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February 5, 2020

VIA EMAIL AND MESSENGER

Mr. Kenton Trinh
City Planning Associate
Los Angeles Department of City Planning
200 N. Spring Street
Los Angeles, CA 90012
Kenton.trinh@lacity.org

RE: 17346 Sunset Boulevard; Case No. CPC-2018-504-DB-DRB-SPP-CDP-MEL; ENV-2018-505-MND

Dear Kenton:

As you know, we represent California Food Managers, LLC (“Applicant”) in connection with the above referenced Los Angeles Department of City Planning (“LADCP”) case for that certain real property commonly referred to as 17346 Sunset Boulevard (the “Property”). The Applicant is also the majority owner of the Property.¹ The Property contains approximately 14,962 square feet of lot area. The Property is zoned C2-1VL, and the Property is subject to the Pacific Palisades Commercial Village and Neighborhoods Specific Plan (the “Specific Plan”). The Specific Plan does not regulate the Property’s residential density, which is regulated by the underlying C2 zone. In the C2 zone the Los Angeles Municipal Code (“LAMC”) allows a by-right residential density of 1 unit for every 400 square feet of lot area.² Accordingly, the Property supports a by-right density of 37 dwelling units.³

The Property is currently improved with a Jack in the Box drive-thru fast food restaurant. The Applicant proposes to demolish the existing drive-thru restaurant and improve the Property

¹ Heavenly Tiger, LLC is a 30 percent owner of the Property and has executed the Master Land Use Application authorizing above the application.

² LAMC Section 12.14.C.3 and 12.11.C.4

³ 14,962/400 = 37.405 dwelling units.

with a vibrant mixed-use residential and commercial project with 39 dwelling units (inclusive of 4 units restricted for very low income occupants) and 2,900 square feet of ground floor commercial uses with associated parking (the “Project”). The Project application was originally filed on January 26, 2018, approximately 2 years ago. At that time, the Project proposed 44 residential dwelling units and 3,000 square feet of ground floor commercial uses. After numerous meetings with the Pacific Palisades Community Council, a public hearing before the Specific Plan Design Review Board (“DRB”), and in the face of intense community pressure to downsize the Project, the Applicant has reduced the Project’s residential density by 5 dwelling units. The Project, however, continues to provide 4 units restricted for very low income occupants. Most recently, in August of 2019, the Applicant presented a 40 unit version of the Project to the DRB. Notwithstanding the fact that the Specific Plan is void of design guidelines that apply to the Property, the DRB argued for reduced density under the guise of design by requesting step backs at the Project’s upper levels. The Applicant has voluntarily redesigned the Project to provide a step back at the Project’s 5th floor, which reduced density to 39 dwelling units. The revised Project plans are submitted concurrently with this letter.

During the Project’s outreach process and the DRB hearing, various community stakeholders suggested that the Project is inconsistent with the California Coastal Act.⁴ While vociferous, these stakeholders did not submit any evidence to support their claims. For the reasons set forth below, the Project is consistent with the Coastal Act.

THERE IS NO SUBSTANTIAL EVIDENCE IN THE RECORD THAT THE PROPOSED PROJECT DENSITY DOES NOT CONFORM WITH APPLICABLE PROVISIONS OF CHAPTER 3 OF THE COASTAL ACT

The Coastal Act provides that the agency issuing a coastal development permit (LADCP in this case) “shall encourage housing opportunities for persons of low and moderate income.”⁵ Moreover, an issuing agency cannot require “measures that reduce residential densities below the density sought by an applicant if the density sought is within the permitted density or range of density established by local zoning plus the additional density permitted under Section 65915 of the Government Code”,⁶ unless a specific finding supported by substantial evidence is made that the density sought cannot feasibly be accommodated in a manner in conformity with Chapter 3 (commencing with Section 30200).⁷

⁴ California Public Resource Code (“PRC”) Section 30000 et seq.

⁵ PRC Section 30604(f).

⁶ As noted above, the Property supports a by-right density of 37.405 dwelling units, which is rounded up to 38 pursuant to Government Code Section 65915(f)(5) and LAMC Section 12.22.A.25(c)(7). The Applicant is restricted 10 percent of the Project’s base units for very low income occupants. Accordingly, the Project qualifies for a density bonus of 32.5 percent or 13 dwelling units. The Project, however, only utilizes a 3 percent density bonus.

⁷ PRC Section 30604(f).

As noted above, the Project's by-right density is 37 dwelling units (37.405), which is rounded up to 38 pursuant to Government Code Section 65915(f)(5) and LAMC Section 12.22.A.25(c)(7). The Project's additional dwelling unit represents a density bonus of 2 percent. The Project's 10 percent set aside (4 very low income units) legally entitles the Project to a density bonus of 32.5 percent or 13 additional dwelling units. While the above mentioned density reductions were made voluntarily, the most recent Project revisions (a reduction of 1 dwelling unit) resulted from DRB pressure and recommended Project denial. The DRB's actions are legally questionable under these circumstances considering the Coastal Act's clear instruction not to impose density reducing measures unless a specific finding supported by substantial evidence is made. The DRB made no such finding.

While there has been public controversy surrounding the Project, there is no substantial evidence in the record before LADCP to support a finding that the Project's proposed density cannot be supported on Property in a manner in conformity with Chapter 3 of the Coastal Act. In fact, other than unsupported argument, speculation and opinion, the record is void of any evidence whatsoever that the Project does not conform to the Coastal Act. Nevertheless, the following is an analysis of the Project's conformity with the applicable portions of Chapter 3 of the Coastal Act.⁸

THE PROJECT WILL NOT INTERFERE, EITHER DIRECTLY OR INDIRECTLY, WITH COASTAL ACCESS BECAUSE THE PROJECT IS SEPARTED FROM THE BEACH BY A MAJOR HIGHWAY AND VARIOUS OTHER DEVELOPED PROPERTIES⁹

The Project will not interfere with the public's right of access to the sea either directly or indirectly. As shown on the vicinity map attached hereto as Exhibit "A" the Property is located approximately 1,100 feet from the shoreline and approximately 800 feet from the edge of the nearest beach. Pacific Coast Highway ("PCH"), a major north to south artery in the area, and various other properties are located between the shoreline/beach and the Property. Accordingly, Project implementation will not directly interfere with public coastal access because it will not block access to the beach from the nearest public roadway.

Unsupported concerns have been expressed regarding the Project's proposed parking and potential coastal access impacts. These concerns are not well articulated, but presumably are based on the Project's utilization of permissible parking reductions for the residential component. The Project proposes to include 49 parking spaces after applying permissible reductions (to the residential component only) authorized by applicable state law and the LAMC. 10 spaces will be

⁸ Chapter 3 of the Coastal Act, Government Code Section 30200 to 32065.5 contains numerous policies, standards and requirements that do not apply the Project because the Project is not (i) on the coastline or on the oceanfront; (ii) a public work project; (iii) an industrial project; (iv) a marine project; (v) a public facilities project; or (vi) located on agricultural or environmentally sensitive land, etc. Accordingly, this letter analyzes only the provisions of Chapter 3 that apply to the Project.

⁹ PRC Section 30250(a) and 30252.

reserved for the ground floor commercial component as required by the Specific Plan with no permissible reductions taken. The remaining 39 spaces will be reserved for the residential dwelling units. The Specific Plan does not prohibit the application of parking reductions authorized by state law or the LAMC. Similarly, the Coastal Act does not categorically prohibit the application of parking reductions authorized by state law and the LAMC. Additionally, the Project is subject to approval by the City Planning Commission who will impose a condition of approval requiring “unbundled parking” for the residential component. Unbundling parking will require the Applicant to offer dwelling units without parking spaces, but tenants who desire parking spaces will pay an additional charge for that parking. Unbundled parking reduces dwelling unit rents and helps reveal the true cost of vehicle ownership. Moreover, except for 2 units, all units are either studio units or one-bedroom units. Therefore, sufficient parking is provided to meet the Project’s parking demand.

Attached hereto as Exhibit “B” is a Parking Evaluation prepared by Overland Traffic Consultants, Inc. (the “Parking Evaluation”). The Parking Evaluation rebuts unsupported verbal allegations that the Project’s parking will result in reduced coastal access. First, as discussed in the preceding paragraph, the Project provides parking consistent with state law and the LAMC. As discussed in more detail in the Parking Evaluation, according to the Institute of Traffic Engineers Parking Generation Manual, 5th Edition (2019) (“Parking Manual”) multifamily projects like the project have a parking demand of 1.21 spaces per unit during peak parking demand hours of 11 PM to 6 AM on the weekdays and 1.31 spaces per unit during peak demand hours of 11 PM to 7 AM on Saturdays (the most intense demand). This parking demand does not account for affordable dwelling units, which may reduce overall parking demand. The Project’s 39 units would, therefore, generate an actual demand of 47 parking spaces during peak demand hours of 11 PM and 5 AM on the weekdays and 51 on Saturday. The Parking Manual does not account for project specific transit or alternative transportation opportunities and, thus, does not account for bicycle parking reductions. Applying the City’s permissible reductions to the residential portion only indicates a residential parking demand of 42 spaces during peak weekday hours and 46 spaces during peak Saturday hours. The Project’s modest commercial component is not anticipated to generate a significant parking demand between the hours of 11 PM and 7 AM. In fact, according to the Parking Manual, commercial uses generate 1.95 spaces per 1,000 square feet during the weekday peak hours of 12 PM to 6 PM and 2.91 spaces per 1,000 square feet during Saturday peak hours (the most intense demand) of 11 AM to 5 PM. The Project’s commercial component will generate a demand of 6 spaces during the weekday peak and 8 spaces during the Saturday peak. The Project’s proposed 10 commercial parking spaces exceeds actual demand (without any permissible reductions). Moreover, according to the Parking Manual, peak hour demand for residential and commercial uses never overlap. Therefore, the Project’s 10 commercial parking spaces could be shared with the residential component during residential peak parking demand hours (if needed).

Second, the area surrounding the Property while urbanized and developed, is not a tightly packed tourist oriented commercial district like nearby coastal areas in Venice (the Boardwalk) or Santa Monica (the Pier). There is sufficient and readily available metered street parking near the

Property along both sides of Sunset Boulevard to accommodate any possible spillover parking (even though none is anticipated). According to the Los Angeles County Department of Beaches and Harbors website, nearby Will Rogers State Beach “is not as busy with crowds as its neighboring beaches in Malibu and Santa Monica...”¹⁰

Third as detailed in the attached Parking Evaluation Will Rogers State Beach has multiple surface parking lots that contain approximately 1,447 parking spaces that easily accommodate parking demand for a less frequented beach compared to Santa Monica and Malibu. These parking spaces are in addition to the numerous on street parking spaces available along PCH, estimated at approximately 100 spaces. Moreover, given the scarcity of visitor serving commercial uses along Will Rogers State Beach, tourist traffic is nowhere near the level generated by Venice Beach or the Santa Monica Pier. The Project’s permissible parking reduction will not impact beach parking and will not interfere with coastal access.

The area surrounding the Property does not experience the parking demand experienced by communities like Venice Beach or Santa Monica. The area surrounding the Property is not as dense and does not have significant tourist serving commercial uses like other parking impacted beach communities. The Project’s proposed parking is not only authorized by state law and the LAMC, but under these circumstances will not have an adverse impact to coastal access. The Project can, therefore, be implemented in conformity with the Coastal Act’s principal goal of preserving coastal access.

THE PROPERTY HAS BEEN PREVIOUSLY DEVELOPED, THE PROPERTY’S VICINITY IS URBAN IN NATURE AND PROJECT IS APPROPRIATELY LOCATED IN AN AREA CONTEMPLATED FOR DEVELOPMENT BY THE COASTAL ACT¹¹

The Property is located between two existing shopping centers, near a gas station and adjacent to a massive condominium development and other large multi-family developments. As shown on the various images attached hereto as Exhibit “C”, the Property is contiguous with and surrounded by urban uses and heavily developed areas along both sides of Sunset Boulevard and the eastern side of PCH. Moreover, the Property is adequately served by public roads (Sunset Boulevard and PCH) and other public services (sewer, water and electrical infrastructure). The Project will not result in the construction of new roads or significant public service infrastructure.

¹⁰ <https://beaches.lacounty.gov/will-rogers-beach/> accessed February 4, 2020.

¹¹ PRC Section 30250(a).

THE PROJECT PROTECTS VIEWS TO AND ALONG THE OCEAN, MINIMIZES ALTERATION OF NATURAL LANDFORMS AND IS VISUALLY COMPATIBLE WITH THE SURROUNDING AREA'S CHARACTER¹²

The Property is currently improved with a Jack in the Box drive-thru fast food restaurant, surface parking with very little pervious surface and various retaining walls. The Property is, therefore, considered previously developed and disturbed. The Project will replace the existing Jack in the Box. Moreover, the Property is surrounded by shopping centers and other multi-family residential developments on both sides of Sunset Boulevard. Immediately adjacent and above the Property is the massive multi-story multi-structure Edgewater Towers Condominium Development.

The Project is sited in a manner that will not interfere with views to and along the ocean because the Property is not located along the ocean or along the coastline. As shown on Exhibit "A", the Property is located approximately 800 feet from the edge of the closest beach and approximately 1,100 feet from the coastline. The Property is also surrounded by urbanized and developed uses as shown in the various images attached as Exhibit "C". Except for Sunset Boulevard, which abuts the Property's northern lot line, there are no public roads adjacent to the Property. As noted above, immediately behind and above the Property is the massive Edgewater Towers Condominium Development. Project implementation will not interfere with ocean views from Sunset Boulevard because Sunset Boulevard is located between the ocean and the Property. Moreover, the Project will not interfere with views from the ocean because the Property is currently improved with a Jack in the Box fast food restaurant that includes a large pilon sign and various retaining walls. Natural landforms on or near the Property (if any are left) are hardly visible from the Ocean as shown on Exhibit "D-1" (a view from the ocean toward the intersection of Sunset Boulevard and PCH with the Property beyond). As also shown on Exhibit "D-1", a person looking away from the ocean and toward the Property would simply see a mixed use modern development instead of an antiquated drive-thru restaurant with large pilon sign. In fact, the Project would be dwarfed by the 8 story tall multi-structure massive Edgewater Towers Condominium Development immediately behind and above the Project. This massive development is highly visible from the ocean, dominates the viewshed from the ocean and is the prevailing development creating the area's immediate context and character.

In contrast, as shown on Exhibit "D-2" and "D-3" views from the ocean toward the intersections of both Temescal Canyon Road/PCH and Topanga Canyon Boulevard/PCH reveal a vastly different context and character for those areas. Except for a few small structures, natural landforms are the prominent feature at both intersections. These landforms have not been disturbed with grading or development activity and remain in substantially the same form they have for generations. Compare the Temescal Canyon Road and Topanga Canyon Boulevard views from the ocean to the Sunset Boulevard views from the ocean and the contrast is stark, pronounced and

¹² PRC Section 30250(a) and 30251.

obvious. The Coastal Act is intended to protect development intruding into locations like the intersections of Temescal Canyon Road/PCH and Topanga Canyon Boulevard/PCH. The Coastal Act is not intended to prohibit development at highly developed and urbanized intersections like Sunset Boulevard/PCH. In fact, the Coastal Act was designed to favor development at intersections like Sunset Boulevard/PCH over Temescal Canyon Road/PCH and Topanga Canyon/PCH.¹³ The images attached in Exhibit “D” are dispositive. The Project will not disturb natural landforms and is consistent with the area’s urbanized character and context. Finally, the Property is not located in a highly scenic area as defined in the Coastal Act. Accordingly, the Project is consistent with Public Resources Code Section 30251.

BY REPLACING A TRIP GENERATING FAST FOOD DRIVE THRU RESTAURANT WITH A TRANSIT FRIENDLY MIXED USE DEVELOPMENT, THE PROJECT WILL MAINTAIN AND ENHANCE PUBLIC ACCESS TO COASTAL RESOURCES¹⁴

The Project will maintain and enhance public access to coastal resources for various reasons. First and foremost, the Project will replace a drive-thru Jack in the Box fast food restaurant with a mixed-use multi-family residential (with 4 very low income units) and commercial project. The existing Jack in the Box is not a transit friendly use and generates significantly more vehicle trips than the Project. The Project also includes small scale ground floor commercial uses that will serve the residential uses above and nearby residential uses, also reducing traffic trips, overall reliance on vehicle and, thus, traffic on Sunset Boulevard and PCH. As discussed in more detail above, the Project also includes sufficient parking to accommodate the Project’s anticipated parking demand and consistent with permissible state law and LAMC parking reductions designed to reduce reliance of passenger vehicles. Moreover, the Project is near mass transit systems that run along both Sunset Boulevard and PCH that offer convenient public transportation to the surrounding region, including the expanding Metro Rail System.

As discussed in more detail above and as demonstrated in the Parking Evaluation attached hereto as Exhibit “B” the Project’s parking supply will not interfere with coastal access. The Project’s proposed parking is authorized by applicable state law and the LAMC and is sufficient to accommodate actual parking demand. The area surrounding Will Rogers State Beach does not experience the same demands on parking that tourist destinations like Venice Beach and Santa Monica.

Moreover, while the Project is a “new development project” the Project cannot provide public access from the nearest public roadway to the shoreline because the Property is not located between the first public roadway and the beach. Therefore, the Project cannot physically comply with this access requirement.

¹³ PRC Section 30007.5.

¹⁴ PRC Section 30252.

THE PROJECT WILL MINIMIZE ADVERSE IMPACTS¹⁵

The Project will minimize risk to life and property because the Project is a modern and new development that must comply with the exacting provisions of the Los Angeles Building Code and other applicable state laws that require climate friendly developments. The Project will also include sprinklers to reduce risk from wildfires.

The Project will ensure structural stability and integrity and will not contribute to erosion. As noted above, the Property has been previously developed and is surrounded by similar uses of similar intensity. There are no unaltered natural landforms on the Property or near the Property. The existing Jack-in-the Box development includes various retaining walls at the toe of the existing slope along the Property's rear. The top of this slope has been completely altered by the massive Edgewater Tower Condominium Development. Project implementation, therefore, will not require the construction of protective devices that will substantially alter natural landforms because they have already been altered. Moreover, the Los Angeles Department of Building and Safety's Grading Division ("Grading Division") has approved the Project's geology and soils report, which includes recommendations for structural stability and integrity. A copy of the April 19, 2018 Grading Division approval letter is attached hereto as Exhibit "E".

The Project will also comply with Title 24, the California Green Building Code and the Los Angeles Green Building Code. Accordingly, the Project will minimize energy consumption as required by applicable law. Including commercial uses on the Project's ground floor will also result in reduced vehicle trips and vehicle miles traveled because the Project's residential occupants can frequent and utilize the ground floor commercial uses. Additionally, the Project is located near a large Vons Supermarket (that includes a Starbucks) and various other commercial uses that will result in reduced vehicle trips. Accordingly, the Project will minimize energy consumption and reduce vehicle miles traveled as much as feasible.

Finally, the Property is not located in a special community or neighborhood that is popular visitor destination point for recreational uses. While the Pacific Palisades Community is a wonderful community it is not a tourist destination like Venice or Santa Monica.

CONCLUSION

The Project's proposed density is within the range permitted by the Specific Plan and the density bonus mandated by Government Code Section 65915. In fact, the Project would develop up to 51 dwelling units but is only proposing 39 dwelling units, a 2 percent bonus over an allowed base density of 38 dwelling units. The Coastal Act encourages such projects unless substantial evidence

¹⁵ PRC Section 30253.

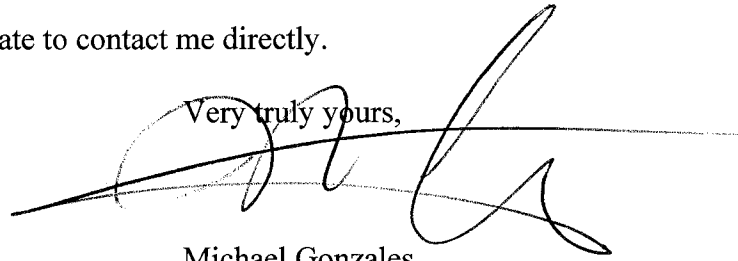
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in the record demonstrates such project cannot be implemented in conformity with Chapter 3 of the Coastal Act.

The record before you contains substantial evidence that the Project can be implemented in conformity with the Coastal Act. Moreover, for the reasons set forth above as demonstrated by the attached Exhibits the Project can be implemented in conformity with the Coastal Act. Project opponents have made unsubstantiated claims and unsupported argument and opinion that the Project cannot be implemented in conformity with the Coastal Act. Other than verbal statements, Project opponents have not submitted any evidence that Project implementation will not conform with the Coastal Act. For these reasons, LADCP decision makers cannot deny the Project based on nonconformance with the Coastal Act.

If you have any questions, please do not hesitate to contact me directly.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael Gonzales', written over a horizontal line.

Michael Gonzales

CC: Len Nguyen, Senior Planning Deputy (email only)
Shannon Ryan, City Planner (email only)

EXHIBIT A



✖ Measure Tool ✖

Length in:
Feet: 832.617
Miles: 0.158



CASTELLAMARE DR

SUNSET BLVD

SUNSET BLVD

Measure Tool

Length in:
Feet: 1,073.815
Miles: 0.203

EXHIBIT B

PARKING EVALUATION FOR 17346 SUNSET MIXED-USE PROJECT

The proposed Project at 17346 Sunset Boulevard in the Pacific Palisades area of the City of Los Angeles proposes to replace an 1,860 square foot structure previously used as a fast food restaurant with a mixed-use project. The new Project will include 39 residential units (4 of which will be very low-income units) and 2,900 square feet of commercial on the ground floor. A total of 49 parking spaces are proposed with 39 for the residents use and 10 for the commercial use. This report has been prepared to evaluate the adequacy of the Project's proposed parking supply.

