III. Environmental Setting

A. Overview of Environmental Setting

This section of the Draft EIR provides an overview of the existing regional and local setting of the proposed Site Locations for the TCN Structures, and a brief description of the existing conditions at the Site Locations. Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV, Environmental Impact Analysis, of this Draft EIR.

1. Project Location and Environmental Setting

a. Project Location and Existing Conditions

The Site Locations are located within property owned and operated by Metro along freeways and major streets within the City. Many of the Site Locations contain existing static displays. The majority of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. Further, the area surrounding the Site Locations is used primarily for Metro operations, including rail corridors, stations, parking, bus depots, and equipment lots. Table III-1 on page III-4, Table III-2 on page III-6, and Figure III-1 through Figure III-15 on pages III-13 through III-27, further below provide the existing use of the area in the vicinity of each of the Site Locations.

The Zoning Ordinance enabling the implementation of the TCN Program would apply solely to the 56 proposed Site Locations for the TCN Structures and any locations for associated sign takedowns. The City has an approximate land area of 478 square miles (297,600 acres) with a population of nearly four million residents in 2020. The City lies within Los Angeles County, which encompasses 4,000 square miles, 88 incorporated cities, and more than 10 million residents.[1] The City is divided into 15 City Council Districts and 35 Community Plan Areas. More than 87 percent of the City is developed with urban uses.

The City has roughly 8,000 off-premise signs within its boundaries, the vast majority of which are static signs, with a large majority located along surface streets. These off-premise signs are predominantly located along commercial and industrial

[1] *United States Census Bureau Quick Facts, City and County of Los Angeles, 2020, census.gov/quickfacts/US, accessed April 4, 2022.*

thoroughfares, with roughly 500 signs located on residentially zoned properties. The vast majority of these off-premise signs pre-date the City's regulations regarding new off-premise signs that were enacted in 2002. These regulations prohibit the conversion of existing signs to digital displays, require that any new off-premise sign must be within an adopted Sign District, Specific Plan, or Supplemental Use District, and prohibit the placement of such signage on residentially zoned properties. The City currently has approximately 15 adopted Sign Districts throughout the City, though not all allow for off-premise signs. The Zoning Ordinance would not amend the rules for any signs outside of the TCN Program.

b. Surrounding Land Uses

As discussed above, the TCN Structures would be located adjacent to freeways and major roadways on Metro-owned properties. The majority of the TCN Structures would be located within commercial/industrial areas where there is a mix of uses such as manufacturing, warehouse, retail, studios, storage, and surface parking.

2. Land Use Plans

The City of Los Angeles General Plan Land Use Element is divided into 35 Community Plan areas.[2] As shown in Table III-1 and Table III-2 on pages III-4 and III-6, respectively, the Site Locations are located within the Central City, Central City North, Silver Lake–Echo Park–Elysian Valley, Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass, North East Los Angeles, Boyle Heights, North Hollywood–Village Valley, Sun Valley–La Tuna Canyon, Arleta–Pacoima, Granada Hills–Knollwood, Sylmar, Encino–Tarzana, West Los Angeles, South Los Angeles, Southeast Los Angeles, Palms–Mar Vista–Del Rey, Westchester–Playa Del Rey, Van Nuys–North Sherman Oaks, West Adams–Baldwin Hills–Leimert, and Wilshire Community Plan areas and are generally designated and zoned for commercial, public facilities, and manufacturing uses. None of the Site Locations are zoned for residential uses and the majority of the Site Locations are not located in close proximity to residential uses. Further, the proposed Site Locations are located within 10 Specific Plans, including the Alameda District, Central City West, West Los Angeles Transportation Improvement and Mitigation Plan, Exposition Corridor Transit Neighborhood Plan, Los Angeles Coastal Transportation Corridor, LAX, South Los Angeles Alcohol Sales, Vermont/Western Station Neighborhood Area Plan, Cornfield/Arroyo Seco, and Crenshaw Corridor.

[2] *The City of Los Angeles currently is processing a proposed Downtown Community Plan to consolidate the two downtown community plans, the Central City and the Central City East Community Plans.*

As further described below, the Project is subject to the Metro Vision 2028 Plan (Vision Plan) which serves as the foundation that aligns all Metro's plans, programs, and services to achieve a common vision. Other regional plans that are applicable to the Project include the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) and the South Coast Air Quality Management District's Air Quality Management Plan (2016 AQMP).

