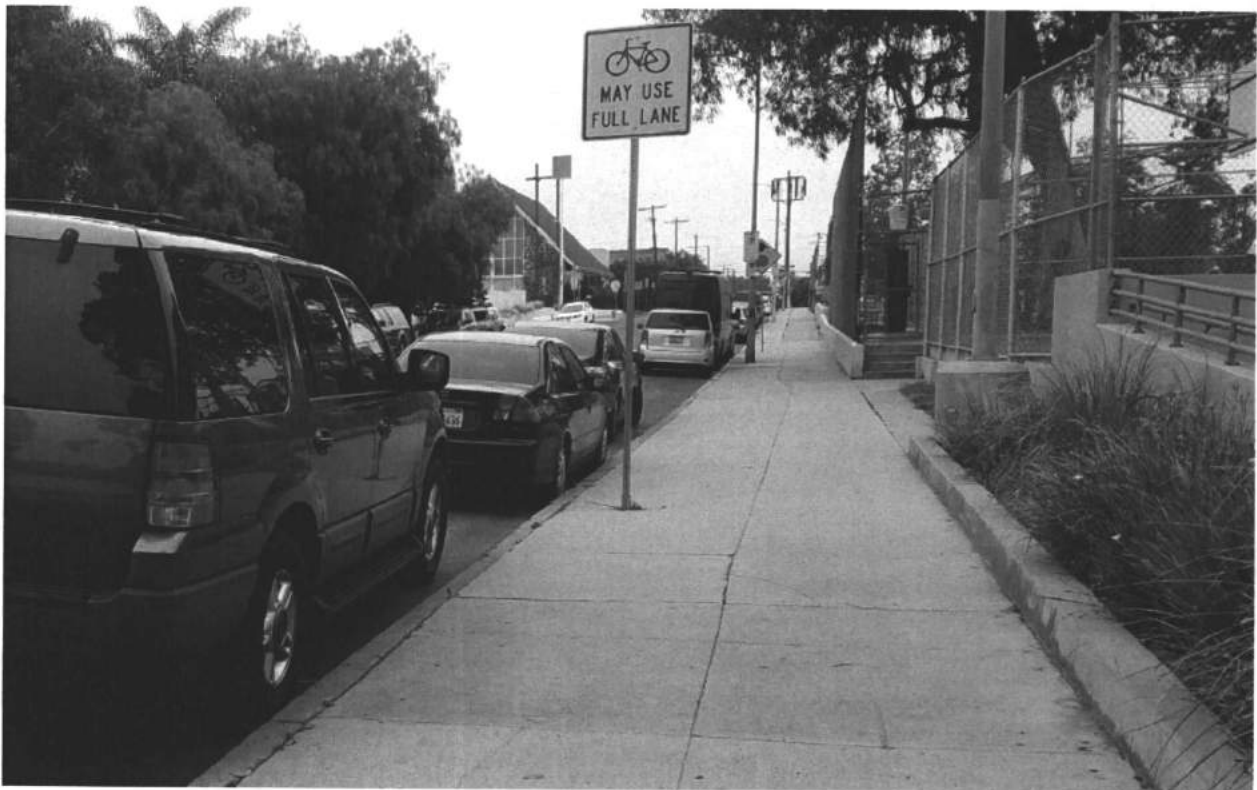
Therefore, two non-metered parking stalls are needed for this station. While two vehicle parking stalls will be removed, 22 bicycle racks will be added for a net gain of 20 parking spaces.

Vehicle Parking Removal: 2 stalls

Bicycle Parking Added: 22 racks

Net Parking Gain: 20 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 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. 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 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 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

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.

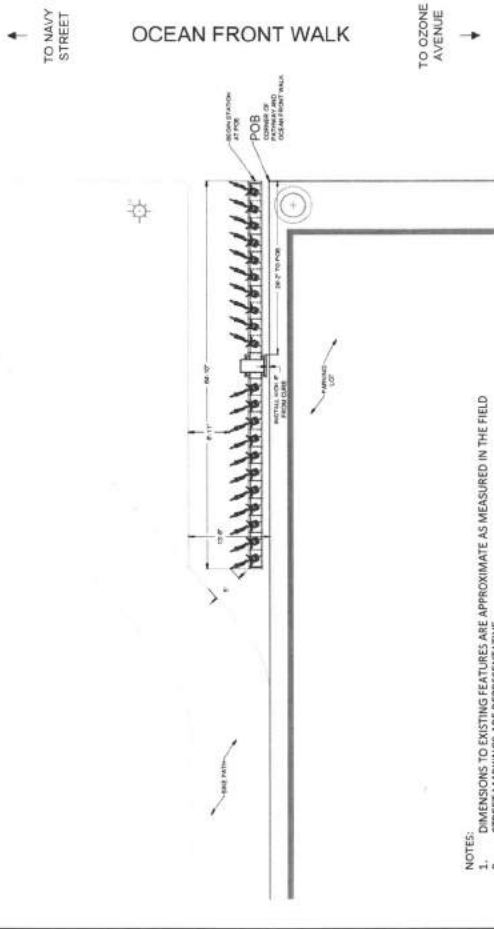
Metro and the City of Los Angeles have also started to educate the Venice community about how to use the Metro Bike Share system. Metro created two temporary bike share stations at the March 2017 CicLAvia – Venice to Culver City event, allowing event participants to test ride the bikes, learn how to 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.