The proposed Project will meet the Pacific Palisades Commercial Village and Neighborhoods requirements for the market rate residential parking incorporating one space per unit for the studio and one bedroom units (fewer than 4 habitable rooms or less than 700 square feet) and two and one-half spaces per unit for the two bedroom units (four or more habitable rooms or more than 700 square feet). SB 1818 allows a parking ratio of one parking space for studio and 1-bedroom units regardless of size and two spaces for 2-bedroom units. The Project will comply with SB1818.

It is anticipated that the proposed 2,900 square foot commercial space will be separated into four retail units. These spaces will be 1,000 square feet, 680 square feet, 660 square feet and 560 square feet in size. The Pacific Palisades Commercial Village and Neighborhoods requirements requires one vehicle parking space for every 300 square feet of retail.

Ordinance number 185480 allows for replacement of 10% of the residential vehicle parking and 20% of non-residential vehicle parking to be replaced with bicycle parking at a ratio of 4 bicycle parking spaces per vehicle parking space. This project will incorporate this vehicle parking replacement in order to encourage usage of a bicycle as an alternate to vehicle reliance. Table 1 provides a summary of the vehicle parking required for the Project.

Table 1
City and SB 1818 Vehicle Parking Requirements

Land Use	Size	Requirement	Number of Spaces Required	Number of Permissible Replacement*	Number of Spaces Required
<u>Residential Apartments</u>					
VLI 0-1 Bedroom Unit	10 units	One space per unit	10		
0 - 1 Bedroom	28 units	One space per unit	28		
2 Bedroom	1 units	Two and one-half space per	2		
Subtotal Residential	39 units		40	4	36
<u>Commercial</u>					
Retail	2,900 sf	One space per 300 square ft	10	2	8
TOTAL			50	6	44

*It is permissible to replace up to 10% of residential and 20% of the commercial vehicle parking spaces with 4 bicycle parking spaces per vehicle space replaced. The Project will not replace any of the commercial parking spaces.

The proposed Project will not be replacing any of the commercial parking with bicycle parking spaces. A total of 49 parking spaces, 5 more than required by City and State requirements will be provided. To determine the adequacy of the parking supply, the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition, 2019 was used. The ITE Parking Generation Manual establishes average peak parking demand rates and time of the peak demand based on field data collection of multiple sites. Residential and retail land uses are included in the Parking Manual. Table 2 displays the peak parking demand rates for weekdays and weekend and the time that those peaks occur. Attachment A provides the ITE Parking Manual data.

Table 2
ITE Average Peak Parking Demand Rate and Time of Day

Land Use		Average Rate	Peak Period of Parking Demand
Residential Apartments	Weekday	1.21 spaces per unit	11 PM to 6 AM
	Saturday	1.31 spaces per unit	11 PM to 7 AM
Commercial Retail	Weekday	1.95 spaces per 1,000 sf	Noon to 6 PM
	Friday	2.61 spaces per 1,000 sf	Noon to 6 PM
	Saturday	2.91 spaces per 1,000 sf	11 AM to 5 PM
	Sunday	1.89 spaces per 1,000 sf	Noon to 3 PM

Note that there is no separate parking demand rate for low income housing. It would be reasonable to estimate that some low-income housing residents may choose to reduce costs by not owning a vehicle.

Table 2 indicates that the peak parking demand occurs on a Saturday for both the apartments and the retail. However, the peak parking occurs during different times. The residences peak occurs from 11 PM to 7 AM and the retail peak occurs from 11 AM to 5 PM on a Saturday and occurs from 11 PM to 6 AM and the retail peak occurs from noon to 6 PM on a weekday. The residential peak will occur after the retail will have closed and before it is open. Table 3 displays the ITE peak parking demand incorporating the City permissible reduction (SB1818 & Bike replacement) vehicle parking spaces with bicycle parking at a rate of 4 bicycle spaces per vehicle space.

Table 3
ITE Weekday and Saturday Peak Parking Demand

Weekday

Land Use	Size	Requirement	Number of Spaces Required	Number of Permissible Replacement*	Number of Spaces Required
Residential Apartments	39 units	1.21 spaces per unit	47	5	42
Commercial Retail	2,900 sf	1.95 spaces per 1,000 sf	6	1	6
Combined TOTAL			53	6	47

Saturday

Land Use	Size	Requirement	Number of Spaces Required	Number of Permissible Replacement*	Number of Spaces Required
Residential Apartments	39 units	1.31 spaces per unit	51	5	46
Commercial Retail	2,900 sf	2.91 spaces per 1,000 sf	8	2	6
Combined TOTAL			60	7	53

The Project proposes 49 vehicle parking spaces (39 residential and 10 commercial). Table 3 indicates that 49 vehicle parking spaces would be enough for the combined peak parking demand on a weekday. On a Saturday, 53 combined total parking spaces would be needed which would exceed the proposed parking supply. However, the peaks of the two land uses are not the same (residences from 11 PM to 7 AM and the retail from 11 AM to 5 PM). The 46 residential parking spaces needed would be able to be supplied by the unused commercial parking spaces, if needed.

As provided in the following sections, the location of the proposed Project lends itself to alternative modes of transportation. It is in an area with retail, restaurant, entertainment, transit, and bicycle amenities.

Project Location and Venues in area

The proposed Project is located on the southeast side of Sunset Boulevard with dining, grocery shopping, coffee house, exercise club and beach in the immediate vicinity. Below is a sampling of the venues in the area that can be accessed via walking on City sidewalks or cycling.

Bay Club Pacific Palisades – 550 feet

Beach – 1,000 feet

Fiesta Feast Restaurant – 160 feet

Gladstone's Restaurant – 1,200 feet

Holloway Dry Cleaners – 120 feet

Juicy Café – 125 feet

Pacific West General Store – 500 feet

Rocco's Cucina Restaurant – 215 feet

Starbucks – 350 feet within Grocery Store

Thai Vegan III Restaurant – 140 feet

Taco Bell – 450 feet

Von Grocery Store – 350 feet

Public Transportation Availability Near the Project

The Project site is located on the southeast side of Sunset Boulevard north of Castellammare Drive and south of Los Liones Drive. Public Transportation in the study area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and Santa Monica Big Blue Bus (BBB).

The nearby east-west operating bus for the Project area is for Metro Route 602 which operates along Sunset Boulevard. Metro Route 602 provides service between Pacific Palisades, Brentwood, and Westwood. Major stops include UCLA and Veteran & Federal

Building. Headways (time between buses) for Metro Route 602 are 29 to 32 minutes during peak hours. There is a bus stop 150 feet southwest of the Project. Amenities for this bus stop include one covered and one uncovered bench, a trash receptacle and sign. There is sidewalk with parkway landscaping and metered parking along the walk to this bus stop.

Figure 1 displays this nearby bus stop.



Figure 1: Bus stop on north side of Sunset Bl, for Metro Route 602 & 150' from site

The nearby north-south operating bus for the Project area is for Metro Route 534 which operates along Pacific Coast Highway (State Highway 1). Metro Route 534 provides service between Trancas Canyon road north of the Project, Malibu, Pacific Palisades, and Santa Monica. The route is along Pacific Coast Highway with the exception of a circuitous route through downtown Santa Monica. Metro Route 534 has stops for the Trancas Country Market, Pepperdine University, Malibu Library, Malibu Country Market, The Getty Villa, Third Street Promenade and the Downtown Santa Monica Expo Station. Headways for Metro Route 534 are 20 minutes during peak hours. The bus stop for Metro Route 534 is 900 feet southwest of the site for the southbound direction and 970 feet southwest of the site for the northbound direction. Amenities for southbound direction bus stop include a bench (with views of the ocean behind) and amenities for the northbound bus stop include two benches

(with views of the ocean) and one trash receptable. There is sidewalk with parkway landscaping and metered parking along the walk to these bus stops with a traffic signal at Pacific Coast Highway and Sunset Boulevard to assist in crossing the road. Figure 2 and Figure 3 display the south and northbound bus stops.



Figure 2: Bus stop on west side of Pacific Coast Highway at Sunset Bl
For Metro Route 534 & 900' from site



Figure 3: Bus stop on east side of Pacific Coast Highway north of Sunset Bl
For Metro Route 534 & 970' from site

As stated previously, Metro Route 534 provides service to the Santa Monica Expo Station. The Metro Expo Line provides service between Santa Monica, West Los Angeles, Palms, Culver City, Mid City and Downtown Los Angeles. The Expo Line provides connection to numerous Local, and regional lines. Headways are 8 minutes during peak periods.

Northeast of the Project, the Santa Monica Big Blue Bus (BBB) operates Route 9 through Pacific Palisades and Santa Monica. This route provides stops at Palisades Charter High School, Downtown Santa Monica Expo Line Station, Santa Monica High School, Third Street Promenade, Santa Monica Pier and Will Rogers State Park. There is a bus stop at Sunset Boulevard and Marquez Avenue (southwest) approximately $\frac{3}{4}$ of a mile northeast of the site using Sunset Boulevard. Headways are 15 minutes during peak hours. This would be a curvilinear walk along Sunset Boulevard with elevation changes. Sidewalks are provided along the south side of Sunset Boulevard for the bulk of the walk but there are some sections where there is no sidewalk.

These transit amenities allow for residents and commercial visitors/employees to use bus and the Expo Line transit as an alternative to vehicle reliance and ownership. The Metro and Santa Monica Big Blue Bus route maps and schedules are provided in Attachment B.

Bikeway Amenities Near the Project Site

In the City of Los Angeles 2010 Bicycle Plan and Mobility Plan 2035, a 135-mile Green Network was identified. The Green Network is characterized as a bikeway with enhanced access with bicycle paths and shared use paths to the City's green open spaces. Enhanced access is designed to improve these spaces by bringing the public closer to them. Pacific Coast Highway, in the Project area, is defined as part of the Green Bikeway Network. A bicycle path is provided off of Pacific Coast Highway between the terminus of Sunset Boulevard, west of a beach parking lot then transitions to a bike lane southerly to Temescal Canyon Road and back to a bike path along the coast line between Temescal Canyon Road to the City of Santa Monica and beyond to Venice Boulevard.

In the City of Los Angeles 2010 Bicycle Plan and Mobility Plan 2035, an 825-mile Neighborhood Network was identified. The Neighborhood Network is comprised primarily as Bicycle-Friendly Streets which are characterized by low traffic volumes and slower speeds. The Neighborhood Network will enable bicycle riders to access neighborhood facilities such as schools, libraries, shopping districts, parks and open space. The Neighborhood Network also provides lower traffic speeds, less traffic and a less threatening environment than bikeways on arterial roads. In the 2010 Bicycle Plan, Temescal Canyon Road (approximately 1.3 miles south of the Project) is designated for and has a bicycle lane and as part of the Neighborhood Bikeway Network. There is an existing bicycle lane on Temescal Canyon Road between Sunset Boulevard and Pacific Coast Highway.

Los Angeles County has also established a Bicycle Network. The Western Los Angeles County Proposed Bicycle Network identifies Pacific Coast Highway between the northern County Border to Temescal Canyon as a Bicycle Lane. Temescal Canyon to Palos Verdes, Pacific Coast Highway is identified with a Bike Path. This bike lane and bike path is already in place except for portions of Marina Del Rey.

A copy of the Los Angeles City and County Bike Maps are provided in Attachment C.

Los Angeles Municipal Code (LAMC) 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. The Pacific Palisades Specific Plan identifies bicycle requirements within the Specific Plan area. Projects within the Specific Plan area are required to provide bicycle parking equivalent to 1% of floor area of the Project, or at a ratio of two spaces per 1,000 square feet of floor area, whichever is less. The Project will comply with the Specific Plan and LAMC bicycle parking requirements with enough bicycle parking to replace 6 vehicle parking spaces.

Nearby Beach Parking Influence

The Project site is within 1,000 feet walking distance to the Pacific Ocean and Beach. There is an existing parking lot at the terminus of Sunset Boulevard for Gladstone's Restaurant and Beach parking. Much of the parking in the area is managed by Los Angeles County Department of Beaches & Harbors. The Gladstone's/Restaurant and Beach Parking is listed as Wil Rogers State Beach Lot 4 (Gladstone's – Sunset Beach) with an address of 17300 Pacific Coast Highway. This parking lot is managed by LAZ Parking Limited, LLC. There are 212 parking spaces with one entry lane and one exit lane to/from Pacific Coast Highway at Sunset Boulevard and another exit driveway south of Sunset Boulevard. The single-entry lane expands to four lanes on-site to enter, queue, pay for parking and to provide an approximately 100-foot passenger loading zone. Vehicle parking is also permitted on the west side of Pacific Coast Highway from south of Sunset Boulevard/Gladstone's/Beach Parking Lot entry to 2,200 feet southerly

except for approximately 150 to 200 feet near the lifeguard tower positioned near the roadway. Portions of this area of Pacific Coast Highway is posted with restrictions for no parking from 10 PM to 5 AM.

Will Rogers State Beach Parking Lot 5 (Castle Rock) is located at 17580 Pacific Coast Highway immediately north of Gladstone's Restaurant with 21 parking spaces. This parking lot is operated by the County of Los Angeles Department of Beaches and Harbors and is a pay and display public parking lot. There are restrooms and showers facilities at this location.

The Los Angeles County beaches website indicates that Will Rogers State Beach is not as busy with crowds as its neighboring beaches in Venice, Malibu and Santa Monica, but it does get its fair share in the summer. There are multiple parking lots in the area for beach parking. Parking Lot 1 at 14800 Pacific Coast Highway at the southeast end of the beach provides 135 parking spaces, and Parking Lot 2 & 3 at 15800 Pacific Coast Highway at the terminus of Temescal Canyon Road which provides 451 and 628 parking spaces respectively. Closer to the Project site are previously mentioned Parking Lot 4 (Gladstone's Parking) with 212 parking spaces and Parking Lot 5 (Castle Rock) with 21 parking spaces.

As described above, there is a supply of beach parking spaces off Pacific Coast Highway for fees at the terminus of Sunset Boulevard (Gladstone's & Castle Rock) with a combined total of 233 parking spaces and a total of 1,214 parking spaces closer to Temescal Canyon Road. In addition, there is free daytime parking along Pacific Coast Highway south of Sunset Boulevard for approximately 2,200 feet (less approximately 200 feet at the Lifeguard tower) for approximately 100 additional parking spaces estimate 20 feet per vehicle. It is estimated the Project parking demand will not affect the beach parking in the area. A map of the beach parking in the area, cost for beach parking, and Los Angeles County Will Rogers Beach description summary are provided in Attachment D.

ATTACHMENT A

ITE Parking Demand Data Sheets

Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

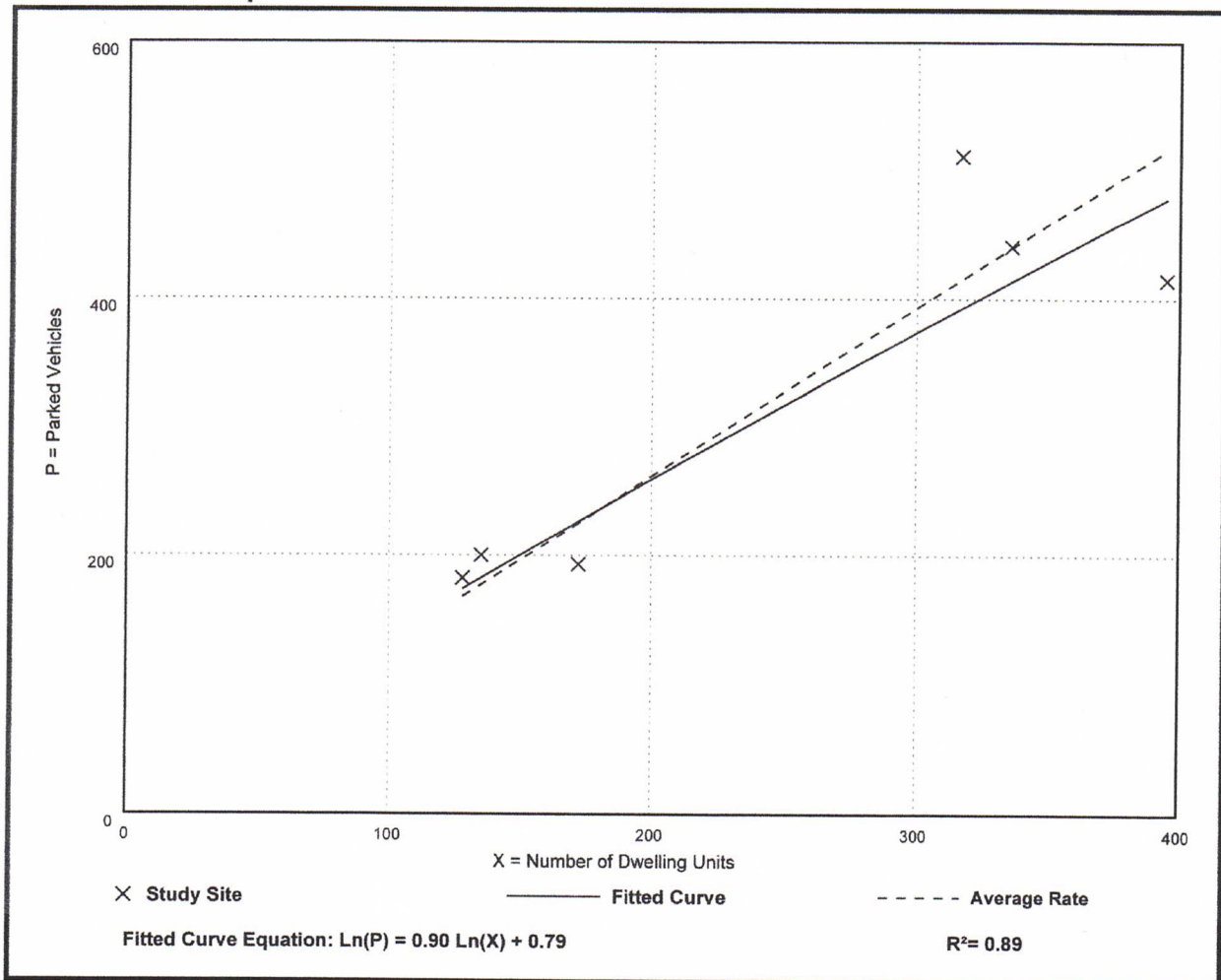
Number of Studies: 6

Avg. Num. of Dwelling Units: 247

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	1.05 - 1.62	1.18 / 1.61	***	0.23 (18%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

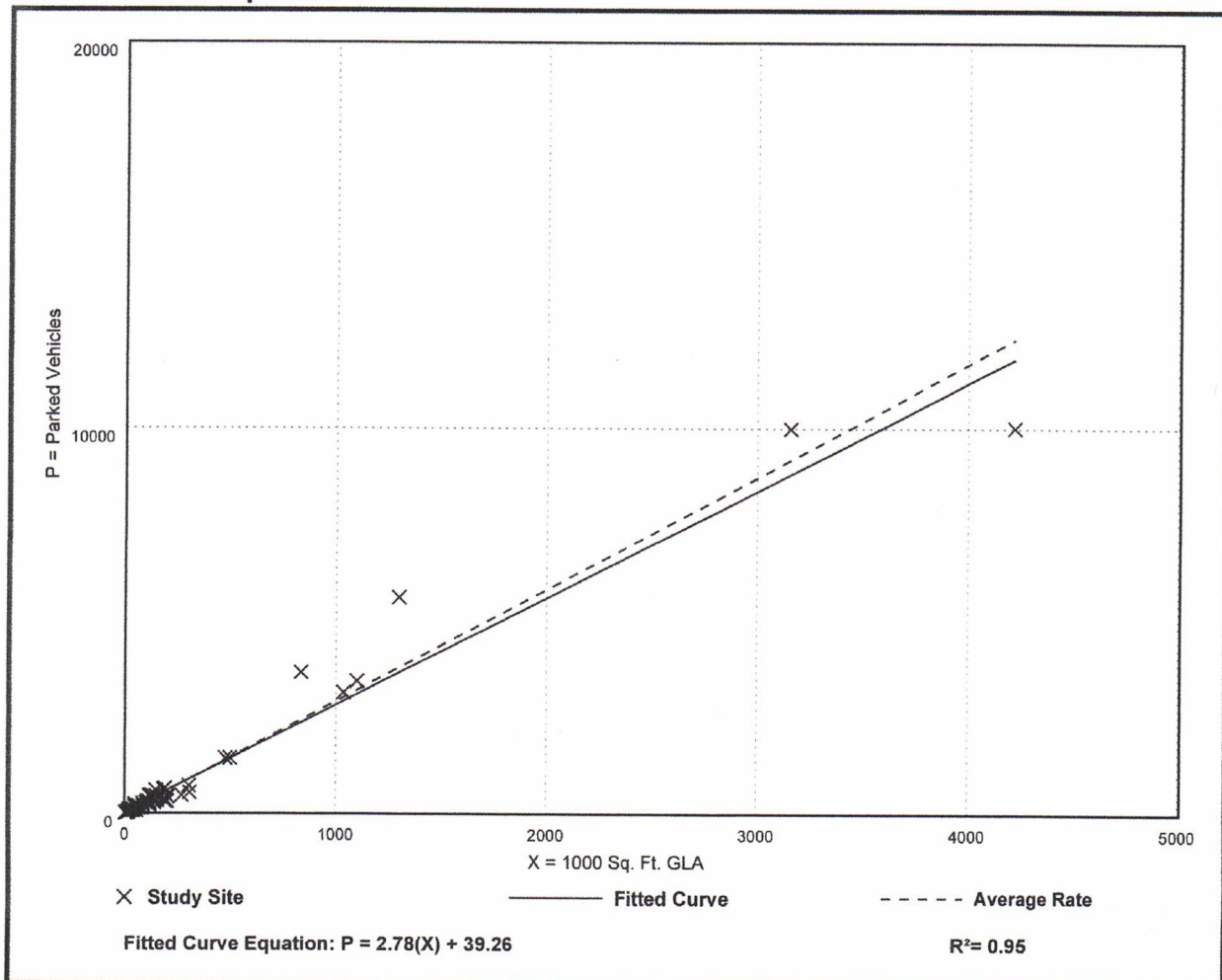
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 (25%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

