Appendix I

Land Use Plans Consistency Analysis Tables

Appendix I
Land Use Tables

Table 1
Project Consistency with Applicable Policies of the California Coastal Act (Applicable to Site Locations FF-29 and FF-30 Only)

Goal/Initiative	Would the Project Conflict?
Section 30211 Development not to interfere with access. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	**Consistent.** Site Locations FF-29 and FF-30 are located on vacant land with limited vegetation and are in fenced off Metro-owned property, inaccessible to the public, and immediately adjacent to the State Route-90. Public access along Culver Boulevard would not be impeded during construction or operation of the Site Locations FF-29 or FF-30. Therefore, Site Locations FF-29 and FF-30 would not interfere with the public's right of access to the sea. As such, the Project would not conflict with California Coastal Act Section 30211.
Section 30212.5 Public facilities; distribution. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	**Consistent.** The Project does not include parking facilities but does include TCN Structures FF-29 and FF-30 that would be equipped with Metro's Regional Integration of Intelligent Transportation Systems (RIITS), which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. In addition, the TCN Program would also provide information regarding available parking spaces in park-and-ride lots. As the Project would maximize efficiency of the congested roadway network and aid in parking availability, it would further aid in reducing overcrowding or overuse by the public in a single area. Therefore, the Project would not conflict with California Coastal Act Section 30212.5.
Section 30223 Upland areas. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	**No Conflict.** Site Locations FF-29 and FF-30 are located on vacant land with limited vegetation and are in fenced off Metro-owned property, inaccessible to the public, and immediately adjacent to the SR-90. Public access along Culver Boulevard would not be impeded during construction or operation of the Site Locations FF-29 or

Table 1 (Continued)
Project Consistency with Applicable Policies of the California Coastal Act (Applicable to Site Locations FF-29 and FF-30 Only)

Goal/Initiative	Would the Project Conflict?
	FF-30. Additionally, the Site Locations would have a limited 10 x 10 footprint. Therefore, Site Locations FF-29 and FF-30 would not conflict with allowing upland areas to be used to support recreational uses. Therefore, the Project would not conflict with California Coastal Act Section 30223.
Section 30232: Oil and hazardous substance spills. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.	**Consistent.** During construction, the Project would implement BR-MM-1 which would include BMPs that would require vehicle refueling and maintenance to occur in upland areas, regular leak inspections, and prompt cleanup of fuel leaks in accordance with applicable local, State, and federal requirements. In addition, all hazardous materials used during construction and operation (limited to maintenance activities) would be used in accordance with manufacturers specifications and regulatory requirements. Therefore, the Project would not conflict with California Coastal Act Section 30232.
Section 30240: Environmentally sensitive habitat areas. adjacent developments (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	**Consistent.** Site Locations FF-29 and FF-30 have been previously graded and are fenced-off locations adjacent to the SR-90 Freeway. Site Location FF-29 is separated from the Ballona Wetlands by the SR-90 Freeway off-ramp and Site Location FF-30 is separated from the Ballona Wetlands by the SR-90 Freeway and the off-ramp. During construction, the Project would implement BR-MM-1 which would implement BMPs to minimize direct and indirect impacts on biological resources and special-status species. BR-MM-1 specifies general biological resource protection measures during construction, and requires the designation of a project biologist prior to the commencement of construction who will review final plans, designate areas that need temporary fencing, monitor construction barriers or exclusion fencing, halt work as necessary to protect biological resources, and notify Metro of the sighting of a federally or State-listed species. Mitigation Measure BIO-MM-1 also requires preconstruction training for all Project personnel and surveys for special-status species and invasive weeds. Lastly, Mitigation Measure BIO-MM-1 requires vehicle refueling and maintenance to occur in upland areas, regular leak inspections, and prompt cleanup of fuel leaks in accordance with applicable local, State, and federal requirements. Therefore, the Project would not conflict with California Coastal Act Section 30240.
Section 30244 Archaeological or paleontological resources:	**Consistent.** Site Locations FF-29 and FF-30 have been previously graded and disturbed. Nonetheless, these

Table 1 (Continued)
Project Consistency with Applicable Policies of the California Coastal Act (Applicable to Site Locations FF-29 and FF-30 Only)