Table III-1
Site Locations—Existing Conditions

Sign ID	Map No.	Location	General Plan Land Use	Zoning	Community Plan Area	Existing General Use of Area
FF-1	3	US-101 North Lanes at Union Station	Regional Center Commercial	ADP-Alameda District Plan Zone	Central City North	Rail yard
FF-2	3	US-101 South Lanes at Center Street	Public Facilities	PF-1XL-RIO	Central City North	Warehouse
FF-3	3	US-101 North Lanes at Keller Street	Public Facilities	PF-1XL-RIO	Central City North	Railyard
FF-4	3	US-101 South Lanes at Beaudry Street	Neighborhood Commercial	CW-Central District West Plan	Silver Lake–Echo Park–Elysian Valley	Bus lot
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	Regional Commercial	[Q]C2--2-CDO-RIO	Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass	Bus lot
FF-6	3	I-5 South Lanes at North Avenue 19	Public Facilities	M3-1	Northeast Los Angeles	Rail
FF-7	3	I-5 North Lanes at San Fernando Road	Public Facilities	[Q]PF-1-CDO-RIO	Northeast Los Angeles	Rail
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	Limited Manufacturing	M1-2D-RIO-CUGU	Boyle Heights	Rail
FF-9	3	I-10 West Lanes (Bus Yard)	Limited Manufacturing	M1-2D-RIO-CUGU	Boyle Heights	Rail
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	Heavy Manufacturing/ Public Facilities	M3-1-RIO-CUGU	Boyle Heights	Rail
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	Heavy Manufacturing/ Public Facilities	M3-1-RIO-CUGU	Boyle Heights	Rail
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	Light Industrial	M2-2D-0-SN	Central City	Parking
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	Public Facilities	[Q]M1-1-CDO-RIO	Northeast Los Angeles	Rail
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	Public Facilities	[Q]M1-1-CDO-RIO	Northeast Los Angeles	Rail
FF-15	1	SR-170 South Lanes at Raymer Street	Public Facilities	PF-1VL	North Hollywood–Valley Village	Rail
FF-16	1	SR-170 North Lanes North of Sherman Way	Public Facilities	PF-1VL	North Hollywood–Valley Village	Rail
FF-17	1	I-5 North Lanes South of Tuxford Street	Public Facilities	PF-1XL-CUGU	Sun Valley–La Tuna Canyon	Rail
FF-18	1	I-5 South Lanes South of Tuxford Street	Public Facilities	[Q]PF-1XL-CDO-CUGU	Sun Valley–La Tuna Canyon	Rail
FF-19	1	SR-118 East of San Fernando Road	Public Facilities	PF-1XL-CUGU	Arleta–Pacoima	Rail
FF-20	1	SR-118 East of San Fernando Road	Public Facilities	PF-1XL-CUGU	Arleta–Pacoima	Rail
FF-21	2	I-110 South Lanes at Exposition Boulevard	Community Commercial	C2-1L	South Los Angeles	Metro utility

Table III-1 (Continued)
Site Locations—Existing Conditions

Sign ID	Map No.	Location	General Plan Land Use	Zoning	Community Plan Area	Existing General Use of Area
FF-22	1	I-5 North Lanes at San Fernando Road	Public Facilities	PF-1VL	Sylmar	Rail
FF-23	2	I-110 North Lanes at Exposition Boulevard	Public Facilities	PF-1	Southeast Los Angeles	DMV—parking
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	Public Facilities	PF-1	Granada Hills–Knollwood	Rail
FF-25	1	I-405 South Lanes at Victory Boulevard	Public Facilities	PF-1XL-RIO	Encino–Tarzana	Open area next to freeway
FF-26	2	I-405 North Lanes at Exposition Boulevard	Public Facilities	PF-1XL	West Los Angeles	Rail
FF-27	2	I-405 South Lanes at Exposition Boulevard	Public Facilities	PF-1XL	West Los Angeles	Rail
FF-28	2	I-10 West at Robertson Boulevard	Public Facilities	PF-1XL	West Los Angeles	Rail
FF-29	2	SR-90 East at Culver Boulevard	Public Facilities	PF-1XL	Palms–Mar Vista–Del Rey	Open area next to freeway
FF-30	2	SR-90 West at Culver Boulevard	Public Facilities	PF-1XL	Palms–Mar Vista–Del Rey	Open area next to freeway
FF-31	2	I-105 West Lanes at Aviation Boulevard	Airport Airside	LAX	Los Angeles International Airport	Rail
FF-32	2	I-105 East Lanes at Aviation Boulevard	Public Facilities	PF-1XL	Westchester–Playa del Rey	Rail
FF-33	2	I-110 South Lanes at Slauson Avenue	Public Facilities	PF-1	South Los Angeles	Rail
FF-34	2	I-110 North Lanes at Slauson Avenue	Public Facilities	PF-1	Southeast Los Angeles	Rail

Source: Eyestone Environmental, 2022.