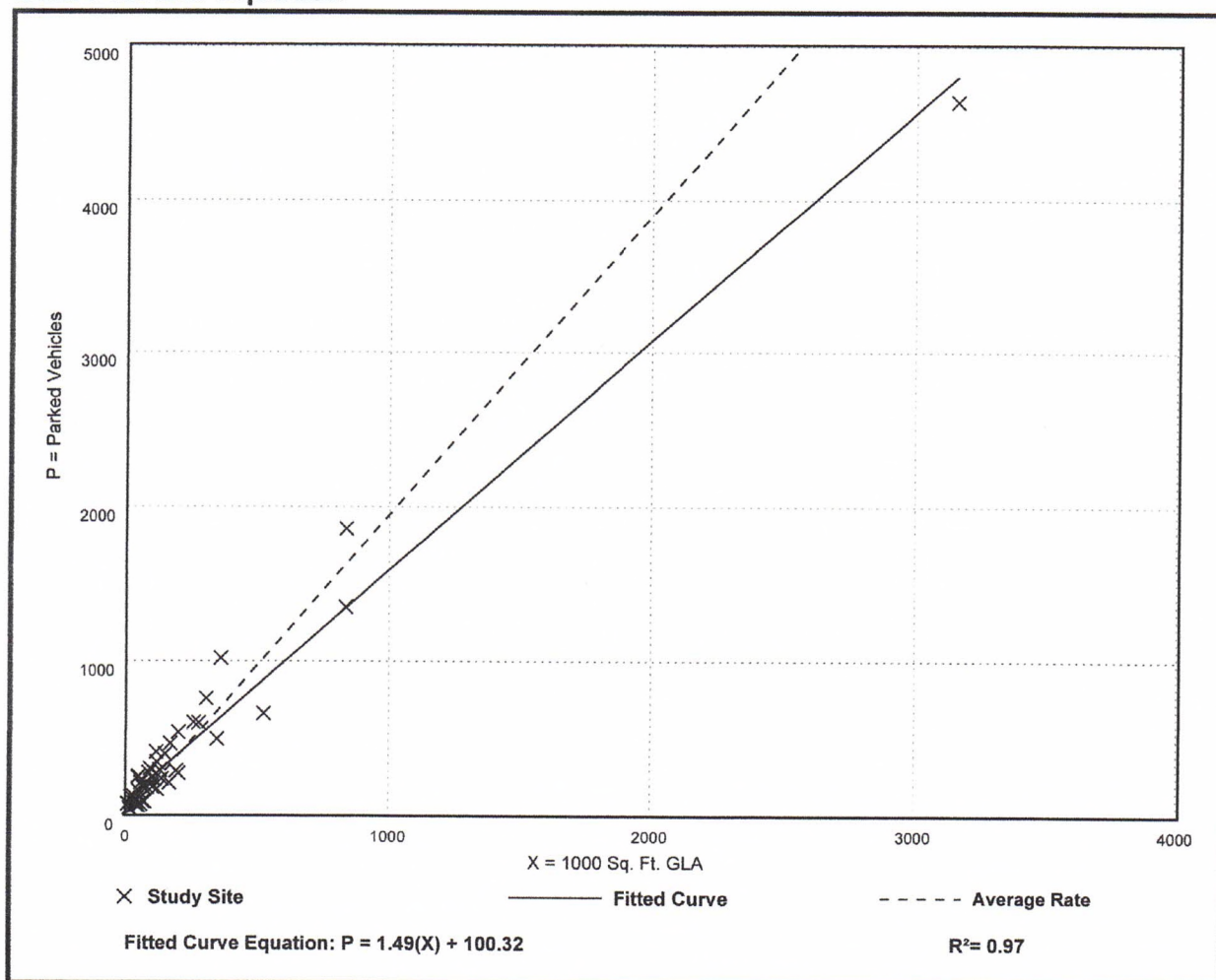
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

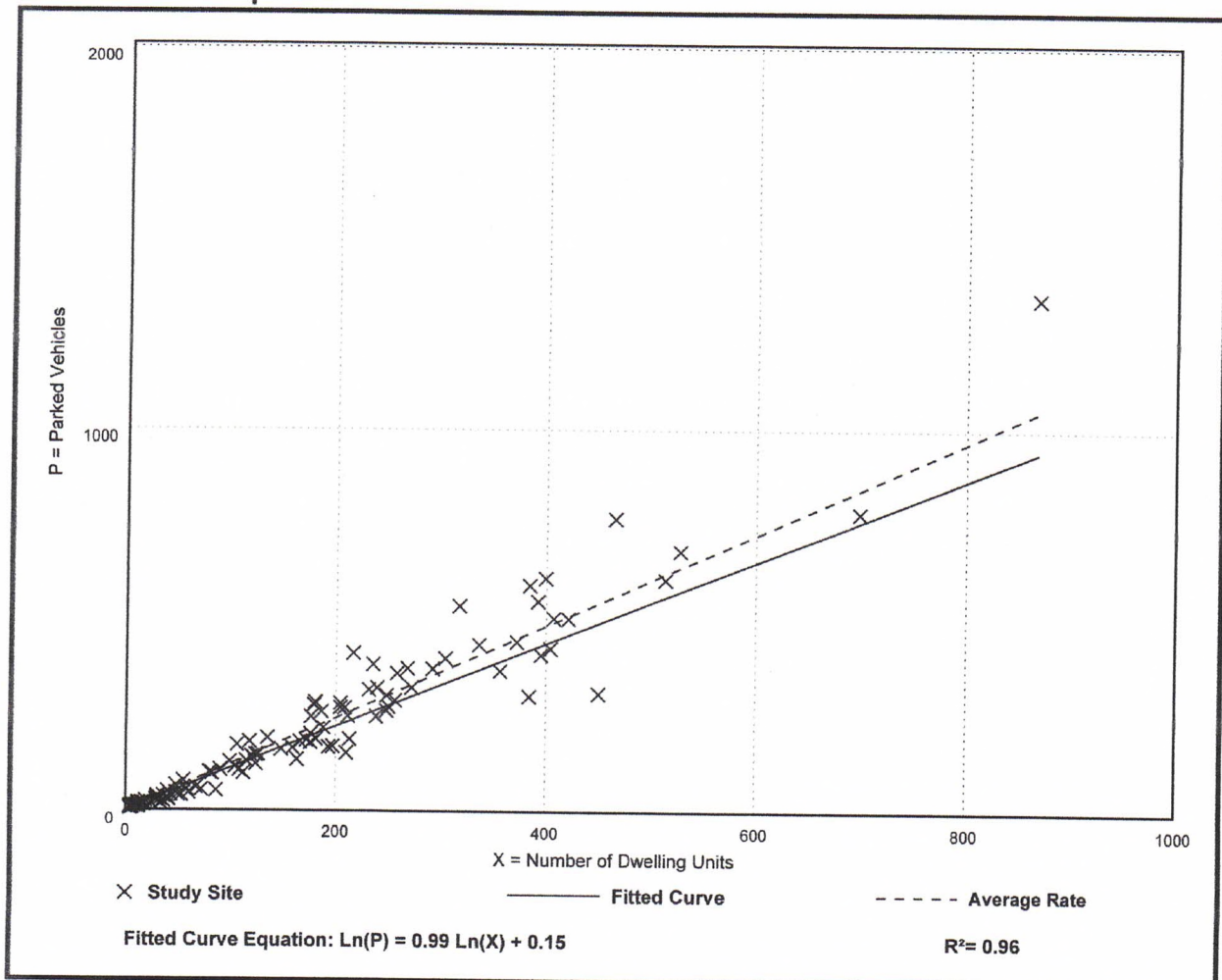
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 (22%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Sunday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 3:00 p.m.

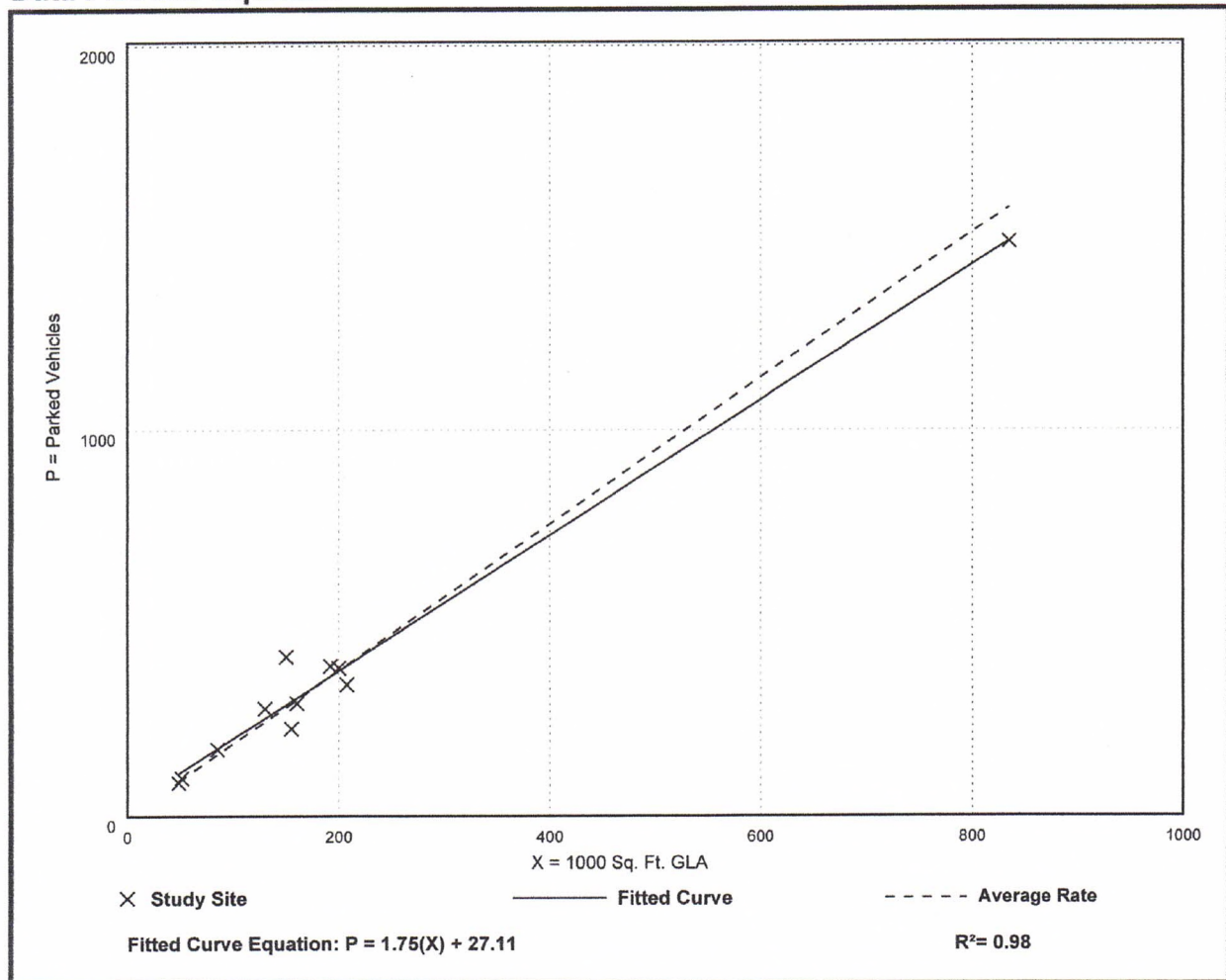
Number of Studies: 11

Avg. 1000 Sq. Ft. GLA: 201

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.89	1.47 - 2.75	1.81 / 2.27	***	0.30 (16%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

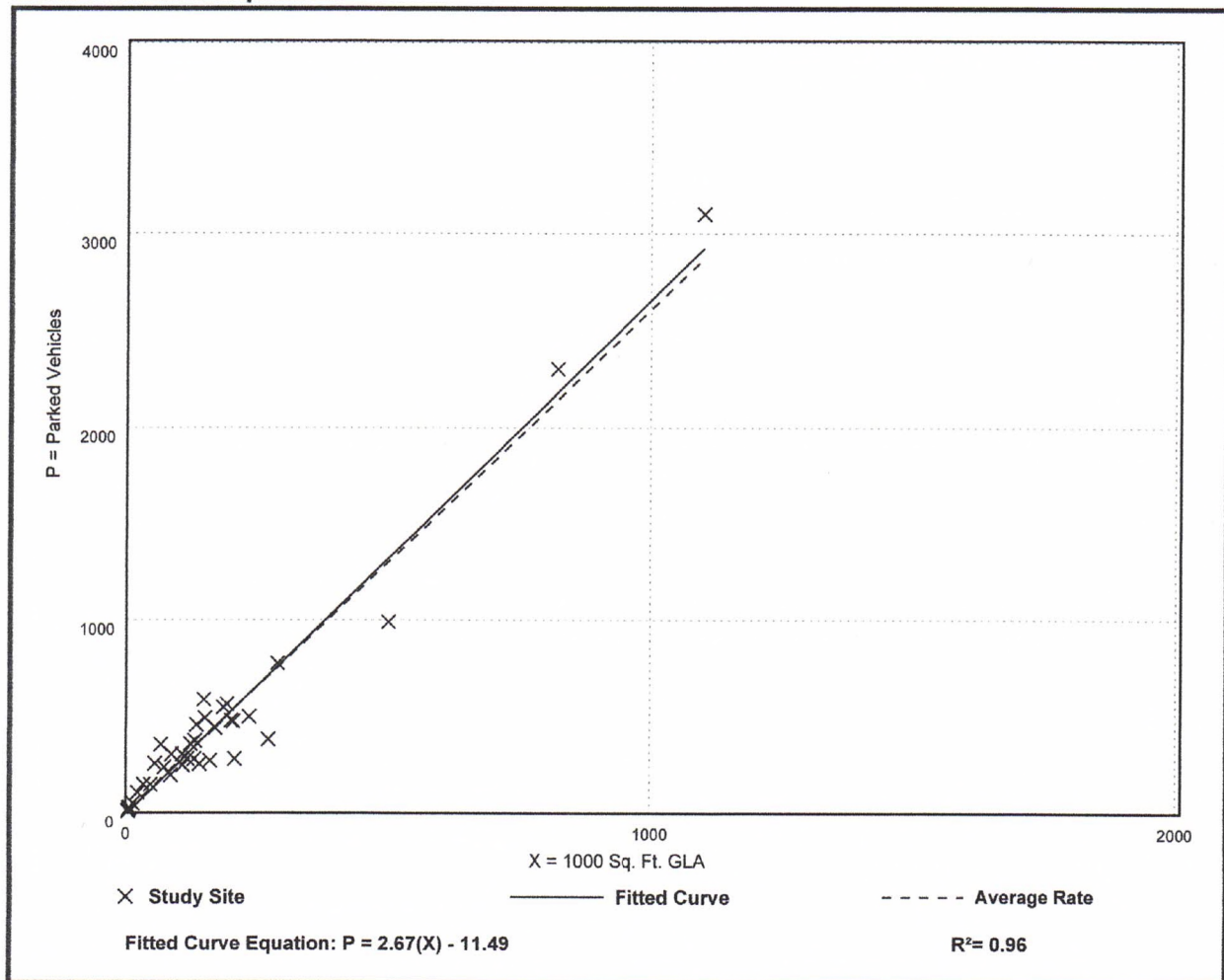
Number of Studies: 37

Avg. 1000 Sq. Ft. GLA: 174

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.61	1.34 - 5.25	2.37 / 3.78	2.39 - 2.83	0.67 (26%)

Data Plot and Equation

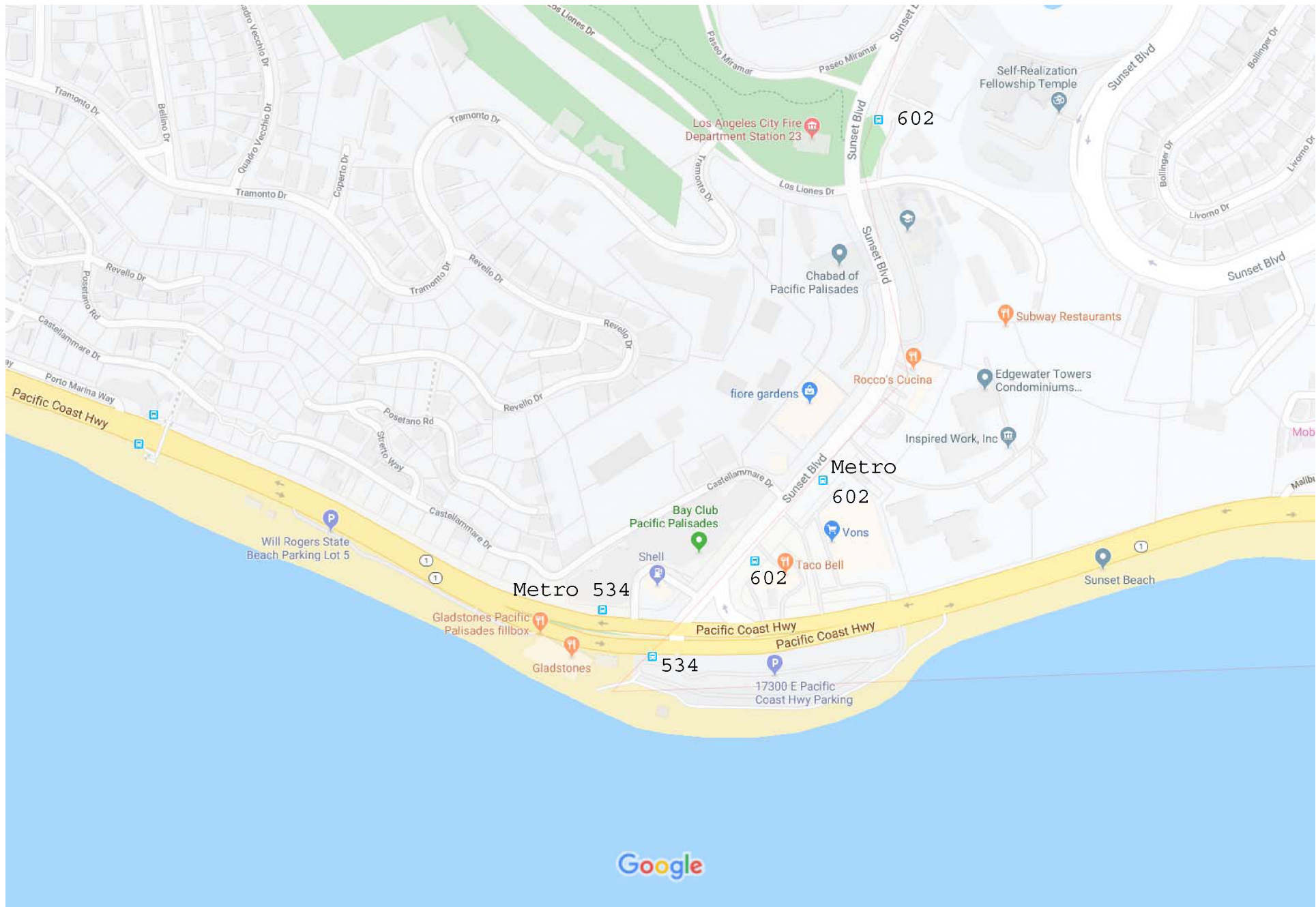


ATTACHMENT B

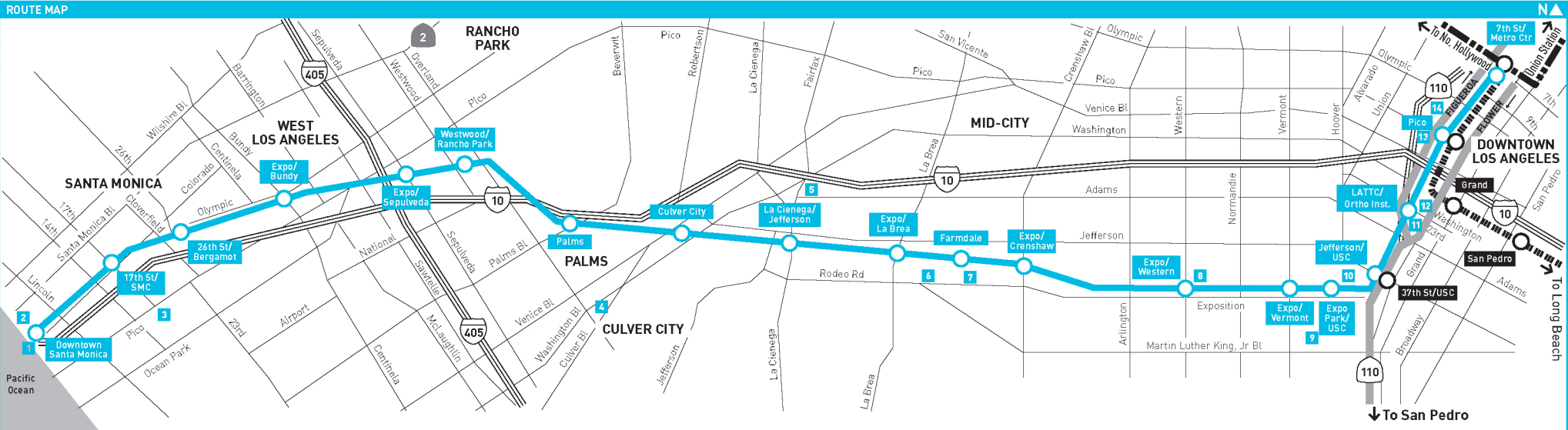
Transit Schedules & Maps

Santa Monica Mountains





EXPO LINE



MAP NOTES

- 1 Santa Monica Pier & Esplanade
- 2 Third Street Promenade
- 3 Santa Monica College
- 4 Downtown Culver City/ Sony Studios
- 5 Washington/Fairfax Transit Hub
- 6 Rancho Cienega Sports Complex
- 7 Dorsey High School
- 8 Foshay Learning Center
- 9 LA Memorial Coliseum, California Science Center, Natural History Museum, Banc of California Stadium
- 10 Galen Center/USC
- 11 Orthopaedic Hospital
- 12 LA Trade Tech College
- 13 LA Convention Center
- 14 STAPLES Center/L.A. LIVE