Goal/Initiative	Would the Project Conflict?
Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	Site Locations could include excavations up to a maximum of approximately 50 feet below grade. Therefore, it is possible that archaeological resources and paleontological resources may be encountered during grading and drilling operations within these Site Locations. As such to reduce impacts to less than significant, the Project would implement Mitigation Measures GEO-MM-1 to develop a Paleontological Resource Mitigation and Treatment Plan and Mitigation Measure CUL-MM-1 to prepare a Cultural Resource Monitoring and Treatment Plan. Therefore, the Project would be consistent with California Coastal Act Section 30244.
Section 30250 Location; existing developed area (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	**No Conflict.** Site Locations FF-29 and FF-30 are located on vacant land with limited vegetation and are in fenced off Metro-owned property, inaccessible to the public, and immediately adjacent to the SR-90. Location FF-29 is separated from the Ballona Wetlands by the SR-90 Freeway off-ramp and Site Location FF-30 is separated from the Ballona Wetlands by the SR-90 Freeway and the off-ramp. Additionally, the Site Locations would have a limited 10 x 10 footprint and are located in areas where very limited development could occur given the roadway constraints. Therefore, Site Locations FF-29 and FF-30 would not be located so as to result in significant adverse effects on coastal resources. Thus, the Project would not conflict with California Coastal Act Section 30250.
Section 30251 Scenic and visual qualities The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	**Consistent.** Site Locations FF 29 and FF 30 are located on Metro property immediately adjacent to the SR-90 Freeway that is within a chain link fenced area. These Site Locations occur approximately 150 feet from the northeastern edge of the Ballona Wetlands, within an area mapped as non-wetland habitat. Site Location FF-29 is separated from the Ballona Wetlands by the SR-90 Freeway off-ramp and Site Location FF-30 is separated from the Ballona Wetlands by the SR-90 Freeway and the off-ramp. As discussed in Section IV.A, Aesthetics, of this Draft EIR, given the orientation of the digital displays to the SR-90, which is elevated above the Ballona Wetlands, and the size of the displays, public views of the displays would primarily be from the SR-90 Freeway. In addition, given the location and size of the two TCN Structures, the intermittent and transitory views of the Ballona Wetlands from the SR-90 and other more distant public locations would be obstructed on a limited basis. The TCN program, including Site Locations FF-29 and FF- 30 would be visually compatible with the area, as the proposed Site Locations are adjacent to SR 90, and therefore views of the signs are mostly those from drivers

Table 1 (Continued)
Project Consistency with Applicable Policies of the California Coastal Act (Applicable to Site Locations FF-29 and FF-30 Only)

Goal/Initiative	Would the Project Conflict?
	on the freeway. There are no ocean views within the vicinity of the Site Locations that would be impacted by Site Locations FF-29 and FF-30. Furthermore, it is expected that take town of existing older static displays would occur within the vicinity of these two Site Locations, which would help to restore and enhance the visual quality in the area. Thus, the Project would not conflict with California Coastal Act Section 30251.
Section 30253 Minimization of adverse impacts New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	**Consistent.**, The Project would not contain any habitable structures. Rather the Site Locations are comprised of a 10 X 10 foot footprint that would include a TCN Structure. In addition, the TCN Structures would be engineered to ensure geologic stability. As such, these structures would not exacerbate any impacts associated with geology, flooding and fire hazards. In addition, as discussed in Section IV. F Geology and Soils of this Draft EIR, the TCN Structures, including those proposed for Site Locations FF-29 and FF-30, would not result in any significant impacts associated with geology an soils including those related to erosion, geologic stability, or the alteration of natural landforms. With regard to air quality, as discussed in Section IV.B, of this Draft EIR, when compared with the thresholds established by the South Coast Air Quality Management District (SCAQMD), the Project would result in less than significant air quality impacts during construction and operation. In addition, the Project does not include substantial construction activities or habitable structures. As such, the Project does not require specific permits from the SCAQMD. As discussed in Section IV.E, Energy of this Draft EIR, the Project would comply with energy conservation requirements and would not generate VMT on a daily basis. Any vehicle trips and associated VMT resulting from maintenance activities for the TCN Structures would be infrequent. Therefore, the Project would not result in a significant increase in energy consumption or VMT. Site Locations FF-29 and FF-30 are located on Metro property immediately adjacent to the SR-90 Freeway and are within a chain link fenced area. Thus, Site Locations FF-29 and FF-30 are not located next to a recreational use. As discussed in Section IV.C, Biological Resources, of the Draft EIR, these Site Locations occur approximately 150 feet from the northeastern edge of the Ballona Wetlands, within an area mapped as non-wetland habitat. Site Location FF-29 is separated from the Ballona Wetlands by the SR-90 Freeway off-ramp and Site Location FF-30 is separated from the Ballona Wetlands

Table 1 (Continued)
Project Consistency with Applicable Policies of the California Coastal Act (Applicable to Site Locations FF-29 and FF-30 Only)

Goal/Initiative	Would the Project Conflict?
	by the SR-90 Freeway and the off-ramp. Therefore, TCN Structures FF-29 and FF-30 would not conflict with any future recreational uses (i.e., walking paths, bicycle paths, and viewing points) proposed in the Ballona Wetlands. Overall, based on the above, the Project would not conflict with the polices established under California Coastal Act Section 30253.