Table III-2
Non-Freeway-Facing Site Locations—Existing Conditions

Sign ID	Map No.	Location	General Plan Land Use	Zoning	Community Plan Area	Existing General Use of Area
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	Community Commercial	C2-CSA1	Hollywood	Metro Station
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	Public Facilities	PF-1XL	Central City North	Rail Corridor
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	Community Commercial	C4-2D-CA	North Hollywood–Valley Village	Metro Station, Orange Bus Line
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	Regional Commercial	[Q]C2-1-CDO-RIO	Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass	Metro Station
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	Regional Commercial	[Q]C2-1-CDO-RIO	Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass	Bus Area
NFF-6	3	Southwest corner of 4th Street and Hill Street	Regional Center Commercial	C2-4D	Central City	Station
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	Public Facilities	PF-1XL	West Los Angeles	Rail
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	Commercial Manufacturing	CM-1 RIO	Central City North	Staging Equipment Lot/Rail
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	Commercial Manufacturing	CM-1VL	Van Nuys–North Sherman Oaks	Busline and Bike Path
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	Public Facilities	PF-1XL-RIO	Van Nuys–North Sherman Oaks	Busline
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	Hybrid Industrial	CM-1VL-CPIO	West Adams–Baldwin Hills–Leimert	New Rail Line
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	Public Facilities	PF-1	West Adams–Baldwin Hills–Leimert	New Metro Station (under construction)
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	Regional Center Commercial	ADP-RIO	Central City North	Parking Facility at Union Station
NFF-14	2	Pico Boulevard and Exposition Boulevard, South of rail	Public Facilities	PF-1XL	West Los Angeles	Rail
NFF-15	2	Pico Boulevard, 445 feet West of Sawtelle Boulevard	Public Facilities	PF-1XL	West Los Angeles	Rail/Parking

Table III-2 (Continued)
Non-Freeway-Facing Site Locations—Existing Conditions

Sign ID	Map No.	Location	General Plan Land Use	Zoning	Community Plan Area	Existing General Use of Area
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	Regional Center Commercial	[Q]C2-3D-O-CDO	Central City	New Metro Station (under construction)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	Light Manufacturing	M2-1-CPIO	Westchester–Playa del Rey	New Metro Station (under construction)
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	Light Manufacturing	M2-1	Westchester–Playa del Rey	Airport Rail and Yard Construction
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	Neighborhood Office Commercial	C2-1	Wilshire	Metro Station
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	Highway Oriented Commercial	C2-1D	Hollywood	Metro Station
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	Public Facilities/ Regional Center Commercial	PF-1XL-RIO/(Q)C2-2D RIO	Central City North	Rail Corridor/ Bridge
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	Light Manufacturing	M2-2D	Central City	Bus Depot

Source: Eyestone Environmental, 2022

III. Environmental Setting
B. Related Projects

California Environmental Quality Act (CEQA) Guidelines Section 15130 requires that an EIR consider the environmental effects of a proposed project individually, as well as cumulatively. As defined in CEQA Guidelines Section 15355, cumulative impacts refer to two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental impacts.

As set forth in CEQA Guidelines Section 15130, the determination of cumulative impacts is generally a two-step process. The first step is to determine whether or not the combined effects from the proposed project and related projects, would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project's incremental effects are cumulatively considerable. CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analyses supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflect "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute."

CEQA Guidelines Section 15130(b) states that complying with one of the following two protocols is necessary to provide an adequate discussion of significant cumulative impacts:

(A) A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative schools impact may only affect the schools serving the project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section in Section IV, Environmental Impact Analysis, of this Draft EIR.

The cumulative analysis for the Project is based on the projections contained in the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, as well as the Vision Plan which guides Metro's specific plans, including the Long Range Transportation Plan (LRTP) NextGen Bus Study, and further the City's Sidewalk and Transit Amenity Program as described below.