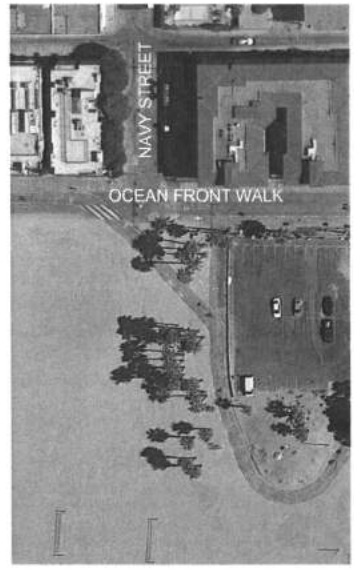
#1

LEGEND

- POB POINT OF BEGINNING
- CURB
- STRIPING
- TREE
- LAMPOST
- 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" = 60'

RECEIVED
 South Coast Region

JUN 09 2017

5-17-0500

CALIFORNIA
 COASTAL COMMISSION

PREPARED BY
 CHECKED BY
 VERSION
 DATE 04/27/2017



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: 33.9056 - 118.48153
 STATION TYPE: OFF STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 21 DOCK STATION WITH ANGLED DOORS
 PROPERTY OWNER: CITY OF LOS ANGELES
 ADDITIONAL NOTES: ACCUMULATED SAND TO BE CLEARED FROM PATHWAY PRIOR TO INSTALLATION.

STATION NAME & ADDRESS
OCEAN FRONT WALK AND NAVY STREET
 139-18 OCEAN FRONT WALK

STATION NUMBER
19A
 SHEET NUMBER
1



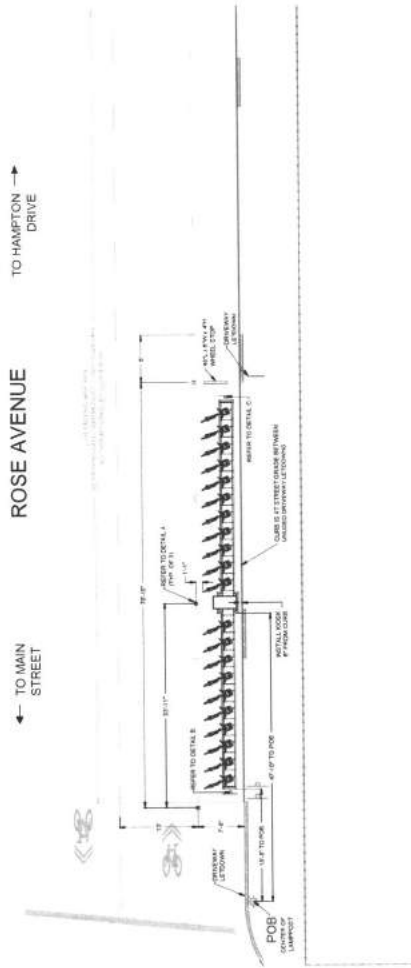
CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

#2

LEGEND

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



- 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.

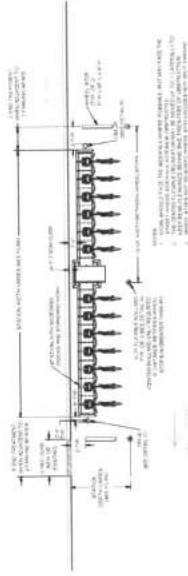


INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION



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

**ROSE AVENUE &
MAIN STREET**
200-226 ROSE AVENUE

LOCATION: SOUTHEAST SIDE OF ROSE AVENUE
NORTHEAST OF MAIN STREET
SITE COORDINATES: 33.09251 -118.47146
STATION TYPE: BOLLARD
POWER SOURCE: SOLAR
STATION CONFIGURATION: 2' DOCK STANDARD STATION WITH ANGLED DOCKS
KIOSK FACES: SIDEWALK
PROPERTY OWNER: LADOT
ADDITIONAL NOTES: LADOT TO REMOVE 3 METERED PARKING SPACES (STALLS #241, 242, 243) PARKING STALLS, AND ADJUST PARKING SIGNAGE

STATION NUMBER: 15A
STATION NAME & ADDRESS: ROSE AVENUE & MAIN STREET, 200-226 ROSE AVENUE
SHEET NUMBER: 1

PREPARED BY: EN
CHECKED BY: AV
REVISION: 001
DATE: 04/12/07



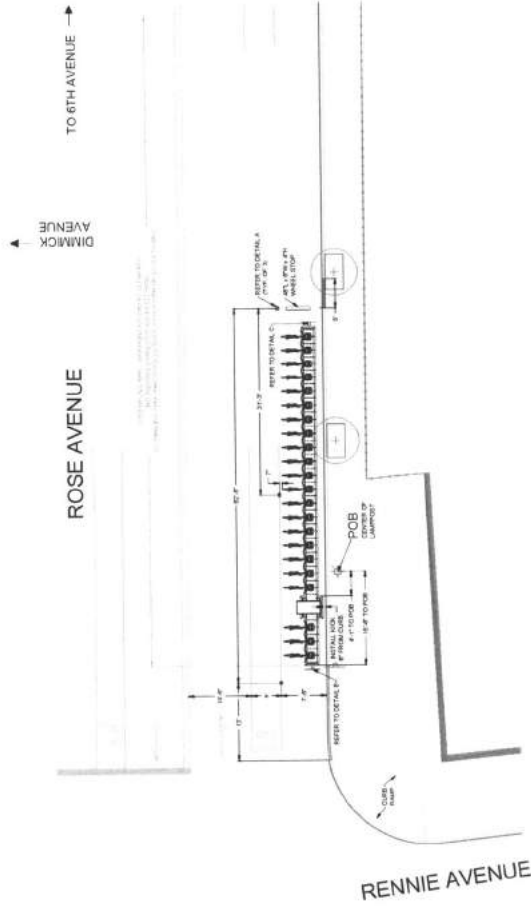
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

#3

LEGEND

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

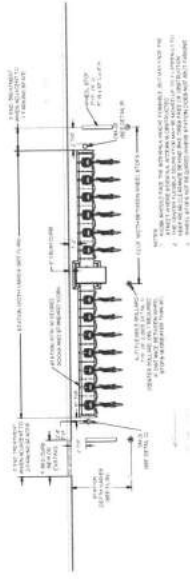


- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. STREET MARKINGS ARE REPRESENTATIVE
 3. LADDT TO ADD RED CURB AND WHEEL STOP