Source: Eyestone Environmental, 2022.

Table 2
Applicable Goals and Principles of SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Objective/Policy	Would the Project Conflict?
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. In addition, the TCN Program would be incorporated into the alert information for the freeway messaging system and major arterial network for the region, including Earthquake Early Warning System information, as well as Amber Alerts. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. In addition, the TCN Program would be incorporated into the alert information for the freeway messaging system and major arterial network for the region, including Earthquake Early

Table 2 (Continued)
Applicable Goals and Principles of SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Objective/Policy	Would the Project Conflict?
	Warning System information, as well as Amber Alerts.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. In addition, the TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. The TCN Program would also improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent:** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property. The Project would not generate trips or VMT on a regular basis. However, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that may result in a decrease in VMT, reduction of traffic congestion, and improvement of air quality. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. In addition, the TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network. **Goal 8:** Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders.

Table 2 (Continued)
Applicable Goals and Principles of SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Objective/Policy	Would the Project Conflict?

Source: Eyestone Environmental, 2022.

Table 3
Applicable Goals, Objectives, and Policies of the Metro 2028 Vision Plan

Goal/Initiative	Would the Project Conflict?
Initiative 1.2: To improve LA County's overall transit network and assets, Metro will optimize the speed, reliability, and performance of the existing system by revitalizing and upgrading Metro's transit assets.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders by displaying public transit information on the TCN Structures.
Goal 2: Deliver outstanding trip experiences for all users of the transportation systems.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. Further, the TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints.
Initiative 2.1: Metro is committed to improving security.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Metro 2028 Vision Plan

Goal/Initiative	Would the Project Conflict?
	Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. In addition, the TCN Program would be incorporated into the alert information for the freeway messaging system and major arterial network for the region, including Earthquake Early Warning System information, as well as Amber Alerts.
Initiative 2.2: Metro is committed to improving legibility, ease of use, and trip information on the transit system. **Initiative 2.3:** Metro will improve customer satisfaction at all customer touch points.	**Consistent.** The TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Through such improvements, the Project would also increase customer satisfaction.
Goal 3: Enhance communities and lives through mobility and access to opportunities.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. The TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. The TCN Program would also improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. In addition, the TCN Program would support the collection of event congestion data for LAX, Dodger Stadium, the Hollywood Bowl and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games, and would also provide information regarding available parking spaces in park-and-ride lots.
Goal 4: Transform LA County through regional collaboration and national leadership. **Initiative 4.1:** Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan. **Initiative 4.2:** Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events, which would support Metro's efforts in driving mobility agendas, discussions, and policies at the state, regional, and national levels. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. In addition, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs.

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the Metro 2028 Vision Plan

Goal/Initiative	Would the Project Conflict?
	Additionally, these features of the Project would support the Vision 2028 Plan in particular by promoting alternatives to solo driving by offering reliable and convenient transit options.
Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. **Initiative 5.3:** Metro will develop a transparent data management policy that addresses open data, data storage, and data protections.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Thus, Metro would efficiently provide transparent and instantaneous data to agencies and the public. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. All information received from these additional cameras would only be used for mass traffic data, and no personal or private information would be collected or used.

Source: Eyestone Environmental, 2022.

Table 4
Applicable Objectives and Policies of the City of Los Angeles General Plan Framework Element

Goal/Objective/Policy	Would the Project Conflict?
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable [sic] city.	**Consistent.** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs, which would support the goal to provide adequate infrastructure and may result in a reduction of traffic congestion and improvement of air quality, which would support the City's goal of assurance of environmental justice. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. In addition, the TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. The TCN Structures would also incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. In addition, the Site Locations are located in areas zoned as commercial, public facilities, and manufacturing uses. No Site Locations are located in areas zoned for Residential use.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. **Objective 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent:** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property. The Project would not generate trips or VMT on a regular basis. However, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that may result in a decrease in VMT, reduction of traffic congestion, and improvement of air quality. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. In addition, the TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. Such improvements would support this objective to provide adequate supporting transportation infrastructure to accommodate projected population and employment growth in the City.
Policy 3.15.2: Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus

Table 4 (Continued)
Applicable Objectives and Policies of the City of Los Angeles General Plan Framework Element