LEGEND

- Expo Line & Stations
- Blue Line
- Red & Purple Line
- Silver Line [910/950]
- Metro Rail Stations
- Map Note (see insert)
- Freeway
- AVTA Antelope Valley Transit Authority
- BBB Santa Monica Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- M Montebello
- OC OC Bus
- SC Santa Clarita Transit
- T Torrance Transit

STATIONS/CONNECTIONS

Downtown Santa Monica Metro Local 4, 534; Metro Rapid 704, 720; BBB Local 1, 2, 3, 5, 7, 8, 9, 18; BBB Rapid 3, 7, 10	Expo/La Brea Metro Local 38, 212, 312, 378; LD Crenshaw	Pico Metro Rail Blue Line; Metro Busway Silver Line [910/950]; Metro Local 14, 30, 70, 71, 76, 78, 79, 81, 96, 330, 378; Metro Rapid 770; Metro Express 442, 460; LD F; CE 419, 422, 423, 438, 448; OC 701, 721; T4X; FT Silver Streak
17th St/SMC PARKING AVAILABLE BBB 41, 42, 43, 44	Farmdale Metro Local 38	7th Street/ Metro Center Metro Rail Blue, Red & Purple Line; Metro Busway Silver Line [910/950]; Metro Local 14, 16, 17, 18, 20, 37, 51, 52, 53, 55, 60, 62, 66, 70, 71, 76, 78, 79, 81, 96, 316, 351, 355, 378; Metro Rapid 720, 760, 770; Metro Express 442, 460, 487, 489; AVTA 785; BBB Rapid 10; CE 409, 422, 423, 431, 437, 438, 448, 534; FT Silver Streak, 493, 495, 497, 498, 499, 699; LD A, B, E, F; M 40, 50, 90; OC 701, 721; SCT 799; T4X
26th St/Bergamot BBB 5, 16, 43	Expo/Crenshaw PARKING AVAILABLE Metro Local 38, 210; Metro Rapid 710, 740; LD Midtown	
Bundy PARKING AVAILABLE BBB Local 5, 7, 14, 15; BBB Rapid 7, 10	Expo/Western Metro Local 102, 207; Metro Rapid 757	
Expo/Sepulveda PARKING AVAILABLE Metro Local 234; Metro Rapid 734; Metro Express 788; BBB Local 7, 17; BBB Rapid 7; C Local 6; C Rapid 6	Expo/Vermont Metro Local 102, 204; Metro Rapid 754; Metro Express 550; LD F	
Westwood/Rancho Park BBB 8, 12; C3	Expo Park/USC Metro Local 81, 102, 200; Metro Express 442, 460, 550, Line G [Silver]; CE 438, 448; LD F, King East Southeast; OC 701, 721; T4X	
Palms BBB 5, 17	Jefferson/USC Metro Local 38, 81, 102, 200; Metro Express 442; LD F, King-East	
Culver City Metro Local 17, 33; Metro Rapid 733; BBB Local 17; C1, 5, 7; CE 437A	LATTC/Ortho Institute Metro Busway Silver Line [910/950]; Metro Local 37, 38, 55, 81, 355, 603; Metro Express 460; LD F, King-East; OC 701, 724; T4X	
La Cienega/Jefferson PARKING AVAILABLE Metro Local 38, 105, 217; Metro Rapid 705; C4; Baldwin Hills Parklands Shuttle "The Link"		

Monday through Friday

Effective Aug 24 2019

Metro Expo Line

Eastbound to Los Angeles (Approximate Times)

Santa Monica	West Los Angeles	Century City	Culver City	West Adams	Jefferson Park	Exposition Park	Downtown Los Angeles									
Downtown Santa Monica	Expo/Bundy	Expo/Cepulveda	Westwood/Rancho Park	Palms	Culver City	La Cienega/Jefferson	Expo/La Brea	Farmdale	Expo/Crenshaw	Expo/Western	Expo/Vermont	Expo Park/U.S.C.	Jefferson/U.S.C.	LATTC/Orto Inst.	Pico	7th Street/Metro Center
1	3:36A	3:38A	3:40A	3:44A	3:44A	3:48A	3:51A	3:53A	3:55A	3:59A	4:02A	4:03A	4:05A	4:07A	4:12A	4:14A
1	3:51	3:53	3:55	3:59	4:01	4:03	4:06	4:08	4:10	4:14	4:17	4:18	4:20	4:22	4:27	4:29
1	4:11	4:13	4:15	4:19	4:21	4:23	4:26	4:28	4:30	4:34	4:37	4:38	4:40	4:42	4:47	4:49
1	4:27	4:29	4:31	4:35	4:37	4:39	4:42	4:44	4:46	4:50	4:53	4:54	4:56	4:58	5:03	5:05
4:35A	4:43A	4:45A	4:47	4:51	4:53	4:55	4:58	5:00	5:02	5:06	5:09	5:10	5:12	5:14	5:19	5:21
4:50	4:52	4:55	4:58	5:00	5:02	5:06	5:08	5:10	5:12	5:15	5:17	5:21	5:22	5:24	5:29	5:34
5:07	5:09	5:12	5:15	5:17	5:19	5:23	5:25	5:27	5:30	5:32	5:34	5:38	5:41	5:42	5:44	5:51
5:23	5:25	5:28	5:31	5:33	5:35	5:39	5:41	5:43	5:46	5:48	5:50	5:54	5:57	5:58	6:00	6:07
5:39	5:41	5:44	5:47	5:49	5:51	5:55	5:57	5:59	6:02	6:04	6:06	6:10	6:13	6:14	6:16	6:23
5:55	5:57	6:00	6:03	6:05	6:07	6:11	6:13	6:15	6:18	6:20	6:22	6:26	6:29	6:30	6:32	6:39
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6:27	6:29	6:32	6:35	6:37	6:39	6:43	6:45	6:47	6:50	6:52	6:54	6:58	7:01	7:02	7:04	7:11
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11:37	11:39	11:42	11:45	11:47	11:49	11:53	11:55	11:57	12:00P	12:02P	12:04P	12:08P	12:11P	12:12	12:14	12:16
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2:08	2:10	2:13	2:16	2:18	2:20	2:24	2:26	2:28	2:31	2:33	2:35	2:39	2:42	2:43	2:45	2:47
2:16	2:18	2:21	2:24	2:26	2:28	2:32	2:34	2:36	2:39	2:41	2:43	2:47	2:50	2:51	2:53	2:55
2:24	2:26	2:29	2:32	2:34	2:36	2:40	2:42	2:44	2:47	2:49	2:51	2:55	2:58	2:59	3:01	3:03
2:32	2:34	2:37	2:40	2:42	2:44	2:48	2:50	2:52	2:55	2:57	2:59	3:03	3:06	3:07	3:09	3:11
2:40	2:42	2:45	2:48	2:50	2:52	2:56	2:58	3:00	3:03	3:05	3:07	3:11	3:14	3:15	3:17	3:19
2:48	2:50	2:53	2:56	2:58	3:00	3:04	3:06	3:08	3:11	3:13	3:15	3:19	3:22	3:23	3:25	3:27
2:56	2:58	3:01	3:04	3:06	3:08	3:12	3:14	3:16	3:19	3:21	3:23	3:27	3:30	3:31	3:33	3:35
3:04	3:06	3:09	3:12	3:14	3:16	3:20	3:22	3:24	3:27	3:29	3:31	3:35	3:38	3:39	3:41	3:43
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3:28	3:30	3:33	3:36	3:38	3:40	3:44	3:46	3:48	3:51	3:53	3:55	3:59	4:02	4:03	4:05	4:07
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4:00	4:02	4:05	4:08	4:10	4:12	4:16	4:18	4:20	4:23	4:25	4:27	4:31	4:34	4:35	4:37	4:39
4:08	4:10	4:13	4:16	4:18	4:20	4:24	4:26	4:28	4:31	4:33	4:35	4:39	4:42	4:43	4:45	4:47
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4:40	4:42	4:45	4:48	4:50	4:52	4:56	4:58	5:00	5:03	5:05	5:07	5:11	5:14	5:15	5:17	5:19
4:48	4:50	4:53	4:56	4:58	5:00	5:04	5:06									

Metro Expo Line

[illegible]

Horarios de sábado, domingo, y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Avisos especiales

TODOS LOS VIAJES SON SUJETOS A OPERAR 2 MINUTOS MAS TEMPRANO/TARDE QUE LA HORA MOSTRADA.

Demoras de servicio posible de domingo a jueves después de las 8pm y algunos fines de semana debido a trabajo de construcción. Visite bit.ly/servadv o llame al 323.466.6876 para más información. Información disponible en pantallas y vitrinas en las estaciones.

Saturday, Sunday and Holidays

Effective Aug 24 2019

Metro Expo Line

Eastbound to Los Angeles (Approximate Times)

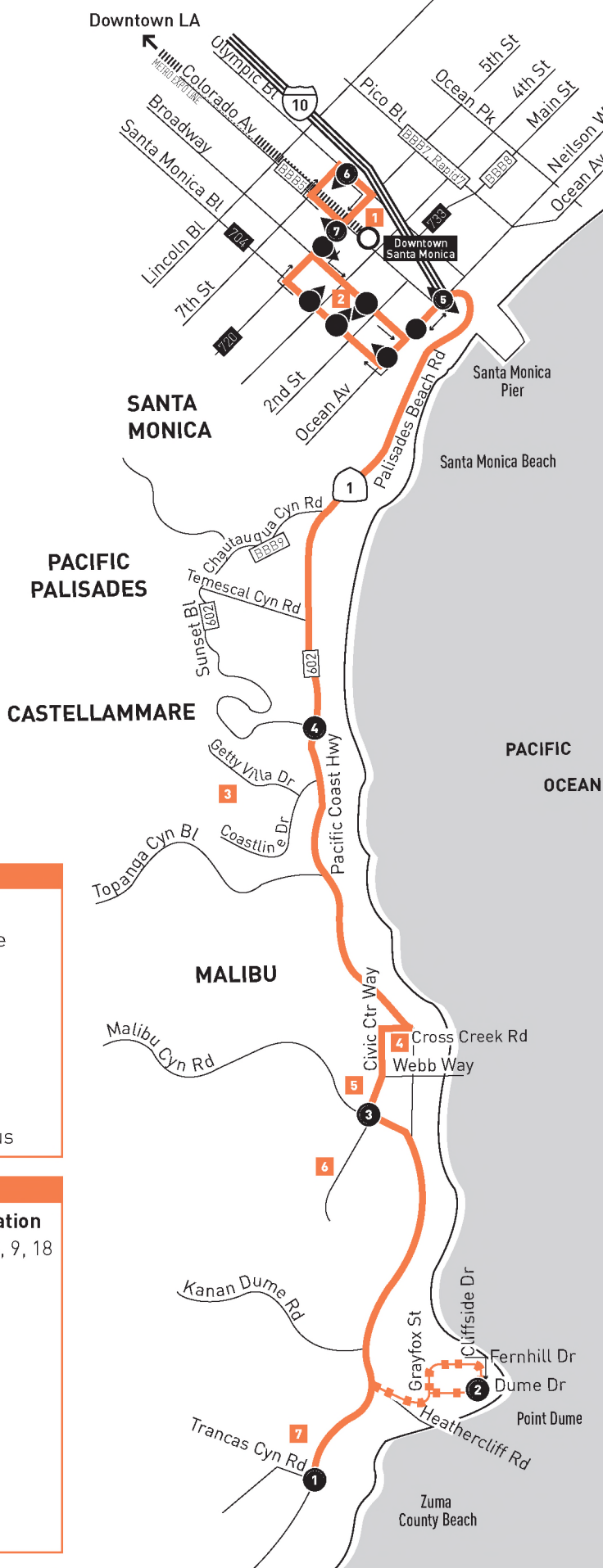
Santa Monica	West Los Angeles	Century City	Culver City	West Adams	Jefferson Park	Exposition Park	Downtown Los Angeles
Downtown Santa Monica	Expo/Blundy	Westwood/Rancho Park	Culver City	La Cienega/Jefferson	Expo/Crenshaw	Expo/Vermont	LATTC/Ortho Inst.
17th St/SMC	Expo/Sepulveda	Palms		Expo/La Brea		Expo Park/USC	Pico
26th St/Bergamot				Farmdale		Jefferson/USC	7th Street/Metro Center
—	3:36A	3:38A	3:40A	3:44A	3:46A	3:48A	3:51A
—	3:51	3:53	3:55	3:59	4:01	4:03	4:06
—	4:11	4:13	4:15	4:19	4:21	4:23	4:26
—	4:27	4:29	4:31	4:35	4:37	4:39	4:42
4:35A	4:37A	4:40A	4:43	4:45	4:47	4:49	4:51
4:57	4:59	5:02	5:05	5:07	5:09	5:11	5:13
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11:55	11:57	12:00P	12:03P	12:05P	12:07P	12:09P	12:11P
12:07P	12:09P	12:12	12:15	12:17	12:19	12:21	12:23
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11:57	11:59	12:02A	12:05A	12:07A	12:09A	12:11A	12:13A
12:17A	12:19A	12:22	12:25	12:27	12:29	12:31	12:33
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12:57	12:59	1:02	1:05	1:07	1:09	1:11	1:13
1:17	1:19	1:22	1:25	1:27	1:29	1:31	1:33
1:37	1:39	1:42	1:45	1:47	1:49	1:51	1:53
Boxed trips Shaded (In Dark Blue) operate only on Saturday nights into Sunday Morning				Los viajes encajonados (que aparecen sombreados en azul) operan el sábado por la noche a domingo por la mañana.			

Saturday, Sunday and Holidays

Metro Expo Line

Westbound to Santa Monica (Approximate Times)

Downtown Los Angeles	Exposition Park	Jefferson Park	West Adams	Culver City	Century City	West Los Angeles	Santa Monica											
7th Street/ Metro Center	Pico	LATTC/ Orcho Inst.	Jefferson/USC	Expo Park/USC	Expo/Vermont	Expo/Western	Expo/Crenshaw	Farmdale	Expo/La Brea	La Cienega/ Jefferson	Culver City	Palms	Westwood/ Rancho Park	Expo/Seputveda	Expo/Bundy	26th St/ Bergamot	17th St/SMC	Downtown Santa Monica
4:03A	4:06A	4:10A	4:12A	4:14A	4:16A	4:19A	4:23A	4:25A	4:27A	4:30A	4:32A	4:34A	4:38A	4:40A	4:42A	4:46A	4:48A	4:50A
4:24	4:27	4:31	4:33	4:35	4:37	4:40	4:44	4:46	4:48	4:51	4:53	4:55	4:59	5:01	5:03	5:07	5:09	5:11
4:39	4:42	4:46	4:48	4:50	4:52	4:55	4:59	5:01	5:03	5:06	5:08	5:10	5:14	5:16	5:18	5:22	5:24	5:26
4:55	4:58	5:02	5:04	5:06	5:08	5:11	5:15	5:17	5:19	5:22	5:24	5:26	5:30	5:32	5:34	5:38	5:40	5:42
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12:37	12:40	12:44	12:46	12:48	12:50	12:53	12:57	12:59	1:01	1:04	1:06	1:08	1:12	1:14	1:16	1:20	1:22	1:24
12:49	12:52	12:56	12:58	1:00	1:02	1:05	1:09	1:11	1:13	1:16	1:18	1:20	1:24	1:26	1:28	1:32	1:34	1:36
1:01	1:04	1:08	1:10	1:12	1:14	1:17	1:21	1:23	1:25	1:28	1:30	1:32	1:36	1:38	1:40	1:44	1:46	1:48
1:13	1:16	1:20	1:22	1:24	1:26	1:29	1:33	1:35	1:37	1:40	1:42	1:44	1:48	1:50	1:52	1:56	1:58	2:00
1:25	1:28	1:32	1:34	1:36	1:38	1:41	1:45	1:47	1:49	1:52	1:54	1:56	2:00	2:02	2:04	2:08	2:10	2:12
1:37	1:40	1:44	1:46	1:48	1:50	1:53	1:57	1:59	2:01	2:04	2:06	2:08	2:12	2:14	2:16	2:20	2:22	2:24
1:49	1:52	1:56	1:58	2:00	2:02	2:05	2:09	2:11	2:13	2:16	2:18	2:20	2:24	2:26	2:28	2:32	2:34	2:36
2:01	2:04	2:08	2:10	2:12	2:14	2:17	2:21	2:23	2:25	2:28	2:30	2:32	2:36	2:38	2:40	2:44	2:46	2:48
2:13	2:16	2:20	2:22	2:24	2:26	2:29	2:33	2:35	2:37	2:40	2:42	2:44	2:48	2:50	2:52	2:56	2:58	3:00
2:25	2:28	2:32	2:34	2:36	2:38	2:41	2:45	2:47	2:49	2:52	2:54	2:56	3:00	3:02	3:04	3:08	3:10	3:12
2:37	2:40	2:44	2:46	2:48	2:50	2:53	2:57	2:59	3:01	3:04	3:06	3:08	3:12	3:14	3:16	3:20	3:22	3:24
2:49	2:52	2:56	2:58	3:00	3:02	3:05	3:09	3:11	3:13	3:16	3:18	3:20	3:24	3:26	3:28	3:32	3:34	3:36
3:01	3:04	3:08	3:10	3:12	3:14	3:17	3:21	3:23	3:25	3:28	3:30	3:32	3:36	3:38	3:40	3:44	3:46	3:48
3:13	3:16	3:20	3:22	3:24	3:26	3:29	3:33	3:35	3:37	3:40	3:42	3:44	3:48	3:50	3:52	3:56	3:58	4:00
3:25	3:28	3:32	3:34	3:36	3:38	3:41	3:45	3:47	3:49	3:52	3:54	3:56	4:00	4:02	4:04	4:08	4:10	4:12
3:37	3:40	3:44	3:46	3:48	3:50	3:53	3:57	3:59	4:01	4:04	4:06	4:08	4:12	4:14	4:16	4:20	4:22	4:24
3:49	3:52	3:56	3:58	4:00	4:02	4:05	4:09	4:11	4:13	4:16	4:18	4:20	4:24	4:26	4:28	4:32	4:34	4:36
4:01	4:04	4:08	4:10	4:12	4:14	4:17	4:21	4:23	4:25	4:28	4:30	4:32	4:36	4:38	4:40	4:44	4:46	4:48
4:13	4:16	4:20	4:22	4:24	4:26	4:29	4:33	4:35	4:37	4:40	4:42	4:44	4:48	4:50	4:52	4:56	4:58	5:00
4:25	4:28	4:32	4:34	4:36	4:38	4:41	4:45	4:47	4:49	4:52	4:54	4:56	5:00	5:02	5:04	5:08	5:10	5:12
4:37	4:40	4:44	4:46	4:48	4:50	4:53	4:57	4:59	5:01	5:04	5:06	5:08	5:12	5:14	5:16	5:20	5:22	5:24
4:49	4:52	4:56	4:58	5:00	5:02	5:05	5:09	5:11	5:13	5:16	5:18	5:20	5:24	5:26	5:28	5:32	5:34	5:36
5:01	5:04	5:08	5:10	5:12	5:14	5:17	5:21	5:23	5:25	5:28	5:30	5:32	5:36	5:38	5:40	5:44	5:46	5:48
5:13	5:16	5:20	5:22	5:24	5:26	5:29	5:33	5:35	5:37	5:40	5:42	5:44	5:48	5:50	5:52	5:56	5:58	6:00
5:25	5:28	5:32	5:34	5:36	5:38	5:41	5:45	5:47	5:49	5:52	5:54	5:56	6:00	6:02	6:04	6:08	6:10	6:12
5:37	5:40	5:44	5:46	5:48	5:50	5:53	5:57	5:59	6:01	6:04	6:06	6:08	6:12	6:14	6:16	6:20	6:22	6:24
5:49	5:52	5:56	5:58	6:00	6:02	6:05	6:09	6:11	6:13	6:16	6:18	6:20	6:24	6:26	6:28	6:32	6:34	6:36
6:01	6:04	6:08	6:10	6:12	6:14	6:17	6:21	6:23	6:25	6:28	6:30	6:32	6:36	6:38	6:40	6:44	6:46	6:48
6:13	6:16	6:20	6:22	6:24	6:26	6:29	6:33	6:35	6:37	6:40	6:42	6:44	6:48	6:50	6:52	6:56	6:58	7:00
6:25	6:28	6:32	6:34	6:36	6:38	6:41	6:45	6:47	6:49	6:52	6:54	6:56	7:00	7:02	7:04	7:08	7:10	7:12
6:37	6:40	6:44	6:46	6:48	6:50	6:53	6:57	6:59	7:01	7:04	7:06	7:08	7:12	7:14	7:16	7:20	7:22	7:24
6:49	6																	