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING
1"=50'



TYPICAL STATION LAYOUT
IN PARKING LANE
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: EM
CHECKED: AW
VERSION: 001
DATE: 04/20/2017



LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION
SOUTHEAST SIDE OF ROSE AVENUE
NORTHEAST OF RENNIE AVENUE
23.89866, -118.47294
ON STREET
SOLAR
STATION TYPE
STATION CONFIGURATION: 22 DOCK STANDAARD 511 TION WITH AN DEGREE DOORS
ADDITIONAL NOTES
LADDT TO ADD RED CURB AND WHEEL STOP

ROSE AVENUE AT
RENNIE AVENUE
548 ROSE AVENUE

STATION NAME &
ADDRESS

14C

SHEET NUMBER
1



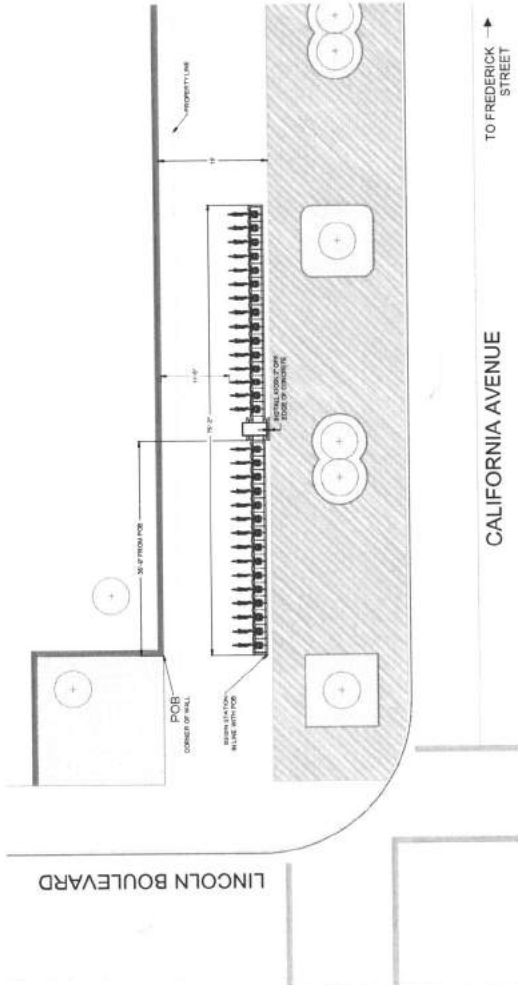
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

#5

LEGEND

- POB POINT OF BEGINNING
- CURB
- DIRECTION OF TRAVEL
- TURN LANE
- PLANTER
- GRASS
- TREE
- WALL



- NOTES:
- DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 - 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 NAME & ADDRESS

CALIFORNIA AVENUE AND LINCOLN BOULEVARD
1001 - 1008 CALIFORNIA AVENUE

STATION NUMBER
12A

SHEET NUMBER
1

LOCATION: NORTHWEST SIDE OF CALIFORNIA AVENUE, NORTHEAST OF LINCOLN BOULEVARD
SITE COORDINATES: 33.88827, -118.81141
STATION TYPE: SIDEWALK
POWER SOURCE: SOLAR
STATION CONFIGURATION: 30 DOCK STANDING STATION WITH 96 DESIRE DOORS
NOSE FACES: SIDEWALK
PROPERTY OWNER: LA DOT
ADDITIONAL NOTES:

LA METRO BIKE SHARE
CITY OF LOS ANGELES

PREPARED: EWOS
CHECKED: AW
REVISION: 000
DATE: 04/26/2017



#6

LEGEND

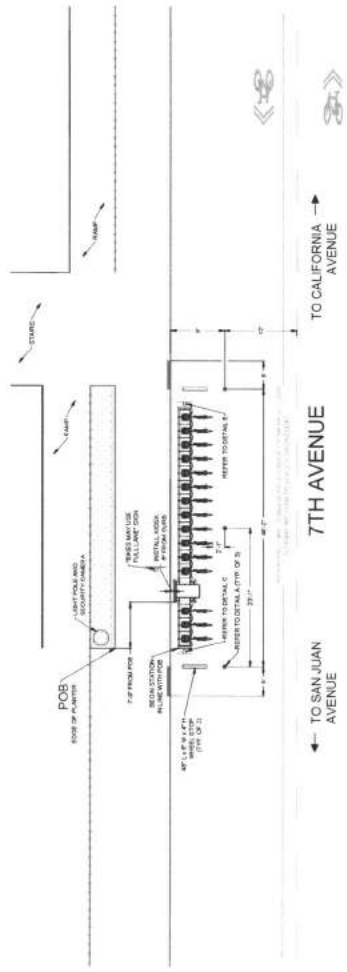
- POB POINT OF BEGINNING
- CURB
- RED CURB (NEW)
- STRIPING
- SHARED LANE MARKING
- SIGN
- FENCE
- PLANTER