Goal/Objective/Policy	Would the Project Conflict?
proximity to transit stations, as appropriate.	passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. In addition, the TCN Structures would be strategically located on Metro-owned property in the vicinity of Metro operations, including existing transit stops, parking areas, and depots, as well as within key geographic locations to assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. The TCN Structures would also incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. Such improvements would serve the surrounding neighborhood in which they are located by improving the experience of transit users.
Urban Form and Neighborhood Design Chapter	
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property along existing freeways and major roadways. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety. Further, the TCN Program would be incorporated into the alert information for the freeway messaging system and major arterial network for the region, including Earthquake Early Warning System information, as well as Amber Alerts.
Open Space and Conservation Chapter	
Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhood	**Consistent.** The Project would not conflict with this policy as the Site Locations are located on limited, separate footprints throughout the City. Further, the majority of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. Additionally, the Site Locations are used primarily for Metro operations, which include rail corridors, stations, parking, bus depots, and equipment lots.
Economic Development Chapter	
Objective 7.1: Focus available resources on a coordinated and comprehensive effort to promote economic activity in Los Angeles, including an aggressive marketing program that communicates the resources and assets available within the City.	**Consistent:** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time

Table 4 (Continued)
Applicable Objectives and Policies of the City of Los Angeles General Plan Framework Element

Goal/Objective/Policy	Would the Project Conflict?
	constraints. The TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. The TCN Program would also improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. In addition, the TCN Program would support the collection of event congestion data for LAX, Dodger Stadium, the Hollywood Bowl and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games, and would also provide information regarding available parking spaces in park-and-ride lots. Such aspects of the Project would promote economic activity in Los Angeles by improving transportation infrastructure to accommodate economic growth, as well as by improving coordinated transportation options during special events.
Policy 7.4.1: Develop and maintain a streamlined development review process to assure the City's competitiveness within the Southern California region.	**Consistent.** As permitted by the LAMC, a "SN" Sign District would be created that would represent a streamlined mechanism to review and approve the TCN Structures Citywide. In addition, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would enhance the City's competitiveness within the region.
Goal 7F: A fiscally stable City.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs and thus would assist in a fiscally stable City.
Infrastructure and Public Services Chapter	
Objective 9.15: Provide for adequate public safety in emergency situations. **Objective 9.19:** Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events, including those involving the Los Angeles Fire Department. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. In addition, the TCN Program would be incorporated into the alert information for the freeway messaging system and major

Table 4 (Continued)
Applicable Objectives and Policies of the City of Los Angeles General Plan Framework Element

Goal/Objective/Policy	Would the Project Conflict?
	arterial network for the region, including Earthquake Early Warning System information, as well as Amber Alerts.
Objective 9.40 Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare. **Policy 9.40.3:** Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for facade lighting, security lighting, and advertising lighting, including billboards.	**Consistent.** The digital display faces would be designed to provide efficient and effective illumination while minimizing light spill-over, reducing sky-glow, and improving nighttime visibility through glare reduction. The digital display faces of the TCN Structures would use light emitting diodes (LED) lighting with a daytime maximum up to 5,000 maximum candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. Further, the digital display faces would be set to refresh every eight seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented towards roadways and freeways. In addition, as part of the TCN Program, approximately 200 static displays on Metro-owned property located within the City would be removed with a minimum removal ratio of 2 square feet per each one square foot of new display constructed. The older less energy efficient static displays would be replaced with energy efficient digital displays. Additionally, the TCN Program would be designed to support future innovations, such as smart energy grids. Lastly, no private streets, parking areas, or pedestrian areas would be impacted as part of the Project.

Source: Eyestone Environmental, 2022.

Table 5
Applicable Goals, Objectives, and Policies of the City of Los Angeles' Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
Policy 1.2: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders.
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**Consistent.** While it is expected that the majority of construction activities for the Project would be confined to the Site Locations, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. In addition, upon buildout of the Project and with regard to construction work on other projects, the TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints.
Policy 2.5: Improve the performance and reliability of existing and future bus service. **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. Such improvements would increase

Table 5 (Continued)
Applicable Goals, Objectives, and Policies of the City of Los Angeles' Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
	the performance and reliability of existing and future bus service.
Policy 2.16 Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway. Mobility Plan Appendix B Guidelines designates scenic highways and byways. Appendix B includes the following guidance: 4. Signs / Outdoor Advertising a. Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway. b. Off-site outdoor advertising is prohibited in the public right of-way of, and on publicly-owned land within five hundred feet of the center line of, a Scenic Highway.	**Inconsistent.** Review of Appendix B indicates that Site Locations NFF-7 and NFF-12 are located along a scenic highway as designated by the Appendix B Guidelines. In addition to their functions to improve the transportation system and provide communication during emergency events, the Proposed TCN structures would include off-premises advertising to fund new and expanded transportation programs. As such, the two Site Locations would be inconsistent with this policy.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. Additionally, the TCN Structures would incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services, thus supporting "first-mile, last-mile" solutions. Such improvements would maximize multi-modal connectivity and access for transit riders.
Policy 3.6: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Specifically, TCN Structure FF-1 is proposed at Union Station and would broadcast transit information to commuters that may be commuting by way of Union Station.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. In addition, the TCN Program would support the collection of event congestion data for LAX, Dodger