LEGEND

- Line 534 Route
- - - Alternate route via Pt Dume
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail
- BBB Santa Monica's Big Blue Bus

MAP NOTES

- 1 Downtown Santa Monica Expo Station**
Metro 534, 720, BBB 1, 2, 3, 5, 7, 8, 9, 18
Rapid 3, 7, 10
- 2 Third St Promenade**
Metro 4, 534, 704; BBB1, 5, 7, 8,
Rapid 7, 10
- 3 The Getty Villa**
- 4 Malibu Country Mart**
- 5 Malibu Library**
- 6 Pepperdine University**
- 7 Trancas Country Market**

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

MALIBU			CASTELLAMMARE	SANTA MONICA	
1	2	3	4	5	6
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Olympic & 7th St
5:56A	—	6:13A	6:34A	6:43A	6:50A
6:21	—	6:38	7:00	7:10	7:19
—	—	6:55	7:20	7:30	7:39
6:58	—	7:15	7:40	7:50	7:59
7:18	—	7:35	8:00	8:10	8:19
7:38	—	7:55	8:20	8:30	8:39
7:59	—	8:16	8:41	8:51	9:00
8:27	—	8:44	9:09	9:19	9:27
9:01	—	9:18	9:43	9:53	10:01
9:58	—	10:17	10:41	10:51	10:59
10:58	—	11:17	11:40	11:50	11:58
11:58	—	12:17P	12:40P	12:50P	12:58P
12:57P	—	1:17	1:40	1:51	1:59
1:27	—	1:47	2:10	2:21	2:29
1:56	—	2:17	2:40	2:51	2:59
2:22	—	2:43	3:06	3:18	3:26
2:43	—	3:04	3:27	3:39	3:48
2:59	—	3:20	3:43	3:55	4:04
3:07	3:16P	3:35	3:59	4:11	4:20
3:23	3:32	3:51	4:15	4:27	4:36
3:39	3:48	4:07	4:31	4:43	4:52
4:01	—	4:22	4:46	4:58	5:07
—	4:19	4:38	5:02	5:13	5:22
4:37	—	4:58	5:21	5:32	5:41
—	4:59	5:18	5:41	5:52	6:01
5:17	—	5:38	6:01	6:12	6:21
5:38	—	5:59	6:22	6:33	6:41
6:07	—	6:27	6:49	7:00	7:07
6:43	—	7:01	7:21	7:31	7:38
7:19	—	7:37	7:57	8:07	8:13
8:09	—	8:27	8:47	8:56	9:02
9:00	—	9:17	9:37	9:46	9:52

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

SANTA MONICA		CASTELLAMMARE	MALIBU		
7	6	4	3	2	1
5th St & Colorado	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
4:45A	4:51A	5:00A	5:19A	—	5:35A
5:11	5:17	5:27	5:48	—	6:04
5:32	5:39	5:49	6:10	—	6:26
5:49	5:56	6:06	6:27	6:47A	6:55
6:05	6:12	6:22	6:44	—	—
6:20	6:27	6:38	7:00	—	7:18
6:35	6:43	6:54	7:16	7:36	7:44
6:50	6:58	7:11	7:33	—	—
7:06	7:14	7:28	7:50	—	8:08
7:23	7:31	7:45	8:07	8:27	8:35
7:41	7:49	8:02	8:24	—	8:41
8:00	8:09	8:20	8:42	—	—
8:20	8:29	8:40	9:02	—	9:19
8:40	8:49	9:00	9:22	—	9:39
9:03	9:13	9:24	9:46	—	10:03
9:28	9:38	9:49	10:11	—	10:27
10:27	10:37	10:49	11:10	—	11:26
11:26	11:37	11:49	12:12P	—	12:29P
12:24P	12:36P	12:48P	1:11	—	1:28
1:11	1:22	1:34	1:57	—	2:14
1:36	1:47	1:59	2:22	—	2:39
2:07	2:18	2:30	2:54	—	3:11
2:36	2:47	2:59	3:23	—	3:40
3:05	3:17	3:35	3:59	—	4:16
3:39	3:51	4:10	4:34	—	4:51
4:08	4:20	4:39	5:03	—	5:20
4:37	4:49	5:08	5:31	—	5:48
5:14	5:25	5:45	6:07	—	6:24
5:54	6:05	6:23	6:44	—	7:01
6:55	7:05	7:17	7:37	—	7:53
7:54	8:01	8:11	8:30	—	8:46

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

MALIBU			CASTELLAMMARE	SANTA MONICA	
1	2	3	4	5	6
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Olympic & 7th St
6:41A	—	6:58A	7:17A	7:26A	7:33A
7:11	—	7:28	7:47	7:56	8:03
7:36	—	7:53	8:12	8:22	8:30
8:01	—	8:18	8:37	8:47	8:55
8:41	—	8:58	9:17	9:27	9:35
9:19	—	9:37	9:57	10:07	10:15
9:58	—	10:16	10:37	10:47	10:55
10:34	—	10:52	11:14	11:26	11:34
11:17	—	11:35	11:57	12:09P	12:17P
12:14P	—	12:34P	12:57P	1:09	1:17
1:14	—	1:34	1:57	2:11	2:20
2:00	2:11P	2:29	2:57	3:11	3:20
2:41	—	3:02	3:30	3:44	3:53
3:12	—	3:32	4:00	4:14	4:23
3:33	3:44	4:02	4:30	4:44	4:53
4:12	—	4:32	5:00	5:14	5:23
4:42	—	5:02	5:30	5:44	5:53
5:06	5:17	5:35	6:02	6:16	6:25
5:52	—	6:11	6:37	6:49	6:57
6:32	—	6:51	7:15	7:26	7:34
7:17	—	7:34	7:57	8:07	8:14
8:15	—	8:32	8:52	9:01	9:08
9:10	—	9:27	9:47	9:56	10:03

Saturday

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

SANTA MONICA		CASTELLAMMARE	MALIBU		
7	6	4	3	2	1
5th St & Colorado	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:51A	5:56A	6:45A	6:04A	—	6:21A
6:01	6:06	6:15	6:24	—	6:31
6:25	6:31	6:40	6:59	—	7:17
6:45	6:51	7:00	7:20	—	7:38
7:05	7:11	7:20	7:40	—	7:58
7:29	7:35	7:44	8:04	—	8:22
7:59	8:05	8:14	8:34	8:51A	9:02
8:37	8:43	8:52	9:13	9:30	9:41
9:14	9:20	9:30	9:51	—	10:09
9:55	10:01	10:12	10:34	10:51	11:02
10:47	10:53	11:05	11:28	—	11:46
11:46	11:52	12:05P	12:28P	—	12:46P
12:40P	12:46P	1:00	1:23	—	1:41
1:14	1:20	1:34	1:57	—	2:15
1:44	1:50	2:04	2:28	—	2:46
2:12	2:18	2:34	2:58	—	3:16
2:42	2:48	3:04	3:29	—	3:47
3:12	3:18	3:34	3:59	—	4:17
3:43	3:49	4:04	4:29	—	4:47
4:28	4:35	4:48	5:11	—	5:29
5:18	5:25	5:37	5:57	—	6:15
6:08	6:14	6:25	6:44	—	7:01
7:07	7:13	7:23	7:42	—	7:59
8:02	8:08	8:18	8:37	—	8:54

Sunday

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

MALIBU			CASTELLAMMARE	SANTA MONICA	
1	2	3	4	5	6
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Olympic & 7th St
7:15A	—	7:33A	7:52A	8:01A	8:09A
8:15	—	8:33	8:52	9:02	9:10
9:13	—	9:31	9:52	10:02	10:10
10:11	—	10:30	10:52	11:03	11:11
11:09	—	11:29	11:52	12:03P	12:11P
12:08P	—	12:28P	12:52P	1:03	1:11
1:08	—	1:28	1:52	2:05	2:13
2:06	—	2:26	2:52	3:05	3:14
3:01	—	3:21	3:52	4:04	4:13
3:45	—	4:05	4:37	4:49	4:58
4:18	4:28P	4:45	5:17	5:29	5:38
5:10	—	5:30	6:02	6:14	6:23
6:02	6:12	6:29	6:52	7:03	7:10
6:54	7:04	7:21	7:42	7:52	7:59
8:03	—	8:21	8:42	8:52	8:59
9:03	—	9:21	9:42	9:52	9:59

Sunday

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

SANTA MONICA		CASTELLAMMARE	MALIBU		
7	6	4	3	2	1
5th St & Colorado	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:55A	6:00A	6:09A	6:28A	—	6:45A
6:55	7:00	7:09	7:28	—	7:45
7:54	8:00	8:09	8:28	—	8:45
8:39	8:45	8:54	9:15	9:31A	9:42
9:38	9:44	9:54	10:16	—	10:34
10:35	10:41	10:54	11:16	11:32	11:43
11:35	11:41	11:54	12:19P	—	12:37P
12:34P	12:40P	12:54P	1:19	1:35P	1:46
1:34	1:40	1:54	2:19	—	2:37
2:19	2:25	2:39	3:04	—	3:22
2:59	3:05	3:19	3:44	—	4:02
3:45	3:51	4:04	4:29	—	4:47
4:41	4:48	4:59	5:20	—	5:38
5:37	5:43	5:54	6:14	—	6:32
6:36	6:44	6:54	7:13	—	7:30
7:38	7:44	7:54	8:13	—	8:30

Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vigne&coasarehavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip."

Special Notes

Trip starts at Olympic & 7th at time shown.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

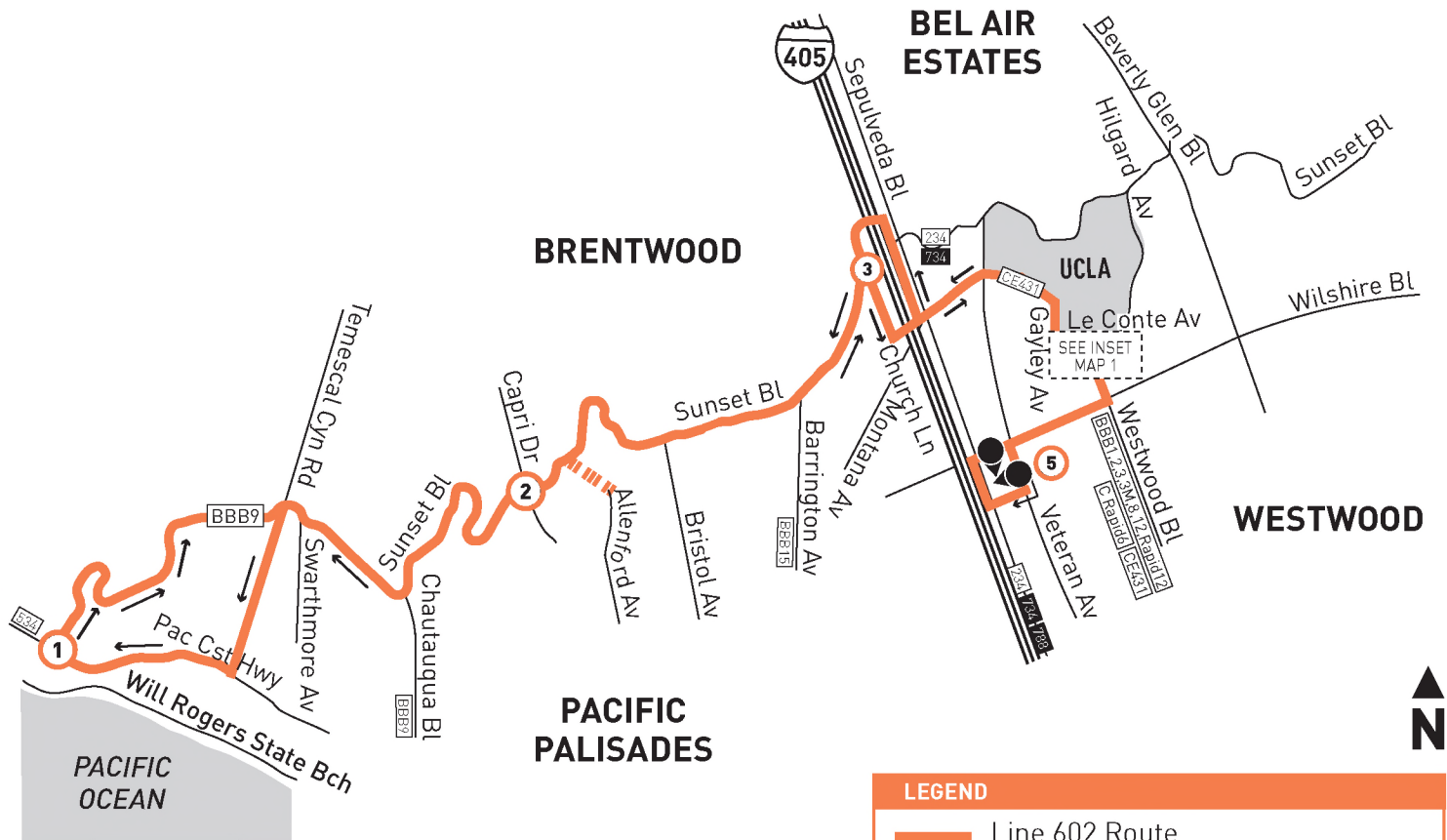
Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip."

Avisos especiales

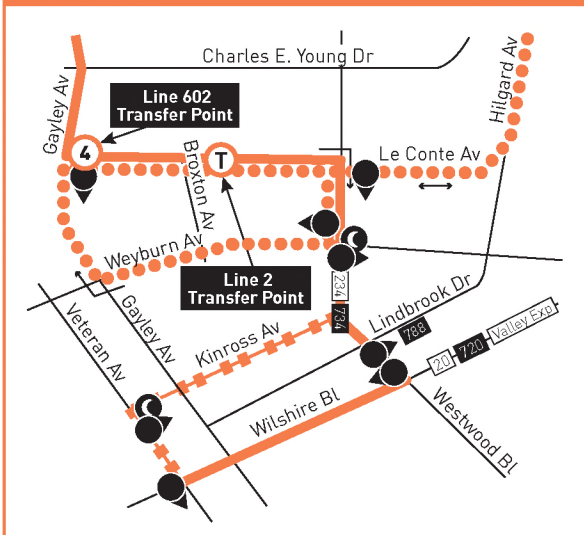
Horarios actuales pueden variar drásticamente dependiendo del clima y actos naturales que puedan afectar el viaje sobre Pacific Coast Highway.

ACTUAL TIMES MAY VARY DRASTICALLY DURING INCLEMENT WEATHER OR ACTS OF NATURE THAT AFFECT TRAVEL ON PACIFIC COAST HIGHWAY. CALL METRO INFORMATION FOR ANY UPDATES.

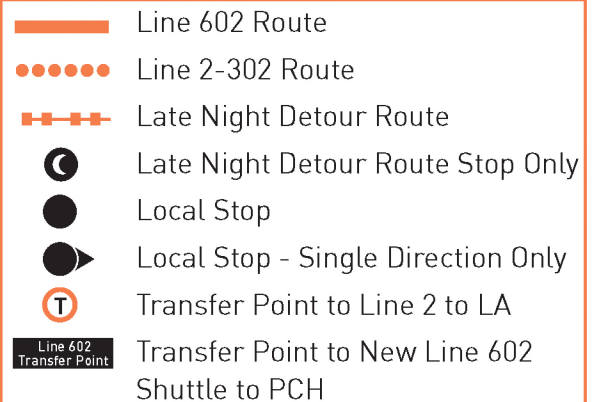
ROUTE MAP



INSET MAP 1



INSET 1



Monday through Friday

Effective Dec 16 2018

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Eastbound Al Este (Approximate Times/Tiempos Aproximados)

PACIFIC PALISADES	BRENTWOOD	WESTWOOD	
1	2	3	5
Sunset & Pacific Coast Hwy	Sunset & Capri	Sunset & Church	Veteran & Federal Building
5:19A	5:32A	5:40A	5:56A
6:04	6:17	6:25	6:41
6:29	6:43	6:52	7:08
6:54	7:10	7:22	7:38
7:11	7:29	7:45	8:01
7:42	8:00	8:16	8:33
8:26	8:42	8:56	9:12
9:13	9:28	9:40	9:56
9:48	10:03	10:13	10:30
10:31	10:45	10:55	11:13
11:20	11:36	11:47	12:05P
12:02P	12:18P	12:30P	12:48
		A 12:42	1:00
12:46	1:02	1:14	1:32
		A 1:55	2:14
1:30	1:49	2:04	2:23
		B 2:35	2:54
A 2:06	2:28	2:50	3:06
2:09	2:31	2:53	3:15
		C 3:43	4:00
2:41	3:02	3:44	4:06
3:11	3:32	4:22	4:44
3:30	3:50	4:39	5:01
4:01	4:20	5:05	5:25
4:30	4:49	5:30	5:50
5:03	5:22	5:56	6:14
5:37	5:56	6:20	6:38
6:07	6:24	6:42	7:00
6:59	7:14	7:26	7:43
7:40	7:55	8:05	8:22
A 8:34	8:49	8:58	9:14
A 9:35	9:49	9:57	10:13
A 10:35	10:49	10:57	11:11
A 11:23	11:37	11:45	11:59

Westbound Al Oeste (Approximate Times/Tiempos Aproximados)

WESTWOOD	PACIFIC PALISADES	
5	4	2
Veteran & Federal Building	Le Conte & Gayley	Sunset & Capri
5:54A	6:04A	6:24A
6:13	6:23	6:44
6:28	6:38	7:01
6:38	6:48	7:11
6:49	6:59	7:22
6:58	7:09	7:33
7:08	7:19	7:45
7:20	7:31	7:57
7:32	7:44	8:09
7:44	7:56	8:21
7:56	8:08	8:33
8:13	8:25	8:48
8:28	8:40	9:03
8:44	8:56	9:18
9:02	9:14	9:36
9:23	9:35	9:55
9:47	9:59	10:18
10:13	10:25	10:44
10:50	11:03	11:22
11:33	11:47	12:06P
		D 12:37
12:19P	12:33P	12:53
1:04	1:18	1:38
		D 1:47
		B 2:17
1:48	2:02	2:24
		A 3:17
2:45	2:59	3:25
3:16	3:30	3:58
3:48	4:02	4:30
4:20	4:36	5:04
4:50	5:06	5:34
5:18	5:34	6:00
5:44	6:00	6:26
6:36	6:49	7:11
7:34	7:47	8:06
8:35	8:45	9:03
A 9:33	9:43	10:00
A 10:30	10:40	10:56

Monday thru Sunday Late Night Schedule

2/602

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

BRENTWOOD	WESTWOOD	BEVERLY HILLS	HOLLYWOOD	LOS ANGELES	ECHO PARK	DOWNTOWN LOS ANGELES
6	7	8	9	10	11	12
Church & Sunset	Le Conte & Westwood	Sunset & Beverly	Sunset & Fairfax	Sunset & Western	Vermont / Sunset Station	Sunset & Echo Park
11:50P	11:59P	12:09A	12:22A	12:36A	12:40A	12:50A
12:23A	12:32A	12:42	12:54	1:08	1:12	1:21
12:53	1:02	1:12	1:24	1:38	1:42	1:51
1:24	1:33	1:43	1:55	2:09	2:13	2:22

Monday thru Sunday Late Night Schedule

2/602

Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES	ECHO PARK	LOS ANGELES	HOLLYWOOD	BEVERLY HILLS	WESTWOOD	BRENTWOOD
14	12	11	10	9	8	7
Broadway & Venice	Sunset & Echo Park	Vermont / Sunset Station	Sunset & Western	Sunset & Fairfax	Sunset & Beverly	Le Conte & Westwood
10:16P	10:35P	10:47P	10:52P	11:08P	11:20P	11:30P
10:50	11:07	11:18	11:22	11:37	11:48	11:58
11:25	11:41	11:51	11:55	12:08A	12:19A	12:28A
12:06A	12:21A	12:30A	12:33A	12:45	12:56	1:05

Sunday and Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"

Special Notes

- A Trip starts at Allenford – Sunset 22 – 25 minutes before time shown and only operates on early school dismissals. Please phone Metro Information Center for exact days of operation.
- B Trip starts at Allenford – Sunset 28 minutes before time shown and operates on school days Tuesdays and Thursdays only. Please phone Metro Information Center for exact days of operation.
- C Trip starts at Allenford – Sunset 38 minutes before time shown and operates on school days Mondays, Wednesdays and Fridays only. Please phone Metro Information Center for exact days of operation.
- D Trip starts at Allenford – Sunset approximately 2 minutes before time shown and operates on early school dismissals only. Please phone Metro Information Center for exact days of operation.
- E Trip starts at Allenford – Sunset approximately 2 minutes before time shown and operates on school days Tuesday and Thursdays only. Please phone Metro Information Center for exact days of operation.
- F Trip starts at Allenford – Sunset approximately 2 minutes before time shown and operates on school days Mondays, Wednesdays and Fridays only. Please phone Metro Information Center for exact days of operation.
- G Upon arrival at Sunset – Pacific Coast Hwy trip continues East on Sunset to Temescal Canyon.
- H Trip operates on school days only. Please phone Metro Information Center for exact days of operation.
- I Trip ends at Westwood – Wilshire at time shown.
- J Trip follows the Late Night Detour Route as seen in INSET MAP 1.