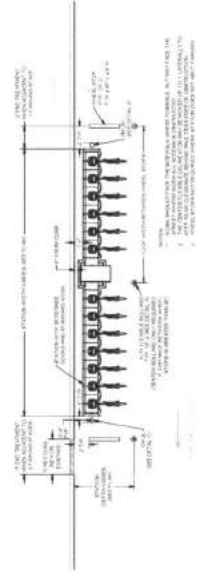
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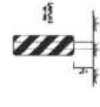
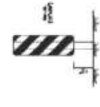
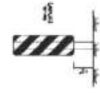
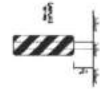
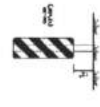
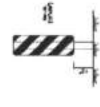
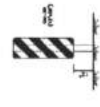
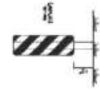
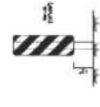
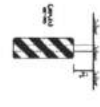
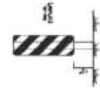
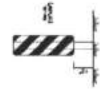
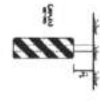
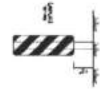
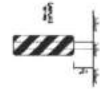
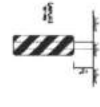
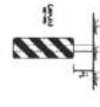
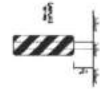
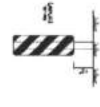
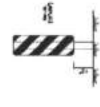
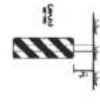
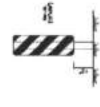
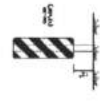
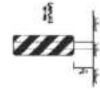
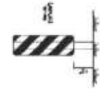
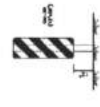
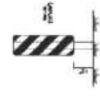
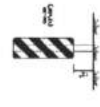
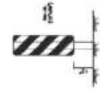
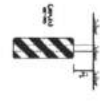
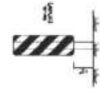
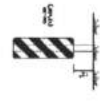
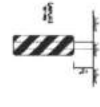
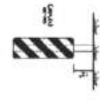
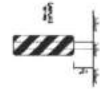
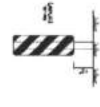
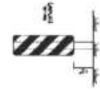
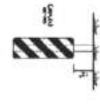
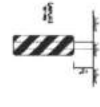
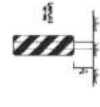
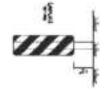
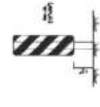
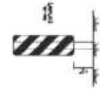
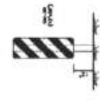
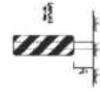
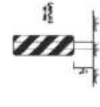
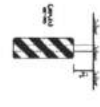
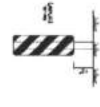
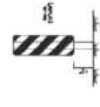
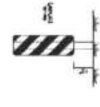
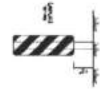
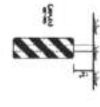
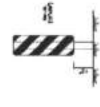
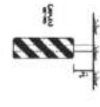
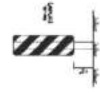
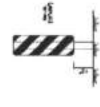
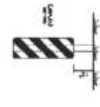
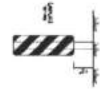
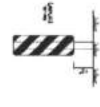
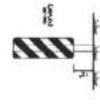
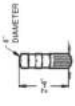
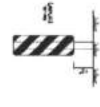
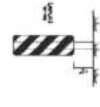
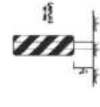
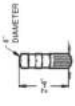
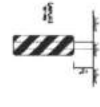
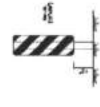
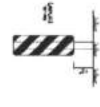
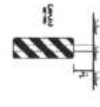
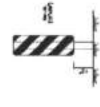
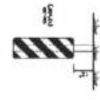
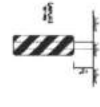
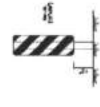
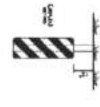
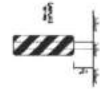
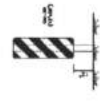
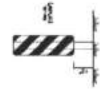
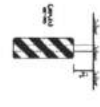
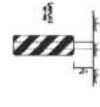
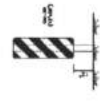
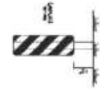
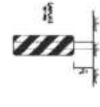
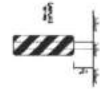
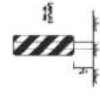
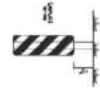
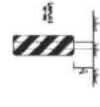
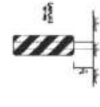
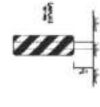
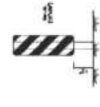
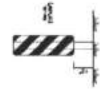
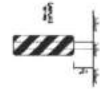
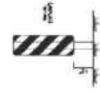
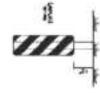
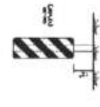
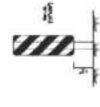
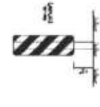
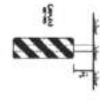
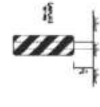
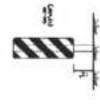
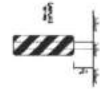
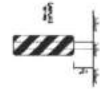
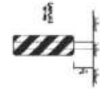
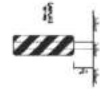
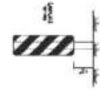
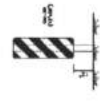
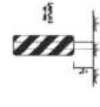
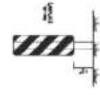
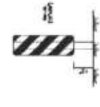
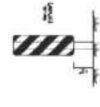
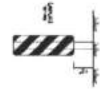
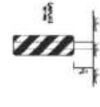
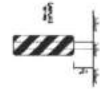
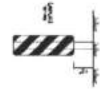
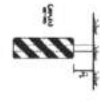
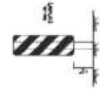
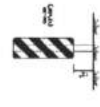
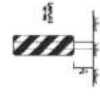
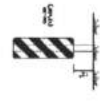
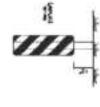
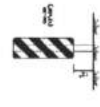
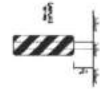
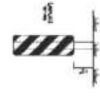
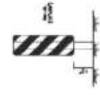
CONTEXT DRAWING
1" = 50'