1. 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the RTP/SCS. The 2020–2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020–2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, the 2020–2045 RTP/SCS' "Core

Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plans "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals and include, but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. The 2020–2045 RTP/SCS intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a 5-percent reduction in vehicle miles traveled (VMT) per capita, a 9-percent reduction in vehicle hours traveled, a 2-percent increase in work-related transit trips, creation of more than 264,500 new jobs, a 29-percent reduction in greenfield development, a 6-percent increase in the share of new regional household growth occurring in High-Quality Transit Areas (HQTAs)[3] and a 15-percent increase in new job growth in HQTAs. These goals and benefits are furthered by projects contained in the Transportation System Project List contained in the RTP/SCS.[4]

For the City of Los Angeles subregion, the RTP/SCS projects an increase in population of 693,103, an increase in households of 352,552, and increase in employment of 228,097 through the year 2045.[5]

2. Metro Vision 2028 Strategic Plan

The Vision Plan is the agency-wide strategic plan for Metro that creates the foundation for transforming mobility in Los Angeles County (County).[6] The Vision Plan establishes the mission, vision, and goals that will guide the agency's other plans, such as its LRTP and NextGen Bus Study. The Vision Plan addresses the root cause of LA County's transportation problem: population and economic growth are increasing travel demand on a system that is inadequately meeting the needs of its users. It states that the current system is congested because roadway space is inefficiently used: limited street space is largely given over to single occupancy vehicles, which are too often stuck in traffic, while the most disadvantaged members of our community are confined to a patchwork of

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[3] *HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minute or less service frequency during peak commuting hours.*

[4] *SCAG, 2020–2045 RTP/SCS Transportation System Project List, September 2020.*

[5] *SCAG. 2020–2045 RTP/SCS, Demographics and Growth Forecast Appendix, Table 14, p. 35. Based on a linear interpolation of SCAG's population, employment, and housing data. As an example, for employment 2016 (1,848,300) and 2045 (2,135,900). The 2022 value is extrapolated from 2016 and 2045 values: [(2,135,900 – 1,848,300) ÷ 29) * 6] + 1,848,300 = ~ 1,907,803. Further, the 2045 value is subtracted from the 2022 value [2,135,900-1,907,803 = ~228,907].*

[6] *LA Metro, Metro Vision 2028 Strategic Plan, 2018.*

transportation options that frequently fail to meet their basic mobility needs. The Vision Plan explains that improved mobility in the County can be achieved by prioritizing the movement of people over vehicles. This means using the limited street space more effectively and giving people higher-quality options for getting around, regardless of how they choose to travel. The Vision Plan aims to create high-quality alternatives to solo driving so that individuals have reliable, convenient, and safe options for taking transit, walking, biking, sharing rides, and carpooling. By better managing roadway capacity, more efficient goods movement and greater mobility for all users will occur. The Vision Plan also articulates a set of principles that Metro will apply in making decisions and conducting business.

3. 2020 Long Range Transportation Plan

Metro is the planner, designer and builder of Southern California's most expansive public transportation network. Bolstered by voter-approved ballot measures, Metro has constructed roughly 130 miles of fixed-guideway transit in the past 40 years. The LRTP provides a list of Transit Investment Projects and Highway Investment Projects that will enhance regional mobility, support economic recovery and promote sustainability through green construction practices.[7] These related projects are in varying stages of the approval/ entitlement/development process as shown on Figure 8 and Figure 14 of the LRTP. The LRTP will add more than 100 miles over the next 30 years, the most aggressive transit expansion plan in the nation. Beyond transit, Metro will invest in arterial and freeway projects to reduce congestion, such as the I-5 North Capacity Enhancements project, and bicycle and pedestrian projects to provide alternative transportation modes, such as the LA River Path and Active Transportation Rail to Rail Corridor. A total of 49 projects have been identified within the LRTP with buildout years ranging from 2021 to 2057.

4. NextGen Bus Plan

The goal of the NextGen Bus Plan is to create an attractive and competitive world-class bus system.[8] To achieve this Metro is phasing in improvements that refocus service in areas with the greatest travel demand, simplifying routes and schedules to create operational efficiencies, and investing in more capital improvements to help maximize bus speed, reliability, and customer experience including the creation of comfortable and safe waiting environments. Improvements to the bus network will be based upon the principle of reinventing and improving existing network resources, rather than starting from a "clean slate." Simply put, the bus network in LA County carries over 70 percent of Metro