Avisos especiales

- A Viaje comienza en Allenford – Sunset 22 – 25 minutos antes de la hora mostrada y opera sólo en los despidos escolares tempranos. Llame al Centro de Información de Metro para los días exactos de operación.
- B Viaje comienza en Allenford – Sunset 28 minutos antes de la hora mostrada y opera solamente los martes y jueves en días escolares. Llame al Centro de Información de Metro para los días exactos de operación.
- C Viaje comienza en Allenford – Sunset 38 minutos antes de la hora mostrada y opera solamente los lunes, miércoles y viernes en días escolares. Llame al Centro de Información de Metro para los días exactos de operación.
- D Viaje comienza en Allenford – Sunset aproximadamente 2 minutos antes de la hora mostrada y opera sólo en los despidos escolares tempranos. Llame al Centro de Información de Metro para los días exactos de operación.
- E Viaje comienza en Allenford – Sunset aproximadamente 2 minutos antes de la hora mostrada y opera solamente los martes y jueves en días escolares. Llame al Centro de Información de Metro para los días exactos de operación.
- F Viaje comienza en Allenford – Sunset aproximadamente 2 minutos antes de la hora mostrada y opera solamente los lunes, miércoles y viernes en días escolares. Llame al Centro de Información de Metro para los días exactos de operación.
- G A su llegada en Sunset – Pacific Coast Hwy viaje continúa hacia el este a Temescal Canyon.
- H Viaje opera sólo en días escolares. Llame al Centro de Información de Metro para los días exactos de operación.
- I Viaje termina en Westwood – Wilshire a la hora mostrada.
- J El viaje sigue la ruta del Late Night Detour Route como se ve en el INSET MAP 1.

Saturday

Effective Dec 16 2018

602

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

PACIFIC PALISADES		BRENTWOOD	WESTWOOD
① → ② → ③ → ⑤			
Sunset & Pacific Coast Hwy	Sunset & Capri	Sunset & Church	Veteran & Federal Building
5:39A	5:52A	6:00A	6:17A
6:20	6:33	6:42	6:59
7:11	7:24	7:33	7:51
7:51	8:04	8:14	8:33
8:34	8:49	8:59	9:18
9:19	9:34	9:44	10:05
10:04	10:19	10:29	10:50
10:53	11:09	11:20	11:41
11:38	11:54	12:05P	12:26P
12:22P	12:38P	12:49	1:10
1:06	1:22	1:33	1:54
1:49	2:06	2:17	2:40
2:33	2:50	3:01	3:25
3:16	3:33	3:45	4:09
4:01	4:18	4:30	4:54
4:42	4:58	5:09	5:32
5:32	5:48	5:59	6:20
6:17	6:33	6:44	7:05
7:02	7:18	7:29	7:48
7:42	7:58	8:09	8:28
■ 8:35	8:51	9:00	9:17
■ 9:35	9:50	9:58	10:15
■ 10:35	10:49	10:57	11:14
■ 11:23	11:37	11:45	12:02A

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

WESTWOOD		PACIFIC PALISADES	
⑤ → ④ → ② → ①			
Veteran & Federal Building	Le Conte & Gayley	Sunset & Capri	Sunset & Pacific Coast Hwy
6:03A	6:13A	6:29A	6:43A
6:33	6:44	7:01	7:15
7:15	7:26	7:45	7:59
8:01	8:13	8:31	8:45
8:49	9:01	9:19	9:33
9:33	9:45	10:03	10:18
10:19	10:31	10:49	11:04
11:04	11:16	11:34	11:49
11:50	12:03P	12:20P	12:35P
12:36P	12:49	1:06	1:22
1:21	1:34	1:51	2:07
2:06	2:19	2:37	2:53
2:51	3:04	3:22	3:38
3:36	3:49	4:07	4:23
4:17	4:33	4:50	5:04
5:02	5:18	5:35	5:49
5:40	5:56	6:13	6:27
6:39	6:52	7:09	7:22
7:39	7:52	8:08	8:20
8:37	8:47	9:02	9:14
■ 9:32	9:42	9:57	10:09
■ 10:31	10:41	10:57	11:09

Sunday and Holiday Schedule

602

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

PACIFIC PALISADES		BRENTWOOD	WESTWOOD
① → ② → ③ → ⑤			
Sunset & Pacific Coast Hwy	Sunset & Capri	Sunset & Church	Veteran & Federal Building
5:30A	5:43A	5:51A	6:07A
6:10	6:24	6:33	6:49
6:54	7:08	7:17	7:34
7:52	8:06	8:15	8:32
8:43	8:57	9:06	9:23
9:41	9:55	10:05	10:25
10:40	10:55	11:05	11:25
11:38	11:53	12:03P	12:24P
12:38P	12:53P	1:03	1:24
1:38	1:53	2:03	2:26
2:38	2:53	3:03	3:26
3:39	3:54	4:03	4:26
4:39	4:54	5:03	5:26
5:39	5:54	6:03	6:24
6:41	6:56	7:05	7:24
7:40	7:55	8:04	8:21
■ 8:37	8:51	9:00	9:17
■ 9:36	9:50	9:58	10:15
■ 10:35	10:49	10:57	11:14
■ 11:23	11:37	11:45	12:02A

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

WESTWOOD		PACIFIC PALISADES	
⑤ → ④ → ② → ①			
Veteran & Federal Building	Le Conte & Gayley	Sunset & Capri	Sunset & Pacific Coast Hwy
6:30A	6:40A	6:55A	7:08A
7:02	7:13	7:28	7:42
7:48	7:59	8:15	8:29
8:44	8:56	9:15	9:30
9:41	9:53	10:12	10:27
10:41	10:53	11:12	11:28
11:39	11:52	12:10P	12:27P
12:39P	12:52P	1:11	1:28
1:39	1:52	2:11	2:28
2:39	2:52	3:12	3:29
3:39	3:52	4:12	4:29
4:36	4:52	5:10	5:25
5:36	5:52	6:10	6:26
6:37	6:50	7:09	7:25
7:37	7:50	8:08	8:21
8:37	8:47	9:05	9:18
■ 9:32	9:42	10:00	10:12
■ 10:31	10:41	10:58	11:10

PACIFIC
PALISADES

9

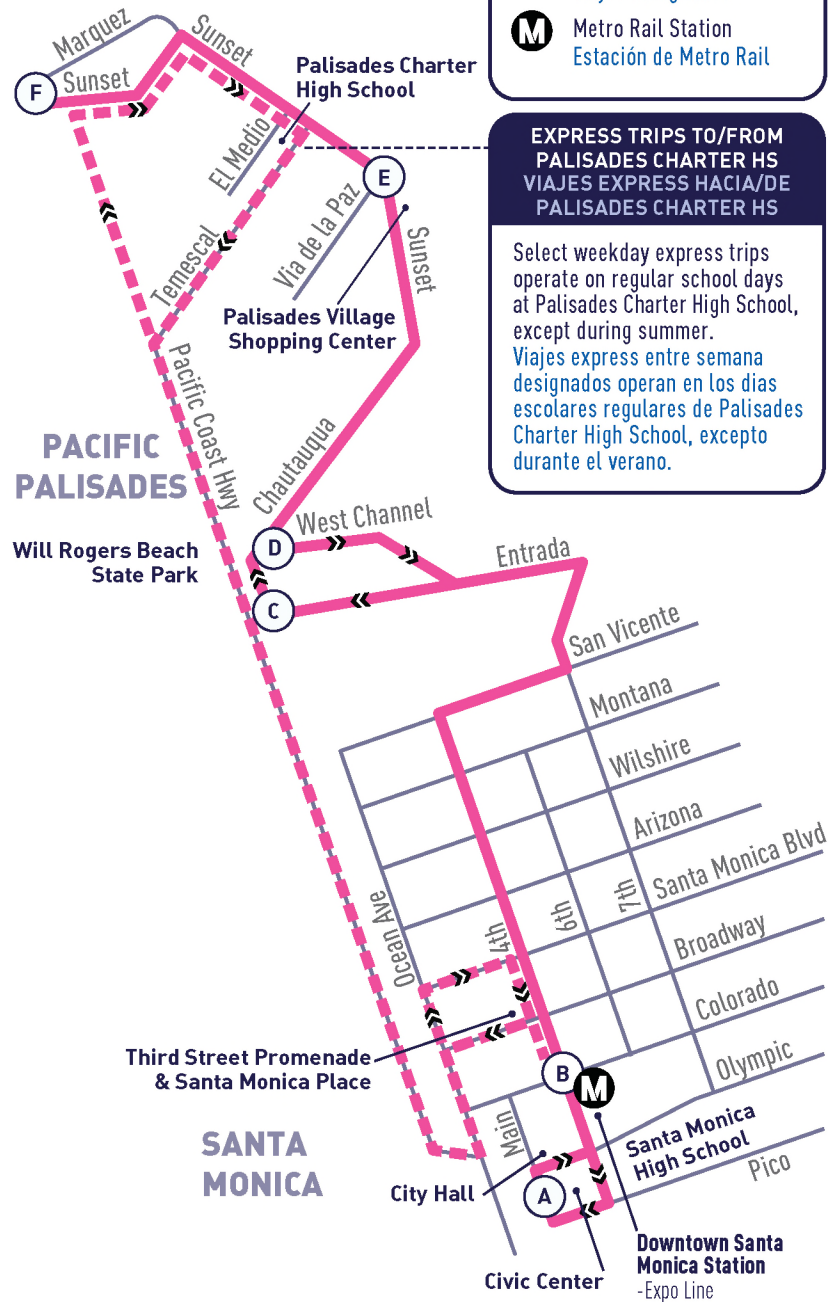


not to scale

- (A)** Timepoint
Punto de Tiempo
- Select Trips Only
Viajes Designados
- (M)** Metro Rail Station
Estación de Metro Rail

**EXPRESS TRIPS TO/FROM
PALISADES CHARTER HS
VIAJES EXPRESS HACIA/DE
PALISADES CHARTER HS**

Select weekday express trips operate on regular school days at Palisades Charter High School, except during summer.
Viajes express entre semana designados operan en los días escolares regulares de Palisades Charter High School, excepto durante el verano.



SANTA MONICA TO PACIFIC PALISADES

WEEKDAY
DURANTE LA SEMANA

Main & Civic Auditorium (A)	4th & Colorado [Downtown SM Station] (B)	Entrada & Pacific Coast Hwy (C)	Sunset & Via de la Paz (E)	Sunset & Marquez (F)
-	5:57	6:11	6:18	6:24
-	6:22	6:36	6:43	6:49
-	6:35	6:49	6:56	7:02
-	6:48	7:03	7:11	7:18
6:58	7:02	7:18	7:26	7:33
-	7:13	-	-	7:33
-	7:16	7:34	7:43	7:51
7:26	7:30	7:48	7:57	8:05
-	7:45	8:03	8:12	8:20
7:56	8:00	8:18	8:27	8:35
8:11	8:15	8:33	8:42	8:50
8:26	8:30	8:47	8:55	9:02
8:41	8:45	9:02	9:10	9:17
9:00	9:04	9:21	9:29	9:36
9:20	9:24	9:41	9:49	9:56
9:50	9:54	10:11	10:19	10:26
10:20	10:24	10:41	10:49	10:56
10:50	10:54	11:11	11:19	11:26
11:20	11:24	11:41	11:49	11:56
11:50	11:54	12:11	12:19	12:26
12:20	12:24	12:41	12:49	12:56
12:50	12:54	1:11	1:19	1:26
1:20	1:24	1:41	1:49	1:56
1:40	1:44	2:01	2:09	2:16
2:00	2:04	2:21	2:29	2:36
2:15	2:19	2:39	2:49	2:57
2:35	2:39	2:59	3:09	3:17
2:55	2:59	3:19	3:29	3:37
3:15	3:19	3:39	3:49	3:57
3:35	3:39	3:59	4:09	4:17
3:55	3:59	4:19	4:29	4:37
4:15	4:19	4:39	4:49	4:57
4:35	4:39	4:58	5:07	5:14
4:55	4:59	5:18	5:27	5:34
5:25	5:29	5:48	5:57	6:04
6:01	6:05	6:22	6:30	6:36
6:31	6:35	6:52	7:00	7:06
7:01	7:05	7:22	7:30	7:36
7:31	7:35	7:50	7:56	8:02
8:01	8:05	8:20	8:26	8:32
8:45	8:48	9:03	9:09	9:14

Express trip operates on regular school days at Palisades Charter High School, except during summer./Viaje express opera en días escolares de Palisades Charter High School excepto durante el verano.

ALL PM
TIMES IN
BOLD

ROUTE
9

PACIFIC PALISADES TO SANTA MONICA

WEEKDAY
DURANTE LA SEMANA

Sunset & Marquez (F)	Sunset & Via de la Paz (E)	West Channel & Pacific Coast Hwy (D)	4th & Santa Monica Place (Downtown SM Station) (B)	Main & Civic Auditorium (A)
6:26	6:31	6:38	6:50	6:54
6:51	6:56	7:03	7:15	7:19
7:12	7:18	7:26	7:39	7:44
7:26	7:32	7:40	7:53	7:58
7:40	7:46	7:54	8:07	8:12
8:00	8:06	8:14	8:27	8:32
8:20	8:26	8:34	8:47	8:52
8:40	8:46	8:54	9:07	9:12
9:00	9:06	9:14	9:27	9:32
9:30	9:36	9:44	9:57	10:02
10:00	10:06	10:14	10:27	10:32
10:30	10:36	10:44	10:59	11:05
11:00	11:06	11:14	11:29	11:35
11:30	11:36	11:44	11:59	12:05
12:00	12:06	12:14	12:29	12:35
12:09	12:19	12:30	◇12:45	-
12:22	12:32	12:43	◇12:58	-
12:30	12:36	12:44	12:59	1:05
12:35	12:45	12:56	◇1:11	-
12:50	1:00	1:11	◇1:26	-
1:00	1:06	1:14	1:29	1:35
1:30	1:36	1:44	1:59	2:05
2:00	2:07	2:17	2:34	2:40
2:14	-	-	◇2:49	-
2:20	2:27	2:37	2:54	3:00
2:40	2:47	2:57	3:14	3:20
3:00	3:07	3:17	3:34	3:40
3:20	3:27	3:37	3:54	4:00
3:40	3:47	3:57	4:14	4:20
4:00	4:07	4:17	4:34	4:40
4:20	4:27	4:37	4:54	5:00
4:40	4:47	4:57	5:14	5:20
5:00	5:07	5:17	5:34	5:40
5:20	5:26	5:34	5:50	5:56
5:40	5:46	5:54	6:10	6:16
6:10	6:16	6:24	6:40	6:46
6:40	6:46	6:53	7:08	7:13
7:10	7:16	7:23	7:36	7:41
7:40	7:46	7:53	8:06	8:11
8:10	8:15	8:21	8:33	8:38
9:15	9:19	9:25	9:36	9:40

◇ Trip ends on 4th St. at Colorado Ave./Viaje termina en 4th St. y Colorado Ave.

Trip operates on early dismissal days at Palisades Charter High School, except during summer./Viaje opera en los días de salida temprana en Palisades Charter High School excepto durante el verano.

Express trip operates on regular school days at Palisades Charter High School, except during summer./Viaje express opera en días escolares de Palisades Charter High School excepto durante el verano.

ALL PM
TIMES IN
BOLD

ROUTE
9

SANTA MONICA TO PACIFIC PALISADES

WEEKEND LOS FINES DE SEMANA

Main & Civic Auditorium (A)	4th & Colorado (Downtown SM Station) (B)	Entrada & Pacific Coast Hwy (C)	Sunset & Via de la Paz (E)	Sunset & Marquez (F)
-	6:25	6:37	6:43	6:49
-	6:55	7:07	7:13	7:19
†7:22	7:25	7:39	7:46	7:52
†7:52	7:55	8:10	8:17	8:23
8:22	8:25	8:40	8:47	8:53
-	8:55	9:11	9:18	9:25
9:22	9:25	9:41	9:48	9:55
9:52	9:55	10:12	10:20	10:27
10:22	10:25	10:42	10:50	10:57
10:52	10:55	11:12	11:20	11:27
11:20	11:24	11:42	11:50	11:57
11:50	11:54	12:12	12:20	12:27
12:20	12:24	12:42	12:50	12:57
12:49	12:54	1:13	1:21	1:28
1:19	1:24	1:43	1:51	1:58
1:49	1:54	2:13	2:21	2:28
2:19	2:24	2:43	2:51	2:58
2:49	2:54	3:13	3:21	3:28
3:19	3:24	3:43	3:51	3:58
3:49	3:54	4:13	4:21	4:28
4:19	4:24	4:43	4:50	4:57
4:49	4:54	5:13	5:20	5:27
5:19	5:24	5:43	5:50	5:57
5:50	5:54	6:12	6:18	6:24
6:20	6:24	6:42	6:48	6:54
6:50	6:54	7:12	7:18	7:24
7:20	7:24	7:41	7:47	7:53
7:50	7:54	8:11	8:17	8:23
8:45	8:48	9:03	9:09	9:14

† Trip does not serve Main St. & Civic Auditorium on Sundays./Viaje no sirve Main St. y Civic Auditorium los domingos.

Trip operates on Saturday only./Viaje opera solo en sábado.

Good Bus Karma

Did your Operator make your day? Let us know! Send him/her a compliment by visiting smgov.net/santamonicaworks.

ALL PM
TIMES IN
BOLD

ROUTE

9

**WEEKEND
LOS FINES DE SEMANA**

**PACIFIC PALISADES
TO SANTA MONICA**

Sunset & Marquez (F)	Sunset & Via de la Paz (E)	West Channel & Pacific Coast Hwy (D)	4th & Santa Monica Place (Downtown SM Station) (B)	Main & Civic Auditorium (A)
6:52	6:57	7:02	7:13	7:17
7:22	7:27	7:32	7:43	7:47
7:54	7:59	8:04	8:15	8:19
8:28	8:33	8:38	8:49	8:53
8:58	9:03	9:09	9:21	9:26
9:30	9:35	9:41	9:53	9:58
10:00	10:06	10:13	10:26	10:31
10:30	10:36	10:43	10:58	11:04
11:00	11:06	11:13	11:28	11:34
11:30	11:36	11:43	11:58	12:04
12:00	12:06	12:13	12:28	12:34
12:30	12:36	12:43	12:58	1:04
1:00	1:06	1:14	1:31	1:37
1:30	1:36	1:44	2:03	2:10
2:00	2:06	2:14	2:33	2:40
2:30	2:36	2:44	3:03	3:10
3:00	3:06	3:14	3:33	3:40
3:30	3:36	3:44	4:03	4:10
4:00	4:06	4:14	4:33	4:40
4:30	4:36	4:44	5:03	5:10
5:00	5:06	5:14	5:33	5:40
5:30	5:36	5:44	6:03	6:10
6:00	6:05	6:12	6:30	6:36
6:30	6:35	6:42	7:00	7:06
7:00	7:05	7:12	7:30	7:36
7:30	7:35	7:41	7:58	8:03
8:00	8:05	8:11	8:28	8:33
8:30	8:35	8:41	8:57	9:02
9:20	9:25	9:31	9:47	9:52

Trip operates on Saturday only./Viaje opera solo en sábado.

Fares on TAP

Skip the lines and buy BBB passes and add Stored Value to your TAP card at **taptogo.net** or call 866.827.8646.