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



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



#7

LEGEND

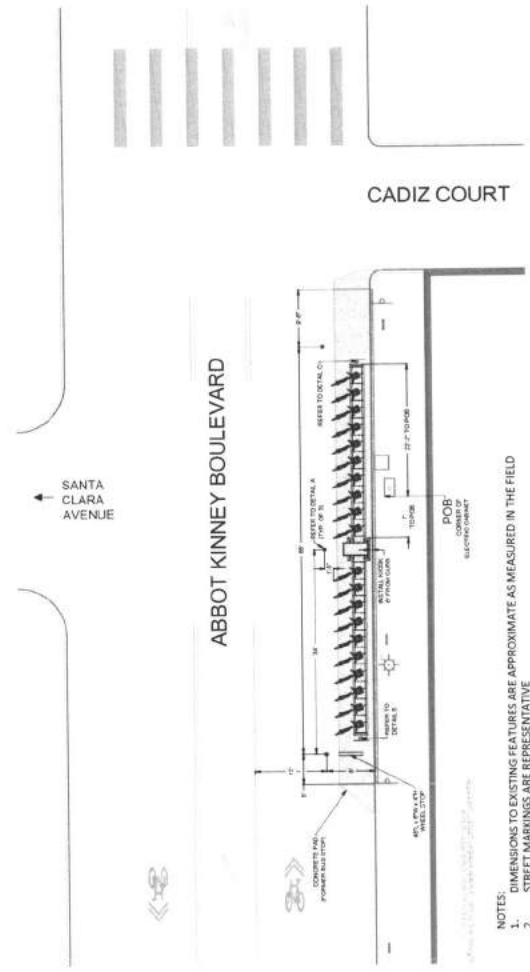
- POB POINT OF BEGINNING
- CURB
- RED CURB (EXISTING)
- STRIPING
- TURN LANE
- SHARED LANE MARKING
- TREE & TREE PIT
- SIGN
- LAMPPOST
- TRASH (MOVEABLE)
- ELECTRIC CABINET
- BIKE RACK
- BUILDING
- CONCRETE FORMER BUSPAD



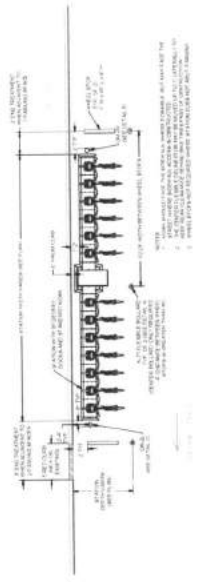
INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



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



**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: EM
 CHECKED: AN
 VERSION: 001
 DATE: 04/20/2017

**LA METRO BIKE SHARE
 CITY OF LOS ANGELES**

LOCATION: SOUTH SIDE OF ABBOT KINNEY BOULEVARD,
 WEST OF CADIZ COURT
 SITE COORDINATES: 33301182 -118.45030
 STATION TYPE: ON STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 20 DOCK STATION WITH ANGLED DOCKS
 WORK FACES: SIDEWALK
 PROPERTY OWNER: LADDT
 ADDITIONAL NOTES: LADDT TO ADD WHEEL STOP

**ABBOT KINNEY BOULEVARD
 AT CADIZ COURT**
 1274 - 1286 ABBOT KINNEY BOULEVARD

STATION NAME & ADDRESS
4A
 SHEET NUMBER
1



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

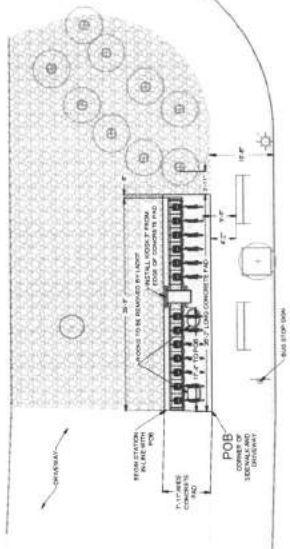
APPROVED BY: _____
 DATE: _____

#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

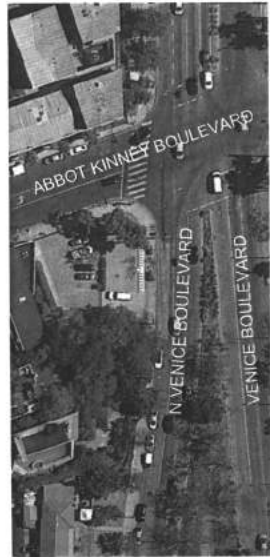
ABBOT KINNEY BOULEVARD



N VENICE BOULEVARD

← TO GRAND BOULEVARD

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



INSET FOR CONTEXT ONLY NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
DATE: _____

STATION NUMBER
1A

STATION NAME & ADDRESS
**VENICE BOULEVARD AND
ABBOT KINNEY BOULEVARD**
989 N VENICE BOULEVARD

LOCATION
NORTHWEST SIDE OF N VENICE BOULEVARD
SOUTHWEST OF ABBOT KINNEY BOULEVARD
SITE COORDINATES
38.8807N - 118.4829E
STATION TYPE
OFF STREET
POWER SOURCE
SOLAR
STATION CONFIGURATION
13 DOCK STANDARD STATION WITH 90 DEGREE DOORS
KIOSK FACES
BIKEWALK
PROPERTY OWNER
LADDT
ADDITIONAL NOTES
LADDT TO REMOVE ROCKS AND INSTALL CONCRETE PAD PRIOR TO STATION INSTALL

