

## Gladstones Bus Turnaround Update – 02/02/20, Transportation Advisor Patti Post

Over the years many people have suggested creating a space for public buses to turn around using the parking lot adjacent to Gladstones. Both the parking lot and the restaurant are owned by the County of Los Angeles. Without a place for buses to turn around neither of the two transit operators that serve the Palisades (LA Metro, going to and from West Los Angeles on Sunset, and Santa Monica Big Blue Bus, which provides connections into downtown Santa Monica) can provide continuous bus service on Sunset Boulevard west of Temescal Canyon Road. Having a bus turnaround on the Gladstones site would allow increased and more effective transit options for the Palisades.

The first step to moving forward was to determine if it was feasible. PPCC worked with CD11 to engage Santa Monica Big Blue Bus (BBB) on this topic. In the years leading up to the opening of the Metro Expo Line in Santa Monica in May 2016, the BBB staff was focused on reconfiguring their bus routes to serve the new light rail station; staff did not have time to look at the Gladstones lot. When Expo-related work permitted, the BBB staff evaluated the Gladstones lot and produced three different site plans that would accommodate a bus turnaround. Again, CD11 assisted PPCC by reaching out to the County and Gladstones to gauge interest. Gladstones refused to allow the bus turnaround.

When the County announced that the lease on the Gladstones site would be let out to bid, PPCC asked Supervisor Kuehl's office to have the bid documents for the Gladstones site include a requirement allowing a bus turnaround. Supervisor Kuehl was very clear about wanting the bus turnaround. When the Request for Bids documents were released in 2018, they included this requirement. Unless it is "infeasible," the concessionaire must allow and build the bus turnaround.

The County is now negotiating a concession agreement. They will have three years to do this. They must go through all required CEQA documentation and secure regulatory approvals during the three-year period. There will be public hearings along the way. The Coastal Commission, US Army Corps of Engineers and Water Resources Control Board all must approve. Permission has been secured to allow the existing Gladstones to operate during this process.

Since 2018 there have been staff changes at CD11 and in the Supervisor's office. PPCC wants to monitor the lengthy process and to ensure that everyone remembers Supervisor Kuehl's commitment to the bus turnaround. To this end, PPCC's Transportation Advisor recently wrote to the County's Beaches and Harbors Department for an update. The lightly edited Q&A is shown below.

Please give us an update on this project:

What is the status of the concession agreement and the option agreement? *County is in the process of negotiating a term sheet from which the option and concession agreements will be drafted.*

When might environmental documentation begin? *Concessionaire has begun environmental documentation but it cannot be completed until the site plan has been finalized.*

When will the County seek Coastal Commission permits? *The county is a co-signer for the coastal permits but it is the concessionaire who will seek the permits. The concessionaire had had preliminary discussions with the coastal commission but will not have anything definitive to submit until the site plan and design of the project are finalized.*

Pacific Palisades is particularly concerned with the bus turnaround that must be part of the project unless it is not feasible. Is there anything new on that feature? *The possibility and potential configuration of the bus turnaround will be addressed once the layout and design of the entire project are finalized.*