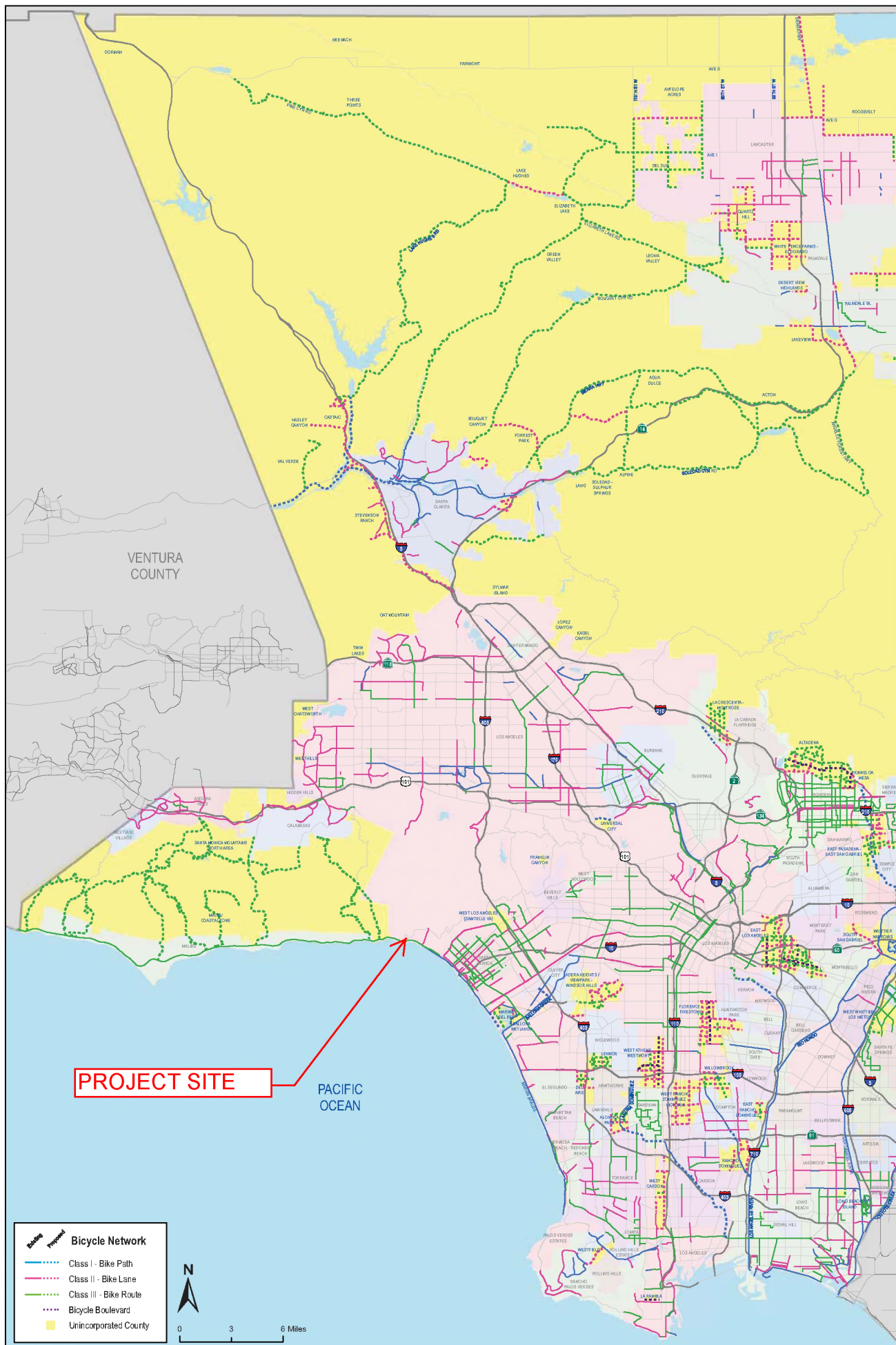
ALL PM
TIMES IN
BOLD

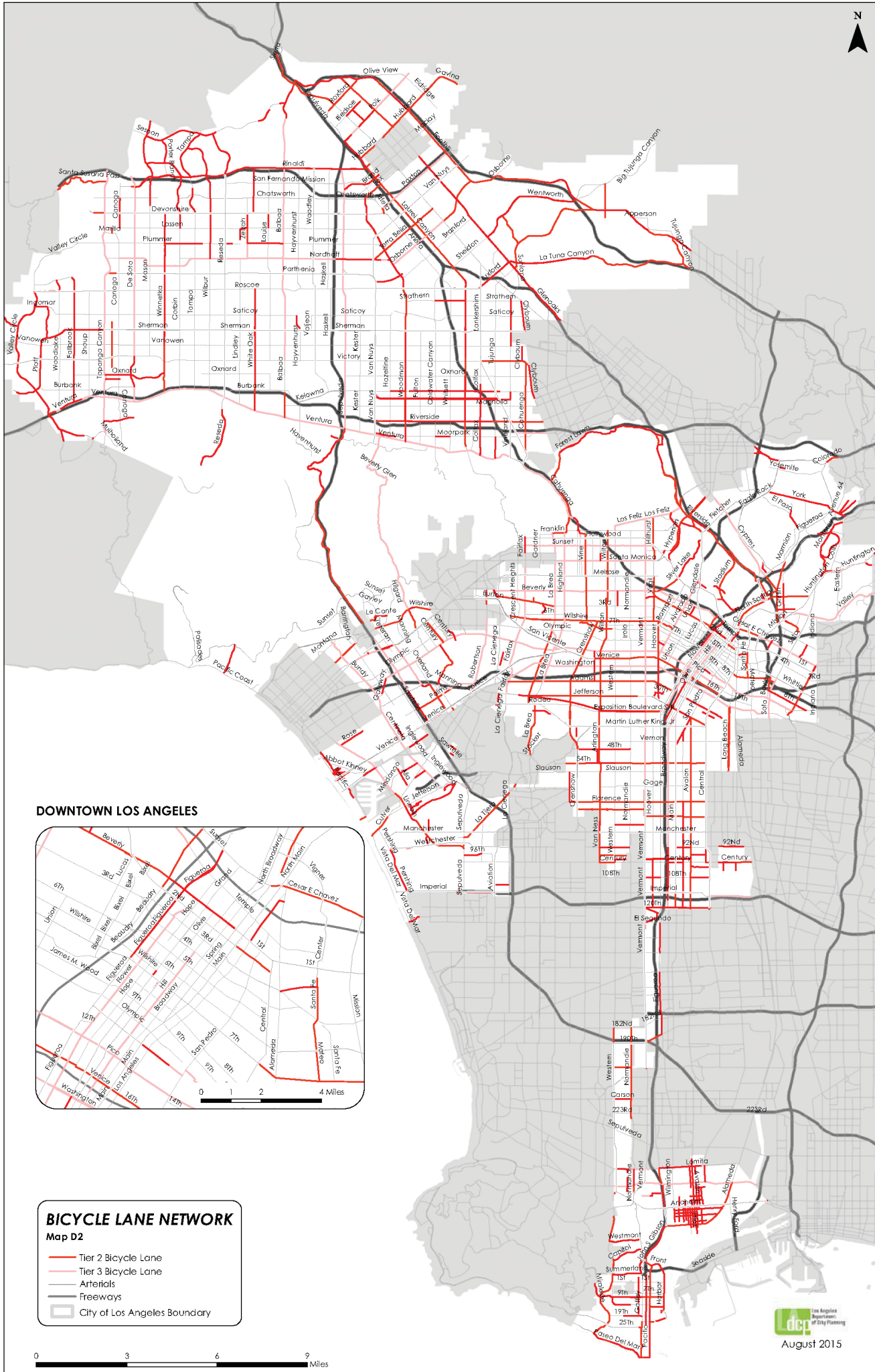
ROUTE
9

EFFECTIVE DATE: AUGUST 18, 2019

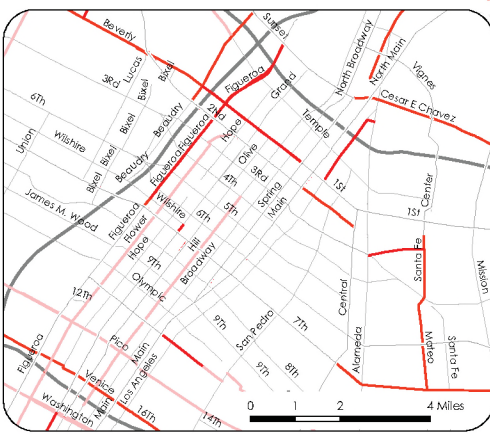
ATTACHMENT C

Bicycle Maps



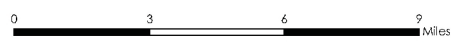


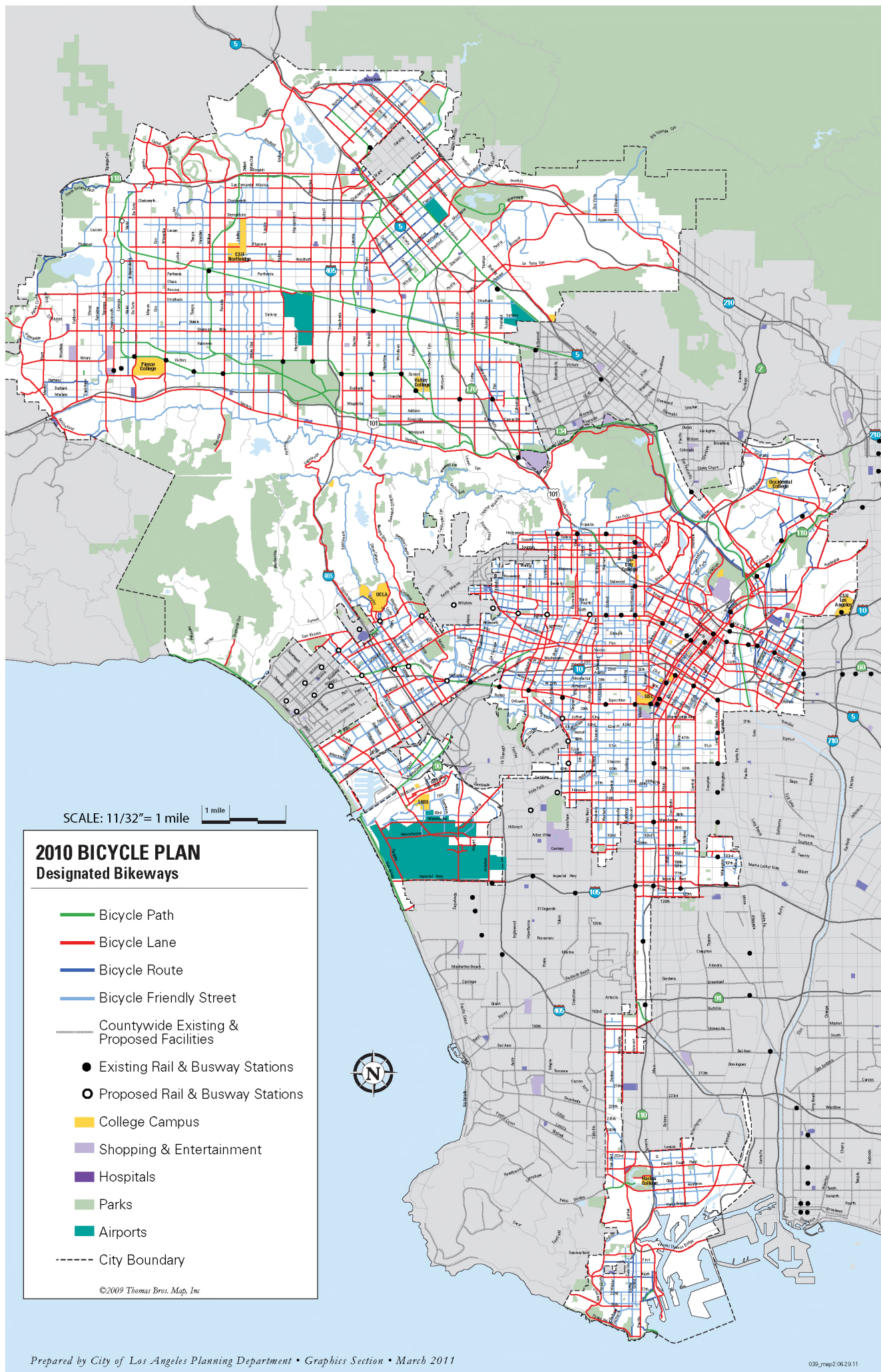
DOWNTOWN LOS ANGELES

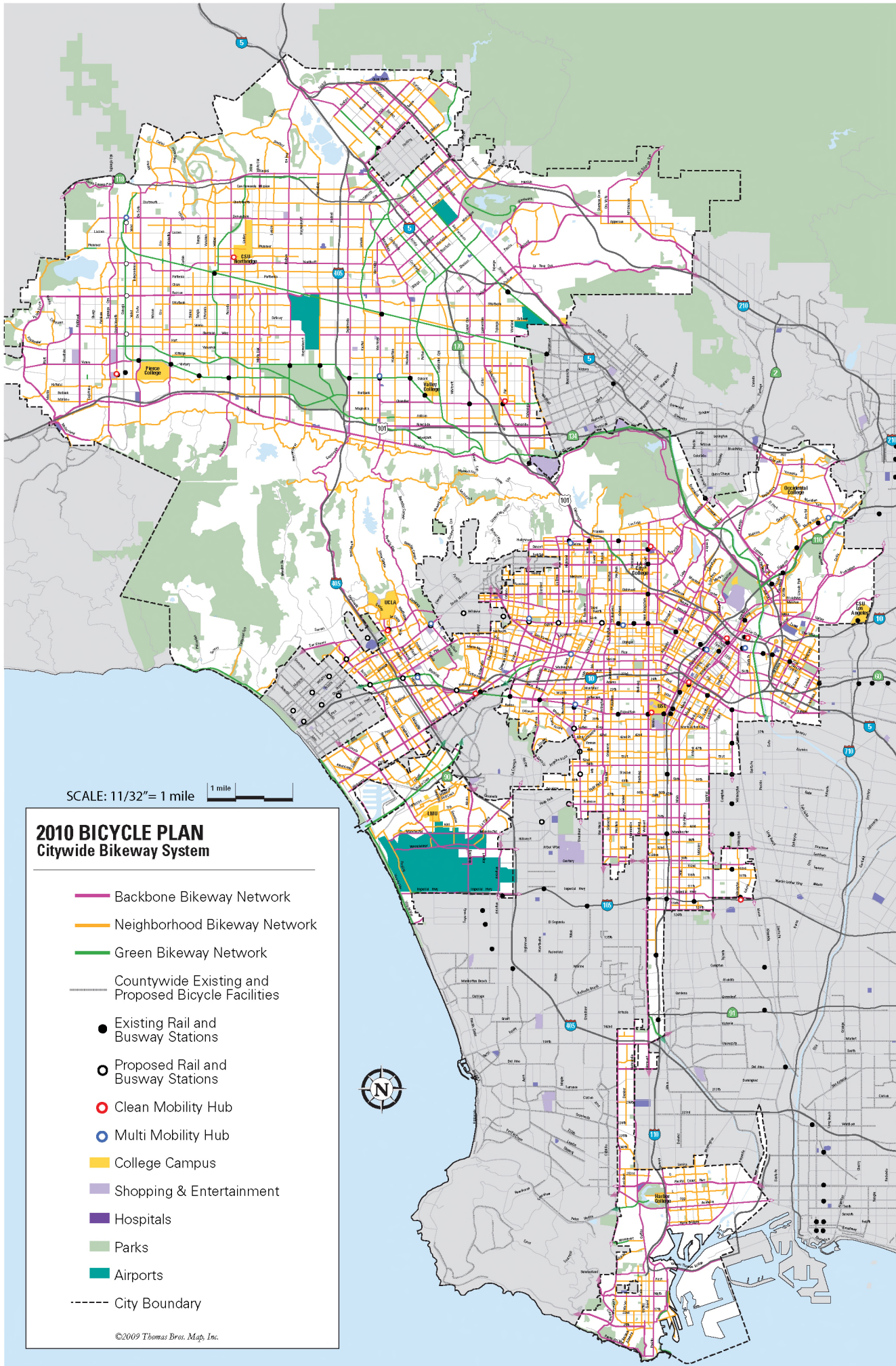


BICYCLE LANE NETWORK
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary







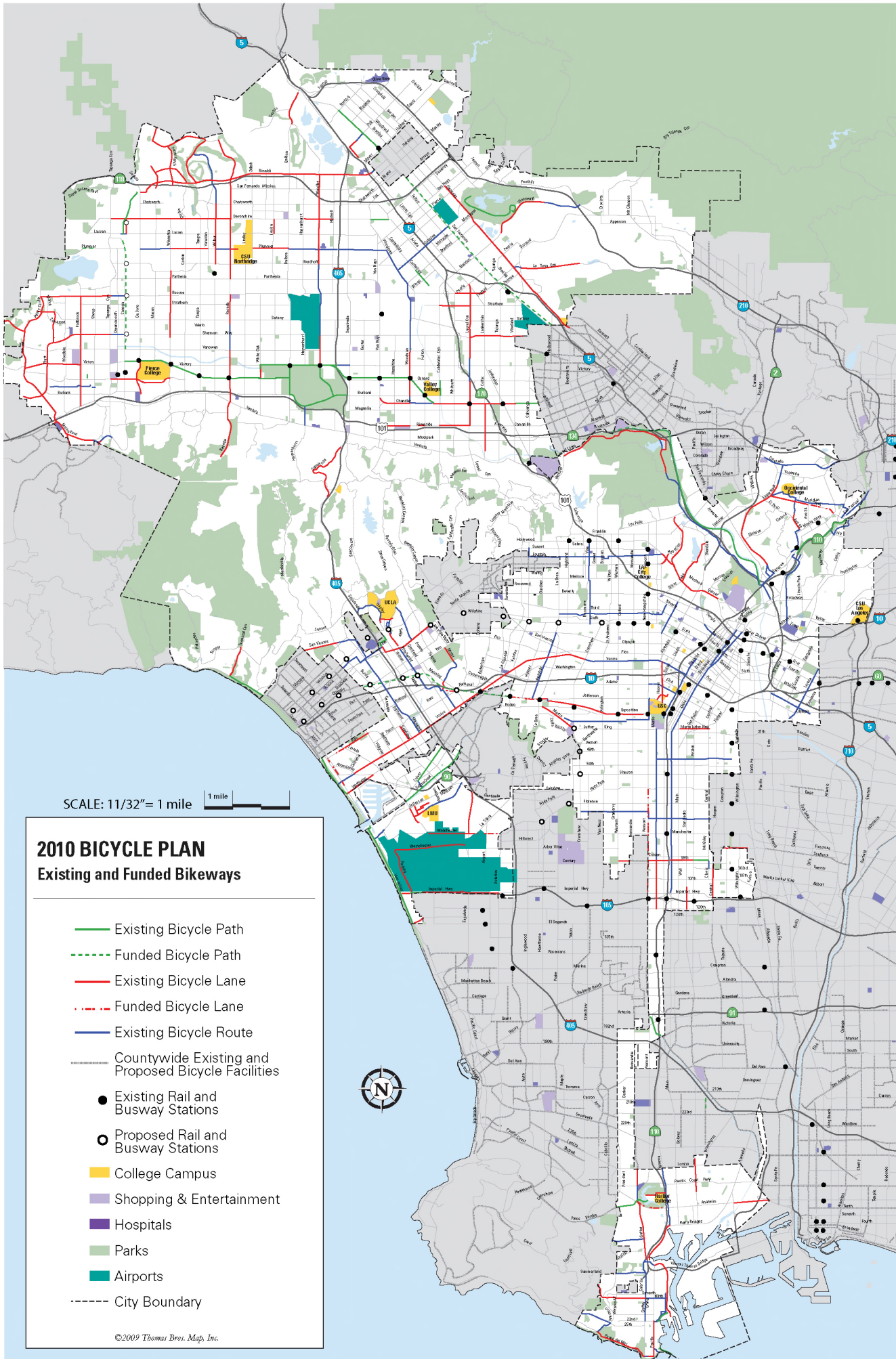
SCALE: 11/32" = 1 mile



2010 BICYCLE PLAN
Citywide Bikeway System

- Backbone Bikeway Network
- Neighborhood Bikeway Network
- Green Bikeway Network
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- Clean Mobility Hub
- Multi Mobility Hub
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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SCALE: 11/32" = 1 mile