LA METRO BIKE SHARE
CITY OF LOS ANGELES

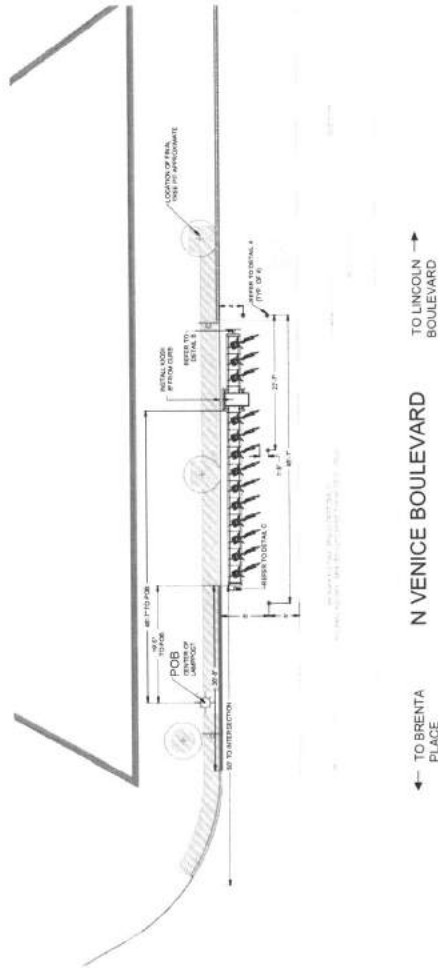


PREPARED BY: EM
CHECKED BY: AM
VERSION: 002
DATE: 04/25/2017

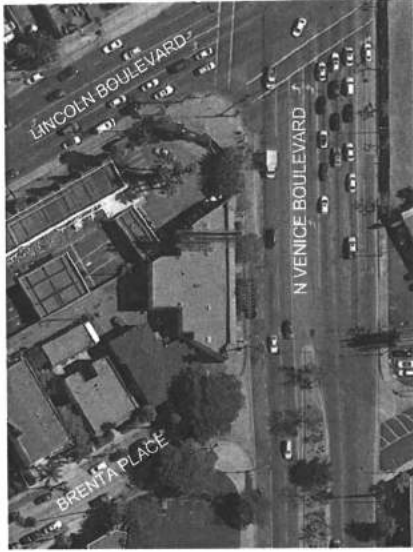
#9

LEGEND

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



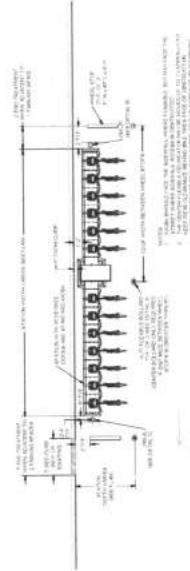
- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. STREET MARKINGS ARE REPRESENTATIVE
 3. LADDT TO ADJUST PARKING SIGNAGE AND ADD RED CURB



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.

LOCATION: NORTHEAST CORNER OF N VENICE BOULEVARD, SOUTHWEST CORNER OF LINCOLN BOULEVARD
 SITE COORDINATES: 33 563780 -118 482880
 STATION TYPE: ON STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 13 DOCK STATION WITH ANGLED DOORS
 KOSMIFACES
 PROPERTY OWNER: LADDT
 ADDITIONAL NOTES: LADDT TO ADJUST PARKING SIGNAGE AND ADD RED CURB

VENICE BOULEVARD & LINCOLN BOULEVARD
 893 VENICE BOULEVARD

STATION NAME & ADDRESS
 11A
 SHEET NUMBER
 1

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

PREPARED: EK
 CHECKED: AW
 VERSION: 001
 DATE: 04/27/2011



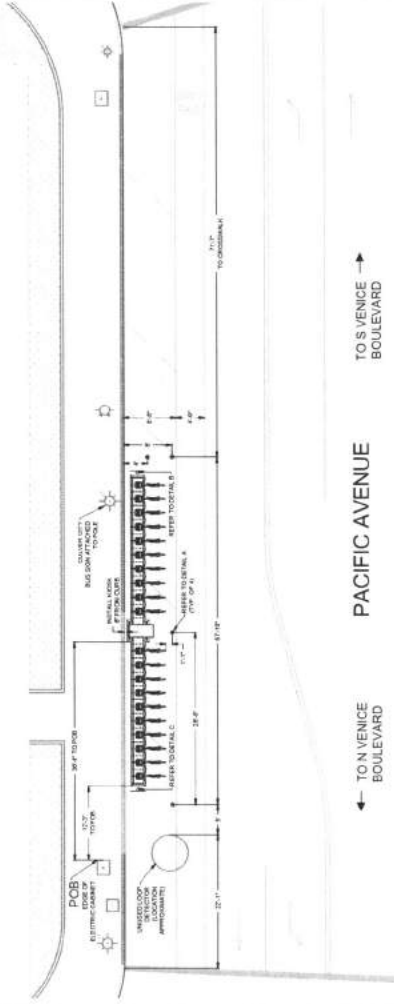
CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

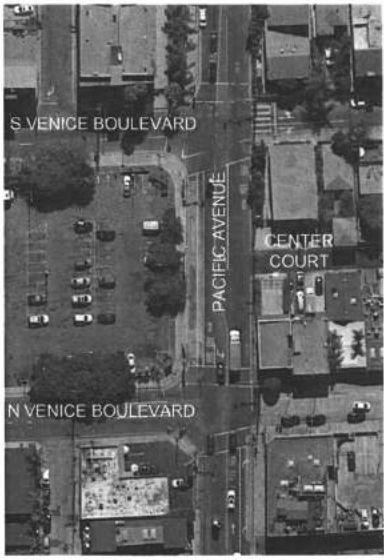
#11

LEGEND

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



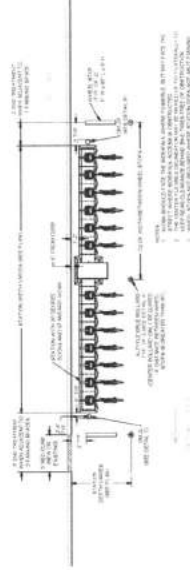
NOTES:
 1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. STREET MARKINGS ARE REPRESENTATIVE



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



**TYPICAL STATION LAYOUT
 IN PARKING LANE**

1"=6'



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: _____
 DATE: 04/27/2017



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NAME & ADDRESS
**PACIFIC AVE AT
 S VENICE BLVD**
 3114 - 3118 PACIFIC AVENUE

LOCATION
 NORTHWEST SIDE OF PACIFIC AVENUE,
 SOUTHEAST OF S VENICE BOULEVARD
 SITE COORDINATES
 311874.14 -118.48742
 ON STREET
 POWER SOURCE
 SOLAR
 STATION CONFIGURATION
 28 DOCK STANDARD STATION WITH 90 DEGREE DOCKS
 MASK FACES
 SIDEWALK
 PROPERTY OWNER
 LUJROT
 ADDITIONAL NOTES