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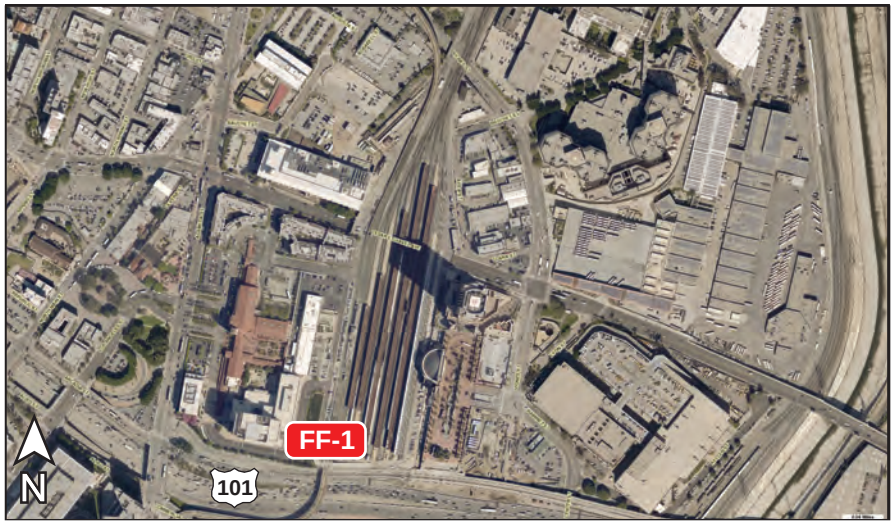
[7] *LA Metro, 2020 Long Range Transportation Plan.*

[8] *LA Metro, NextGen Bus Plan, July 2020.*

customers but has not had a major overhaul in 25 years. Since that time, the County of Los Angeles has changed dramatically and includes the addition of over one million residents, which has transformed the travel patterns of many local communities.

5. Sidewalk and Transit Amenity Program

The City is proposing the replacement of the current Coordinated Street Furniture Program (CSFP) with the Sidewalk and Transit Amenities Program (STAP). The STAP would be implemented by the Bureau of Street Services (StreetsLA) and would install and upgrade transit shelters and associated amenities to provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians. The program would support public transit and shared use of the sidewalk; improve access and mobility; improve transit information and public service delivery; be a self-sustaining program through reinvestment of advertising revenues; and create a dynamic program that incorporates flexibility and collaboration with other City goals and programs. Construction of the transit shelters under STAP would occur over a 3-year time span, from 2022-2024 under the most aggressive schedule, but may occur over a longer period of time, upwards of 6 years (2022 to 2027).



FF-1: US-101 North Lanes at Union Station

FF-2: US-101 South Lanes at Center Street

FF-3: Northwest corner of Lankershim Boulevard and Chandler Boulevard

FF-4: US-101 South Lanes at Beaudry Street

Figure III-1

Freeway Facing Site Location No. 1 through Freeway Facing Site Location No. 4

Source: Eyestone Environmental, 2022.

FF-5: US-101 North Lanes, Northwest of Lankershim Boulevard

FF-6: I-5 South Lanes at North Avenue 19

FF-7: I-5 North Lanes at San Fernando Road

FF-8: I-5 South Lanes and Exit Ramp to I-10

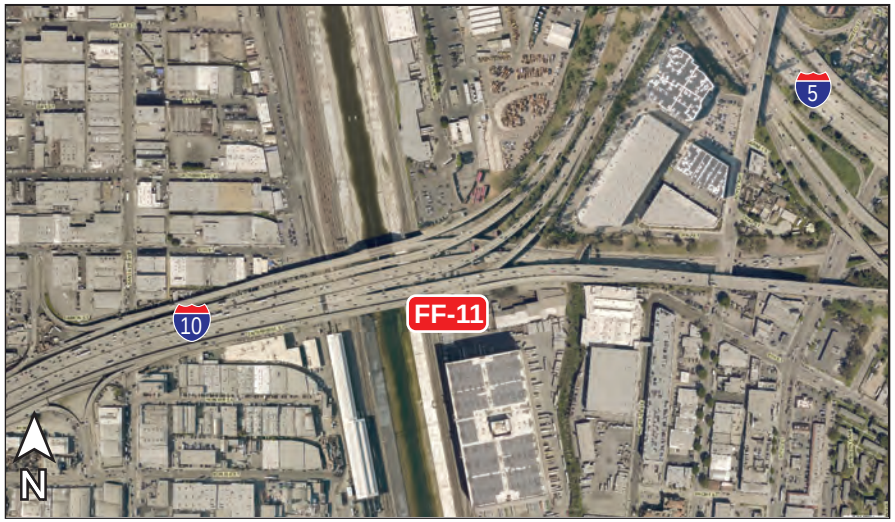
Figure III-2

Freeway Facing Site Location No. 5 through Freeway Facing Site Location No. 8

Source: Eyestone Environmental, 2022.