2010 BICYCLE PLAN

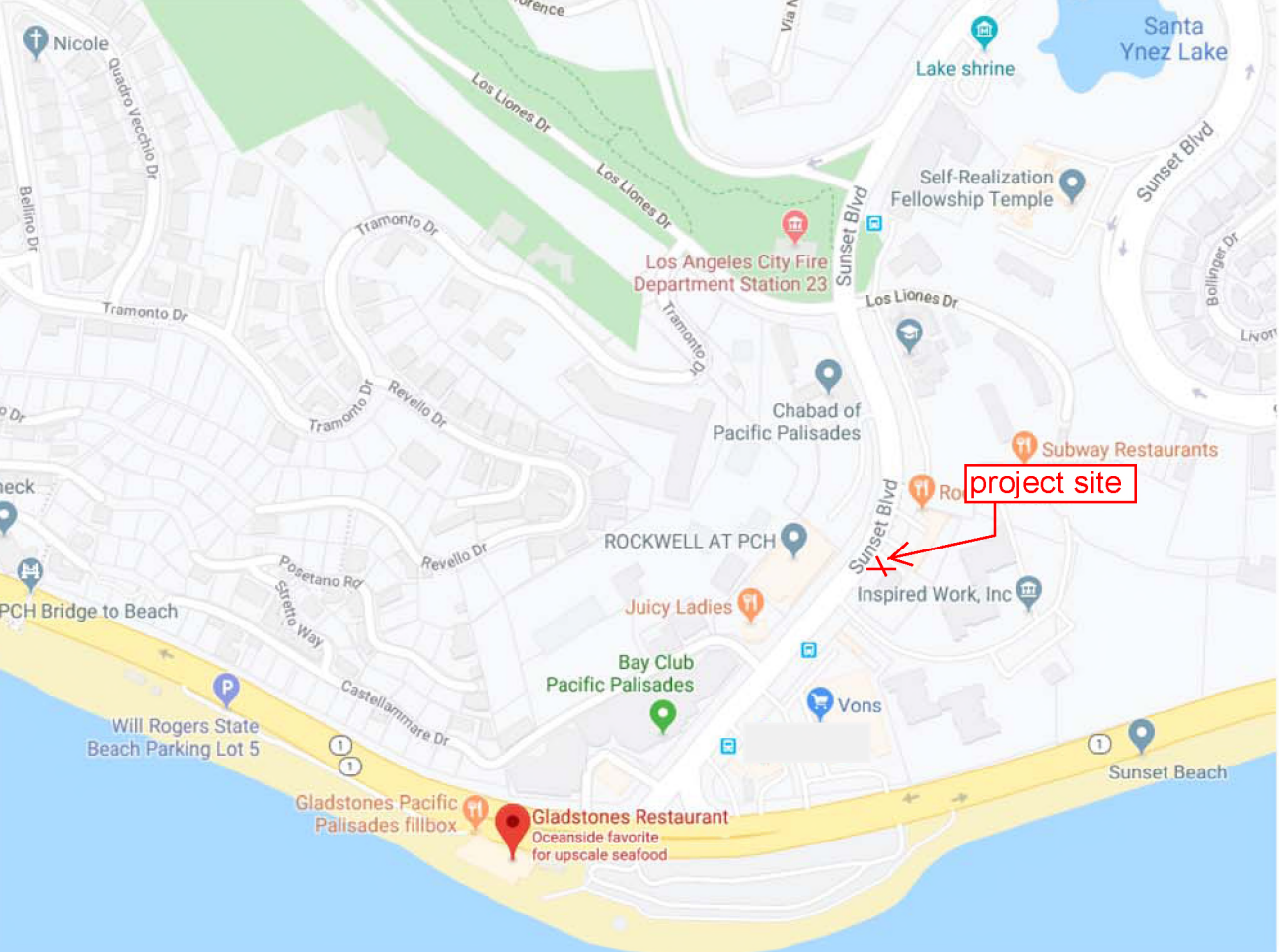
Existing and Funded Bikeways

- Existing Bicycle Path
- Funded Bicycle Path
- Existing Bicycle Lane
- Funded Bicycle Lane
- Existing Bicycle Route
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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ATTACHMENT D

Beach Parking Description & Maps



LA COUNTY DEPARTMENT OF BEACHES & HARBORS // PARKING RATES

BEACH	PARKING LOT ADDRESS	WINTER (day after last Sun in Sept – last Fri before Memorial Day)				SUMMER (Sat before Memorial Day - last Sun in Sept)			
		Weekday HOURS**	MON – FRI	Weekend HOURS	SAT- SUN & County Holidays	Weekday HOURS**	MON – FRI	Weekend HOURS	SAT- SUN & County Holidays
Nicholas Canyon	33904 Pacific Coast Highway, Malibu	6 am – 9 am	\$ 3	6 am – 4 pm	\$ 8	6 am – 9 am	\$ 3	6 am – 6 pm	\$ 10
		9 am – 4 pm	\$ 6			9 am – 6 pm	\$ 8		
		4 pm – CLOSE**	\$ 3	4 pm – 6:30 pm	\$ 3	6 pm – CLOSE**	\$ 3	6 pm – 8:30 pm	\$ 3
Topanga	18700 Pacific Coast Highway, Malibu	6 am – 9 am	\$ 3	6 am – 4 pm	\$ 8	6 am – 9 am	\$ 3	6 am – 6 pm	\$ 15
		9 am – 4 pm	\$ 6			9 am – 6 pm	\$ 8		
		4 pm – CLOSE**	\$ 3	4 pm – 6:30 pm	\$ 3	6 pm – CLOSE**	\$ 3	6 pm – 8:30 pm	\$ 3
Dan Blocker	26200 Pacific Coast Highway, Malibu	6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)			6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)		
Coastline	17940 Pacific Coast Highway, Pacific Palisades								
Point Dume Malibu Surfrider Zuma†	7103 Westward Beach Road, Malibu 23200 Pacific Coast Highway, Malibu 30050 Pacific Coast Highway, Malibu	6 am – 9 am	\$ 3	6 am – 4 pm	\$ 8	6 am – 9 am	\$ 3	6 am – 6 pm	\$ 15
		9 am – 4 pm	\$ 6			9 am – 6 pm	\$ 8		
		4 pm – CLOSE**	\$ 3	4 pm – 6:30 pm	\$ 3	6 pm – CLOSE**	\$ 3	6 pm – 8:30 pm	\$ 3
		6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)			6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)		
Will Rogers Lot 5	17700 Pacific Coast Highway @ Castle Rock	6 am – 9 am	\$ 4	6 am – 9 am	\$ 4	6 am – 9 am	\$ 4	6 am – 8 am	\$ 4
		9 am – 5 pm	\$ 6	9 am – 5 pm	\$ 8	9 am – 5 pm	\$ 8	8 am – 6 pm	\$ 13
		5 pm – CLOSE**	\$ 4	5 pm – 6:30 pm	\$ 4	5 pm – CLOSE**	\$ 4	6 pm – 8:30 pm	\$ 4
Will Rogers Lot 2/3† – Temescal Canyon	15800 Pacific Coast Highway, Pacific Palisades	6 am – CLOSE**	Lot 3 Meters: \$ 0.25/10 min (90 min. max)			6 am – CLOSE**	Lot 3 Meters: \$ 0.25/10 min (90 min. max)		
		6 am – 9 am	\$ 5	6 am – 9 am	\$ 5	6 am – 9 am	\$ 5	6 am – 9 am	\$ 7
		9 am – 5 pm	\$ 7	9 am – 5 pm	\$ 9	9 am – 5 pm	\$ 9	9 am – 5 pm	\$ 15
		5 pm – CLOSE**	\$ 5	5 pm – 6:30 pm	\$ 5	5 pm – CLOSE**	\$ 5	5 pm – 8:30 pm	\$ 6
Will Rogers Lot 1 – Chautauqua Blvd.	14800 Pacific Coast Highway, Pacific Palisades	6 am – 9 am	\$ 5	6 am – 9 am	\$ 5	6 am – 9 am	\$ 5	6 am – 8 am	\$ 7
		9 am – 5 pm	\$ 7	9 am – 5 pm	\$ 9	9 am – 5 pm	\$ 9	8 am – 6 pm	\$ 15
		5 pm – CLOSE**	\$ 5	5 pm – 6:30 pm	\$ 5	5 pm – CLOSE**	\$ 5	6 pm – 8:30 pm	\$ 6
Venice - Rose Ave	300 Ocean Front Walk, Venice	6 am – 9 am	\$ 5	6 am – 8 am	\$ 5	6 am – 9 am	\$ 5	6 am – 8 am	\$ 9
Venice - Venice Blvd	2100 Ocean Front Walk, Venice	9 am – 5 pm	\$ 7	8 am – 6 pm	\$ 9	9 am – 5 pm	\$ 9	8 am – 6 pm	\$ 18
Venice - Washington Blvd	3100 Ocean Front Walk, Venice	5 pm – 10 pm	\$ 5	6 pm – 10 pm	\$ 5	5 pm – 10 pm	\$ 5	6 pm – 10 pm	\$ 9
Dockweiler 62 nd Ave CLOSED	6200 Pacific Avenue, Playa del Rey	CLOSED UNTIL AUGUST 2020							
DOCKWEILER BEACH/ Imperial Hwy ♦ †	11999 Vista del Mar, Playa del Rey	All Day (6a–10p)	\$ 7	All Day (6a–10p)	\$ 9	All Day (6a–10p)	\$ 9	All Day (6a–10p)	\$ 13
		1 st 300 vehicles	\$ 3	1 st 300 vehicles	\$ 5	1 st 300 vehicles	\$ 3	1 st 300 vehicles	\$ 5
Dockweiler Youth Center (DYC) † Dockweiler - Grand Ave	12505 Vista del Mar, Playa del Rey Grand Ave & Vista del Mar, Los Angeles	6 am – 9 am	\$ 3	6 am – 9 am	\$ 3	6 am – 9 am	\$ 3	6 am – 6 pm	\$ 13
		9 am – 4 pm	\$ 6	9 am – 4 pm	\$ 8	9 am – 6 pm	\$ 8		
		4 pm – 8 pm	\$ 3	4 pm – 8 pm	\$ 3	4 pm – 8 pm	\$ 3	6 pm – 8 pm	\$ 3
		METERS: 6 am – 8 pm: // \$ 0.25/10 min (90 min. max)				METERS: 6 am – 8 pm: // \$ 0.25/10 min (90 min. max)			
Torrance†	387 Paseo de la Playa, Torrance	6 am - 6 CLOSE**	\$ 2	6 am – 9 am	\$ 3	6 am - CLOSE**	\$ 3	6 am – 6 pm	\$ 7
				9 am – 4 pm	\$ 6			6 pm – 8:30 pm	\$ 3
				4 pm – CLOSE	\$ 3				
White Point/Royal Palms	1699 West Paseo del Mar, San Pedro	6 am – 9 am	\$ 3	6 am – 9 am	\$ 3	6 am – 9 am	\$ 3	6 am – 6 pm	\$ 10
		9 am – 4 pm	\$ 6	9 am – 4 pm	\$ 8	9 am – 6 pm	\$ 8		
		4 pm – CLOSE**	\$ 3	4 pm – CLOSE	\$ 3	6 pm – CLOSE**	\$ 3	6 pm – 8:30 pm	\$ 3
		6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)			6 am – CLOSE**	Meters: \$ 0.25 per 10 min (90 min. max)		

**** Seasonal Weekday Lot Close Times:** WINTER (Nov-Mar): 6:30 pm | SUMMER (Apr-Oct): 8:30 pm

† **DOCKWEILER BEACH:** • Reduced rate for first 300 vehicles: \$3 (Mon-Fri) | \$5 (Sat-Sun & County holidays) • Vehicles may remain in parking lot until 12 am/midnight

† **RV & Bus DAY Parking (no overnight):** • Day Rate: RVs = 2x daily rate | Buses = 3x daily rate • Memorial Day/ July 4th/ Labor Day Holiday Rate: RVs - \$40 | Buses - \$60

No OVERNIGHT parking allowed at any BEACH LOT managed by LA COUNTY, except for RVs at [Dockweiler RV Park](#). Call (800) 950-7275 for rates & availability.

MARINA PARKING LOTS

MARINA	PARKING LOT ADDRESS	WINTER (day after last Sun in Sept – last Fri before Memorial Day)			SUMMER (Sat before Memorial Day - last Sun in Sept)		
		HOURS	MON – FRI	SAT- SUN & County Holidays	HOURS	MON – FRI	SAT- SUN & County Holidays
North Jetty (max. 2 hr. metered parking)	100 Via Marina, Marina del Rey	6 am – 10 pm	Short-Term Meters: \$ 0.25 each 10 minutes (2 hr. maximum)				
* Marina Lot 13	4601 Via Marina, Marina del Rey	24-hrs	\$ 6*	\$ 8*	24-hrs	\$ 10*	\$ 15*
* Marina Lot 11	14101 Panay Way, Marina del Rey	24-hrs	\$ 6*	\$ 6*	24-hrs	\$ 10*	\$ 10*
** Marina Lot 10	4101 Admiralty Way, Marina del Rey	24-hrs	\$ 6*	\$ 8*	24-hrs	\$ 10**	\$ 15**
* Marina Lot 9	13977 Palawan Way, Marina del Rey	24-hrs	\$ 6*	\$ 6*	24-hrs	\$ 10*	\$ 10*
* Marina Lot 8	4220 Admiralty Way, Marina del Rey	24-hrs	\$ 5*	\$ 5*	24-hrs	\$ 7*	\$ 7*
* Marina Lot 7	4350 Admiralty Way, Marina del Rey	24-hrs	\$ 6*	\$ 6*	24-hrs	\$ 10*	\$ 10*
* Marina Lot 5	4545 Admiralty Way, Marina del Rey	24-hrs	\$ 5*	\$ 5*	24-hrs	\$ 7*	\$ 7*
* Marina Lot 4	13500 Mindanao Way, Marina del Rey	24-hrs	\$ 6*	\$ 8*	24-hrs	\$ 8*	\$ 10*
* Marina Lot 77	13560 Mindanao Way, Marina del Rey	24-hrs	\$ 6*	\$ 8*	24-hrs	\$ 8*	\$ 10*
Chace Park (max. 90 min. metered parking)	13650 Mindanao Way, Marina del Rey	6 am – 10 pm	—	\$0.25 ea. 10 min.	6 am – 10 pm	—	\$0.25 ea. 10 min.
Marina Lot 2 / Boat Launch Ramp	13477 Fiji Way, Marina del Rey	24-hrs	\$ 14 - Vehicles with TRAILERS				
			\$ 10 - VEHICLES only				
Marina Lot 1 / Fisherman's Village	13723 Fiji Way, Marina del Rey	24-hrs	\$ 1 ea. 20 minutes / max. \$15				

* These lots allow an incremental parking rate of \$0.25 each 10 min., unless there is a parking attendant present due to special events, in which case the daily maximum rate is due.

** Lot 10 allows incremental parking only during the winter, and also during the summer Beach Eats event (Thursdays 4 pm – 9 pm). All other times, the daily maximum rate is due.

OVERNIGHT PARKING IN MARINA DEL REY: At 24-hour lots in Marina del Rey, vehicles may park up to a maximum of 7 nights within a 30-day period. A receipt showing payment of the full-day rate must be displayed (face-up on the driver's side dashboard) at all times, one receipt for each 24-hour period, up to the maximum of 7 days. Any vehicles parked for more than 7 nights within a 30-day period may be cited/towed.

ANNUAL PARKING PASSES

- [Annual Parking Pass](#) (Grand Ave & White Point lots only)
- July 1, 2019 – June 30, 2020 | Rate: \$ 150
- [Annual Senior Parking Pass](#) | Rate: \$ 25

ADDITIONAL INFORMATION:

- Pay & Display machines only accept Visa/MasterCard, or \$1 and \$5 bills
- NO CHANGE is given
- **RV & Bus Parking in Marina del Rey:** Only allowed at Marina Lot 2/ Boat Launch Ramp, but no camping or sleeping is allowed whatsoever, and the overnight parking policy (no more than 7 nights within a 30-day period) must be adhered to.
- **County Holidays:** New Year's Day (Jan 1), Martin Luther King, Jr. Day (3rd Mon in Jan), Presidents Day (3rd Mon in Feb), Cesar Chavez Day (last Mon in March), Memorial Day (last Mon in May), Independence Day (July 4), Labor Day (1st Mon in Sep), Columbus Day (2nd Mon in Oct), Veterans Day (Nov 11), Thanksgiving Day & day after (4th Thur-Fri in Nov), and Christmas Day (Dec 25).
NOTE: If any of these holidays falls on a Saturday, that holiday is observed on the preceding Friday; and if any falls on a Sunday, that holiday is observed on the following Monday.

For questions or issues, contact the parking contractor at (310) 821-1081.

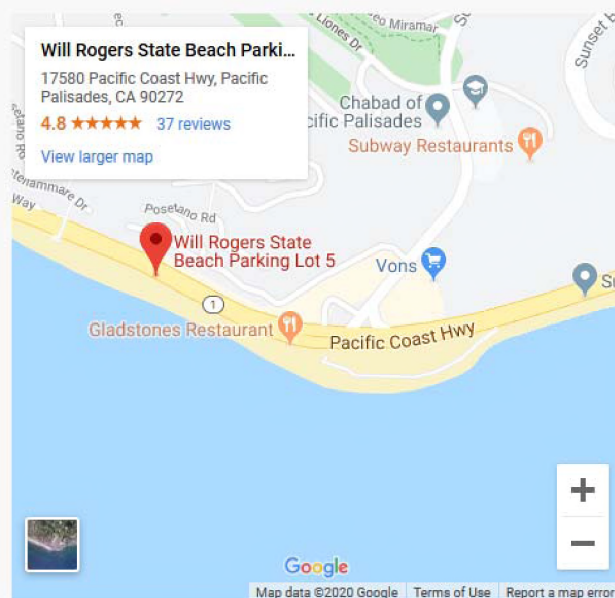
ABOUT THE BEACH

[FIND ANOTHER BEACH](#)

VISIT WILL ROGERS BEACH

This beach is not as busy with crowds as its neighboring beaches in Malibu and Santa Monica, but it does get its fair share in the summer. It's nice and sandy, is perfect for sunbathing and swimming, and has over 3 miles of beach frontage and about 103 acres of beach.

The beach is great for families as well, since it is lined with plenty of volleyball courts and picnic tables. Surfing, surf fishing, sailing, and wind surfing are also popular activities at this beach. Beach wheelchairs are also available here.



Location

17700 Pacific Coast Highway
Pacific Palisades, CA 90272

Parking

Parking Lot & Street Parking
Lot #1 (14800 PCH): Dawn – Dusk
Lot #3 (15800 PCH): 6 am – 10 pm
Lot #5 (17580 PCH): Dawn – Dusk
Accessible via Bus 534 at stop Pacific Coast Highway/Porto Marina

<https://beaches.lacounty.gov/will-rogers-beach/>

EXHIBIT C











Castellammare Dr

SPEED
LIMIT
35

PALISADES
ELECTRIC

This is a
bus stop

TPA TECH
2025-2026-2027



EXHIBIT D

EXHIBIT D-1

**VIEW OF SUNSET BOULEVARD/PCH INTERSECTION FROM
THE OCEAN**



Google Maps image accessed January 30, 2020

EXHIBIT D-2

VIEW OF TEMESCAL CANYON ROAD/PCH FROM THE OCEAN



Google Maps image accessed January 30, 2020

EXHIBIT D-3

**VIEW OF TOPANGA CANYON BOULEVARD/PCH
INTERSECTION FROM THE OCEAN**



Google Maps image accessed January 20, 2020

EXHIBIT E

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

April 19, 2018

LOG # 102701
SOILS/GEOLOGY FILE - 2
LIQ

California Food Managers, LLC
6404 Wilshire Boulevard
Los Angeles, CA 90048

TRACT: 3068
LOT: A
LOCATION: 17346 W. Sunset Boulevard

CURRENT REFERENCE <u>REPORT/LETTER</u>	REPORT <u>No.</u>	DATE OF <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	16-406-22	01/24/2017	Applied Earth Sciences

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed 6-story mixed use building with 2 subterranean levels and retaining walls up to 40 feet in height. The earth materials at the subsurface exploration locations consist of up to 5 feet of uncertified fill underlain by up to 3 feet of native soil and Topanga Formation sandstone, siltstone and shale bedrock. The consultants recommend to support the proposed structures on conventional and/or mat-type foundations bearing on competent bedrock.

The site is located in a designated liquefaction hazard zone as shown on the "Seismic Hazard Zones" map issued by the State of California. The Liquefaction study included as a part of the report demonstrates that the site does not possess a liquefaction potential. This satisfies the requirement of the 2017 Los Angeles City Building Code Section 1802.2.7.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The entire site shall be brought up to the current Code standard (7005.9).
2. Conformance with the Zoning Code Section 12.21 C8, which limits the heights and number of retaining walls, will be determined during structural plan check.

3. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

4. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
5. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).
6. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
7. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
8. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
9. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
10. All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties to protect slopes against erosion (7012).
11. All new graded slopes shall be no steeper than 2H:1V (7010.2 & 7011.2).
12. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
13. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
14. Existing uncertified fill and soil shall not be used for support of footings, concrete slabs or new fill, as recommended (1809.2, 7011.3).

15. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
16. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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17. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
18. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
19. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
20. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
21. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).
22. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.
23. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 11 of the 01/24/2017 report; all surcharge loads shall be included into the design.
24. Shoring shall be designed for a maximum lateral deflection of ¼ inch (per page 31 of the 01/24/2017 report) where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
25. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
26. All foundations shall derive entire support from competent bedrock, as recommended and approved by the geologist and soils engineer by inspection.

27. A foundation underdrain system shall be installed as recommended on pages 6 and 7 of the referenced report or the proposed structure shall be designed to resist hydrostatic pressure and uplift assuming groundwater level at 5 feet below the street level.
28. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2). Where the slope is steeper than 1:1, the required setback shall be measured from an imaginary plane 45 degrees to the horizontal, projected upward from the toe of the slope.
29. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1). Where the slope is steeper than 1:1, the toe of the slope shall be assumed to be at the intersection of a horizontal plane drawn from the top of the foundation and a plane drawn tangent to the slope at an angle of 45 degrees to the horizontal.
30. Slabs placed on approved compacted fill shall be at least 5 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
31. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.
32. The seismic design shall be based on a Site Class C, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
33. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Basement Garage Walls" starting on pages 17 and 19 of the 01/24/2017 report. All surcharge loads shall be included into the design.
34. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
35. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
36. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
37. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
38. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

39. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
40. The structure shall be connected to the public sewer system per P/BC 2014-027.
41. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).
42. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
43. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).
44. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
45. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).
46. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
47. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; underpinning; protection fences; and, dust and traffic control will be scheduled (108.9.1).
48. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6).
49. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]
50. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also

inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

51. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.


CASEY LEE JENSEN
Engineering Geologist Associate III


YING LIU
Geotechnical Engineer II

CLJ/YL:clj/yl
Log No. 102701
213-482-0480

cc: Applied Earth Sciences, Project Consultant
WL District Office