**LA METRO BIKE SHARE
 CITY OF LOS ANGELES**



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

STATION NUMBER
16C
 SHEET NUMBER
1

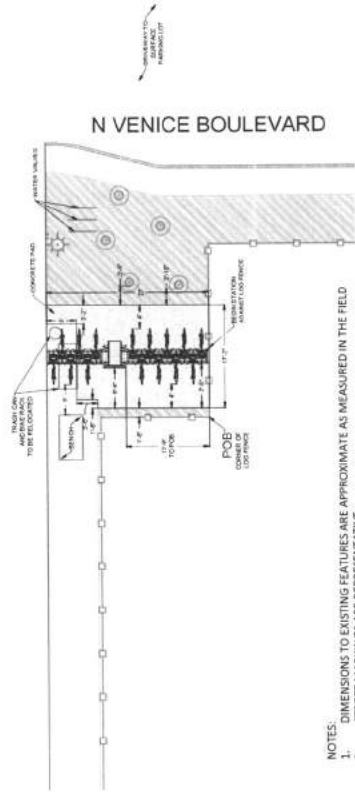
#12

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)

OCEAN FRONT WALK

← TO 20TH PLACE



- NOTES:**
- DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 - EXISTING BIKE RACKS TO BE RELOCATED TO THE EAST SIDE OF THE WALKWAY
 - LA REC AND PARKS TO LEVEL AREA AND POUR CONCRETE PAD PRIOR TO INSTALLATION
 - LA REC AND PARKS TO RELOCATE BIKE RACK AND TRASH CAN



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION



CONTEXT DRAWING

1" = 50'



PREPARED BY: EM
 CHECKED BY: AM
 VERSION: 01
 DATE: 03/27/2017

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

LOCATION: WEST SIDE OF OCEAN FRONT WALK, NORTH OF N VENICE BOULEVARD
SITE COORDINATES: 20 38 58.5 - 118 47 15.4
STATION TYPE: OFF STREET
POWER SOURCE: SOLAR
STATION CONFIGURATION: 14 DOCK STATION WITH DUAL-SIDED DOCKS
KNOWN FACTS: N VENICE BOULEVARD
PROPERTY OWNER: LAORP
ADDITIONAL NOTES: LA REC AND PARKS TO LEVEL AREA AND POUR CONCRETE PAD PRIOR TO INSTALLATION. LA REC AND PARKS TO RELOCATE BIKE RACK AND TRASH CAN.

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

STATION NAME & ADDRESS:
STATION NUMBER: 16B
SHEET NUMBER: 1



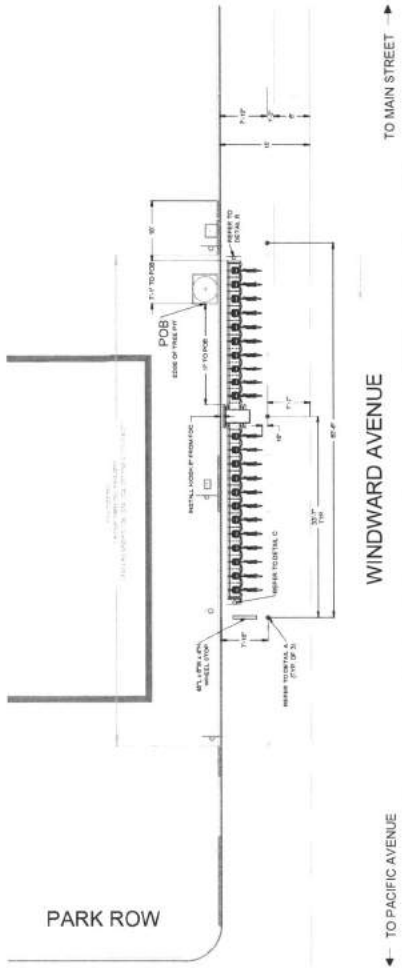
CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

#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

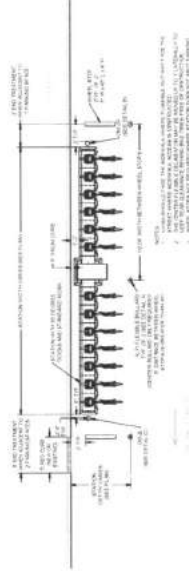


- NOTES:**
1. DIMENSIONS TO EXISTING FEATURES ARE APPROXIMATE AS MEASURED IN THE FIELD
 2. STREET MARKINGS ARE REPRESENTATIVE
 3. LADDOT TO REMOVE 3 METERED PARKING SPACES (METER NUMBERS 332, 333, AND 334), PARKING STALLS, AND ADJUST PARKING SIGNAGE
 4. LADDOT TO ADD WHEELSTOP



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING
1"=50'



**TYPICAL STATION LAYOUT
IN PARKING LANE**
1"=6'

- 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: AW
VERSION: 001
DATE: 4/20/2017

LA METRO BIKE SHARE
CITY OF LOS ANGELES

LOCATION: NORTH SIDE OF WINDWARD AVENUE
WEST OF MAIN STREET
33188127 - 118 47143

SITE COORDINATES: 33188127 - 118 47143

STATION TYPE: OM-4 STREET

POWER SOURCE: SOLAR

STATION CONFIGURATION: 22 DOCK STANDARD STATION WITH 60 DEGREE DOCKS

KIOSK FACES: SIDEWALK

PROPERTY OWNER: LADDOT

ADDITIONAL NOTES: REMOVE 3 METERED PARKING SPACES, ADJUST PARKING STALLS, AND ADJUST PARKING SIGNAGE LADDOT TO ADD WHEELSTOP