FF-9: I-10 West Lanes (Bus Yard)

FF-10: I-10 West Lanes and Entrance Ramp from I-5



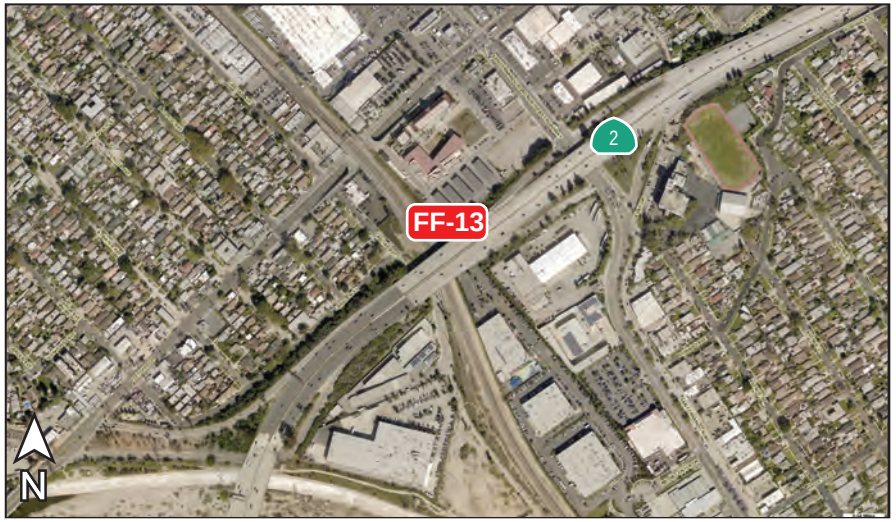
FF-11: I-10 East Lanes and Exit Ramp to SR-60 and I-5

FF-12: I-10 West Lanes at Griffin Avenue and East 16th Street

Figure III-3

Freeway Facing Site Location No. 9 through Freeway Facing Site Location No. 12

Source: Eyestone Environmental, 2022.



FF-13: SR-2 South Lanes Northeast of Casitas Avenue

FF-14: SR-2 North Lanes Northeast of Casitas Avenue

FF-15: SR-170 South Lanes at Raymer Street

FF-16: SR-170 North Lanes North of Sherman Way

Figure III-4

Freeway Facing Site Location No. 13 through Freeway Facing Site Location No. 16

Source: Eyestone Environmental, 2022.

FF-17: I-5 North Lanes South of Tuxford Street

FF-18: I-5 South Lanes South of Tuxford Street

FF-19: SR-118 East of San Fernando Road

FF-20: SR-118 East of San Fernando Road

Figure III-5

Freeway Facing Site Location No. 17 through Freeway Facing Site Location No. 20

Source: Eyestone Environmental, 2022.

FF-21: I-110 South Lanes at Exposition Boulevard

FF-22: I-5 North Lanes at San Fernando Road

FF-23: I-110 North Lanes at Exposition Boulevard

FF-24: I-5 South Lanes at San Fernando Road and Sepulveda Boulevard

Figure III-6

Freeway Facing Site Location No. 21 through Freeway Facing Site Location No. 24

Source: Eyestone Environmental, 2022.

FF-25: I-405 South Lanes at Victory Boulevard

FF-26: I-405 North Lanes at Exposition Boulevard

FF-27: I-405 South Lanes at Exposition Boulevard

FF-28: I-10 West at Robertson Boulevard

Figure III-7

Freeway Facing Site Location No. 25 through Freeway Facing Site Location No. 28

Source: Eyestone Environmental, 2022.

FF-29: SR-90 East at Culver Boulevard

FF-30: SR-90 West at Culver Boulevard

FF-31: I-105 West Lanes at Aviation Boulevard

FF-32: I-105 East Lanes at Aviation Boulevard

Figure III-8

Freeway Facing Site Location No. 29 through Freeway Facing Site Location No. 32

Source: Eyestone Environmental, 2022.