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

STATION NUMBER: 17A

SHEET NUMBER: 1



CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

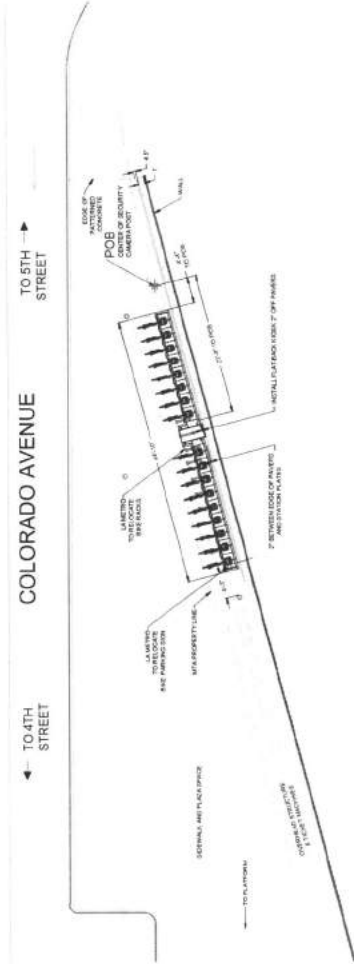
APPROVED BY: _____
DATE: _____



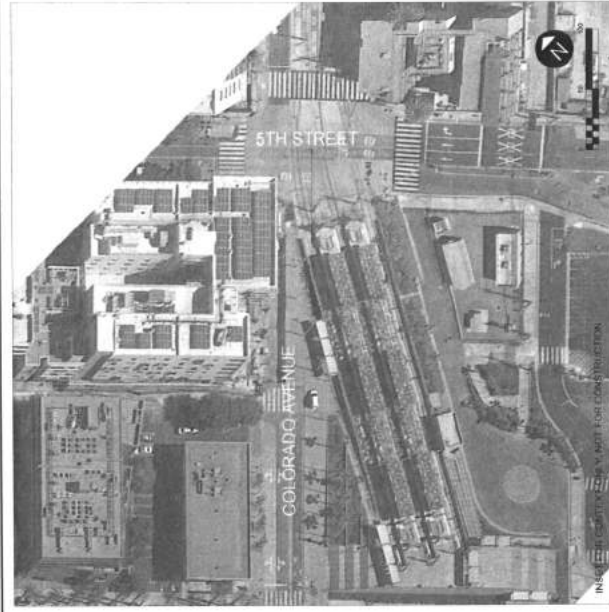
#14

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'



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____

STATION NAME & ADDRESS
DOWNTOWN SANTA MONICA SMC STATION
 402 COLORADO AVENUE

STATION NUMBER
21A

SHEET NUMBER
1

LOCATION: SOUTHEAST SIDE OF COLORADO AVENUE, SOUTHWEST OF 5TH STREET
 SITE COORDINATES: 34.04243, -118.48126
 STATION TYPE: OFF STREET
 POWER SOURCE: SOLAR
 STATION CONFIGURATION: 11 DOCK FLAT-RACK STATION WITH 90 DEGREE DOCKS
 MOUNTING: COLORADO AVENUE
 PROPERTY OWNER: LA METRO
 ADDITIONAL NOTES:

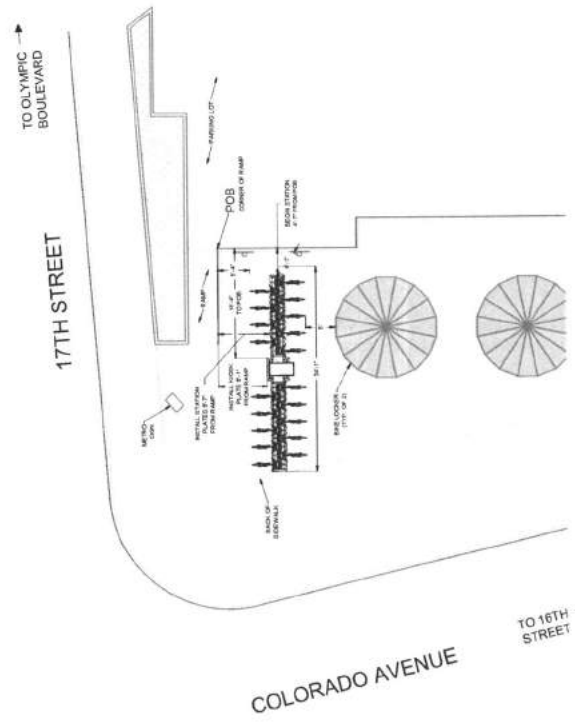
LA METRO BIKE SHARE
 CITY OF LOS ANGELES

PREPARED: GSEM
 CHECKED: AM
 VERSION: 002
 DATE: 05/02/2017

#15

LEGEND

- POB POINT OF BEGINNING
- CURB
- SIGN
- PLANTER



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



INSET FOR CONTEXT ONLY, NOT FOR CONSTRUCTION

CONTEXT DRAWING

1"=50'



PREPARED BY: _____
 CHECKED BY: _____
 VERSION: 001
 DATE: 04/25/2017

LA METRO BIKE SHARE
 CITY OF LOS ANGELES

LOCATION: SOUTHWEST SIDE OF COLORADO AVENUE, SOUTHWEST OF 17TH STREET
SITE COORDINATES: 34.023365, -118.474026
STATION TYPE: OFF STREET
POWER SOURCE: SOLAR
STATION CONFIGURATION: 19 DOCK STATION WITH DUAL-SIDED DOCKS
KIOSK/FACES: 17TH STREET, LA METRO
PROPERTY OWNER: LA METRO
ADDITIONAL NOTES: INSTALL STATION PERPENDICULAR TO PARKING LOT CURB

**17TH STREET/
 SMC STATION**
 1710 COLORADO AVENUE

STATION NAME & ADDRESS

STATION NUMBER
22A

SHEET NUMBER
1



CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

APPROVED BY: _____
 DATE: _____