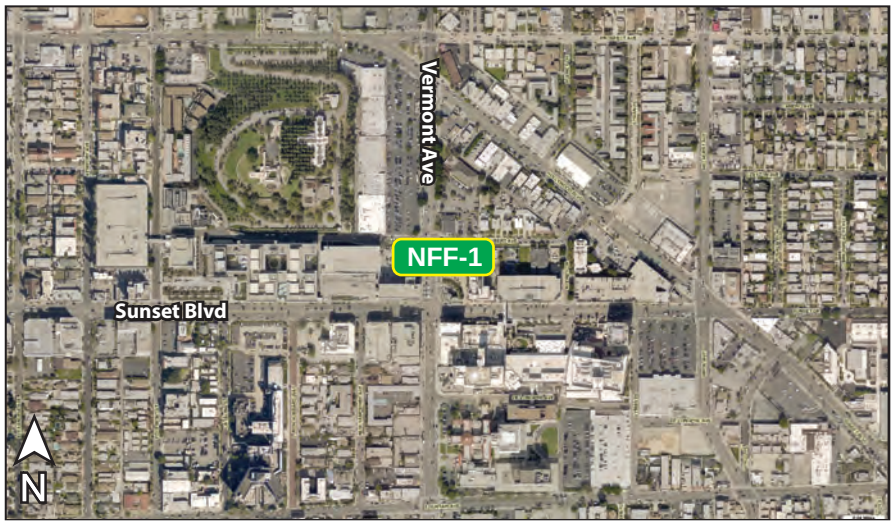
FF-33: I-110 South Lanes at Slauson Avenue

FF-34: I-110 North Lanes at Slauson Avenue

Figure III-9

Freeway Facing Site Location No. 33 through Freeway Facing Site Location No. 34

Source: Eyestone Environmental, 2022.



NFF-1: Northeast corner of Vermont Avenue and Sunset Boulevard

NFF-2: Spring Street Bridge, 326 feet North of Aurora Street

NFF-3: Northwest corner of Lankershim Boulevard and Chandler Boulevard

NFF-4: Northwest corner of Lankershim Boulevard and Universal Hollywood Drive

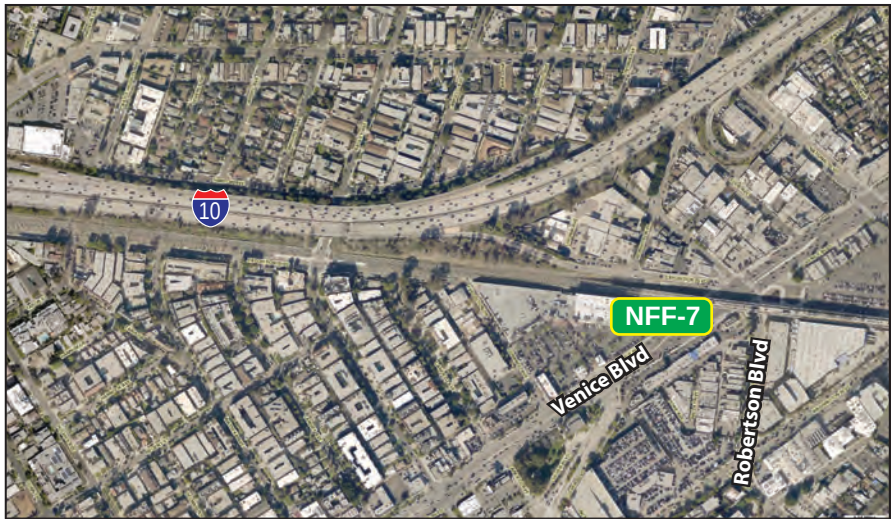
Figure III-10

Non-Freeway Facing Site Location No. 1 through Non-Freeway Facing Site Location No. 4

Source: Eyestone Environmental, 2022.

NFF-5: Southwest corner of Lankershim Boulevard and Universal Hollywood Drive

NFF-6: Southwest corner of 4th Street and Hill Street



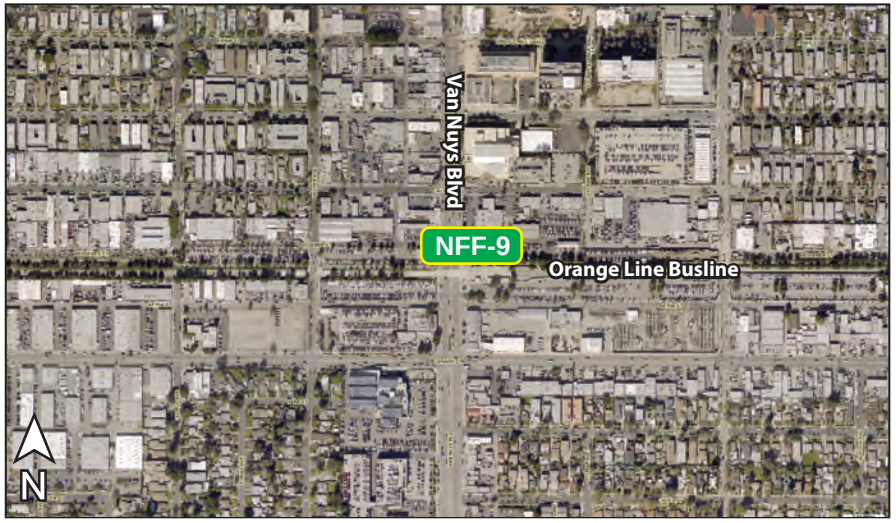
NFF-7: Venice Boulevard, 240 feet West of Robertson Boulevard

NFF-8: Southeast corner of Alameda Street and Commercial Street

Figure III-11

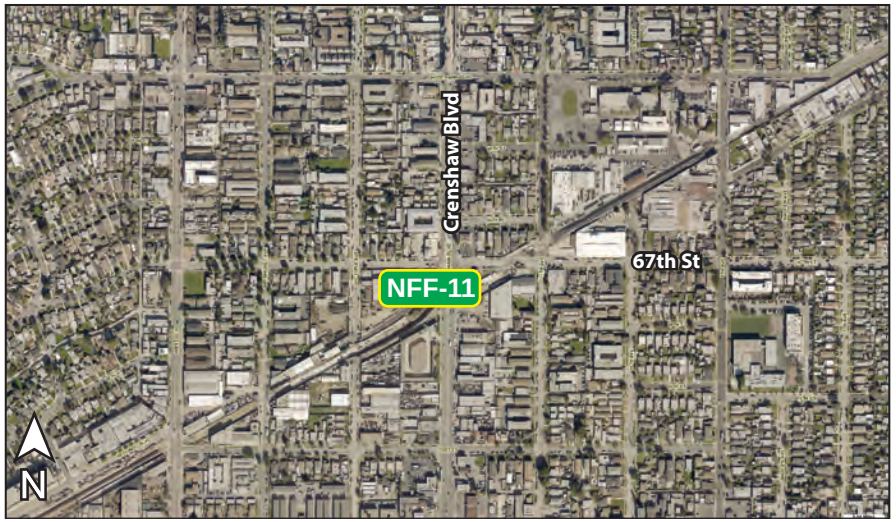
Non-Freeway Facing Site Location No. 5 through Non-Freeway Facing Site Location No. 8

Source: Eyestone Environmental, 2022.



NFF-9: Northeast corner of Van Nuys Boulevard and Orange Line Busline

NFF-10: Southeast corner of Sepulveda Boulevard and Erwin Street



NFF-11: Southwest of Crenshaw Boulevard, 175 feet South of 67th Street

NFF-12: Southeast corner of Crenshaw Boulevard and Exposition Boulevard

Figure III-12

Non-Freeway Facing Site Location No. 9 through Non-Freeway Facing Site Location No. 12

Source: Eyestone Environmental, 2022.

NFF-13: Southeast corner of East Cesar Chavez Avenue and North Vignes Street

NFF-14: Pico Boulevard and Exposition Boulevard, South of rail

NFF-15: Pico Boulevard, 445 feet West of Sawtelle Boulevard

NFF-16: Southeast corner of South Central Avenue and East 1st Street

Figure III-13

Non-Freeway Facing Site Location No. 13 through Non-Freeway Facing Site Location No. 16

Source: Eyestone Environmental, 2022.

NFF-17: Century Boulevard, 152 feet West of Aviation Boulevard

NFF-18: Southwest Aviation Boulevard and South of Arbor Vitae Street

NFF-19: Northwest corner of Vermont Avenue and Beverly Boulevard

NFF-20: Southwest corner of Santa Monica Boulevard and Vermont Avenue

Figure III-14

Non-Freeway Facing Site Location No. 17 through Non-Freeway Facing Site Location No. 20

Source: Eyestone Environmental, 2022.

NFF-21: South of 4th Street 210 feet East of South Santa Fe Avenue

NFF-22: Northwest corner of East 7th Street and South Alameda Street

Figure III-15

Non-Freeway Facing Site Location No. 21 through Non-Freeway Facing Site Location No. 22

Source: Eyestone Environmental, 2022.