Table 5 (Continued)
Applicable Goals, Objectives, and Policies of the City of Los Angeles' Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
	Stadium, the Hollywood Bowl and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games and would also provide information regarding available parking spaces in park-and-ride lots.
Objective 4.5: Coordinate communication with regional transportation agencies and neighboring jurisdictions.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. Such coordination with local and regional transit agencies supports this objective to coordinate communication with regional transportation agencies and neighboring jurisdictions. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs.
Policy 4.1: Support new technology systems and infrastructure to expand access to transportation choices.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. The TCN Program would also be designed to support future innovations, such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.
Policy 4.2: Support a comprehensive, integrated transportation database and digital platform that manages existing assets and dynamically updates users with new information.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of

Table 5 (Continued)
Applicable Goals, Objectives, and Policies of the City of Los Angeles' Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
	travel alternatives based on geography and time constraints.
Policy 4.6: Make the most of limited financial resources by utilizing data to prioritize transportation projects based upon equity in safety, public health, access, social benefits, and/or economic benefits.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety.
Policy 4.7: Evaluate performance of new transportation strategies through the collection and analysis of data.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles. **Policy 5.2** Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that may result in a decrease in VMT per capita and dependence on single-occupancy vehicles. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. In addition, the TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. The TCN Structures would also incorporate real time data

Table 5 (Continued)
Applicable Goals, Objectives, and Policies of the City of Los Angeles' Mobility Plan 2035

Objective/Policy	Would the Project Conflict?
	collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
Policy 4.11: Communicate and partner with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. Such communication with local and regional transit agencies would support this policy to plan and operate a cohesive regional mobility system by providing useful data regarding transportation infrastructure usage. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. Further, the TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs.
Policy 4.14: Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints.

Source: Eyestone Environmental, 2022.

Table 6
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Central City	
Objective 10-1: To ensure that the arts, culture, and architecturally significant buildings remain central to the further development of downtown and that it remains clearly discernable and accessible to all citizens in and visitors to Los Angeles.	**Inconsistent.** Site Location NFF-2 would be located in the Central City Community Plan area and would result in a significant and unavoidable impact to a known historic resource nearby. As discussed in Section IV.D, Cultural Resources, of this Draft EIR, Site Location NFF-2 would be within 15 feet of the North Street Bridge, which has been determined eligible for National Register and California Register listing under Criteria A/1 and C/3, and is designated HCM #900. A TCN Structure in such close proximity to the Bridge would result in visual impact on the resource, diminishing its integrity of setting and feeling. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structure at Site Location NFF-2 would impede visibility of and, thus, detract from character-defining features, including its relationship with the Los Angeles River, its multiple open spandrels, and its Beaux Arts-inspired design details. As such, Site Location NFF-2 would cause a substantial adverse change in the historical significance of the North Spring Street Bridge, and impacts to this historical resource and associated aesthetic impacts as a result of the Project would be significant and unavoidable. Therefore, the Project would be inconsistent with Objective 10-1 to ensure that architecturally significant buildings remain central to the further development of downtown and remain clearly discernable and accessible to all citizens in and visitors to Los Angeles.
Policy 11-2.2: Evaluate the freeway system around Downtown and develop a program of improvements to eliminate choke points that cause traffic congestion.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that may result in a decrease in VMT and dependence on single-occupancy vehicles, which could further reduce choke points that cause traffic congestion. The TCN Program would assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. The TCN Structures would also incorporate real time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services. Such improvements would include evaluating the freeway system around Downtown and would assist in the elimination of choke points therein that cause traffic congestion.
Policy 11-2.7: Continue to monitor the capability and feasibility of new traffic control	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely,

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
technologies to enhance the efficiency of traffic operations. **Policy 11-2.8:** Continue to monitor and evaluate automated highway technology and intelligent highway and vehicle systems development and evaluate the feasibility and applicability of this technology to the freeway, arterial truck, and transit systems	and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, the TCN Program would be designed to support future innovations, such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.
Objective 11-5: To link easy parking and mass transit to a pedestrian network so that the Lower Center City becomes accessible and safe. **[Unnumbered] Policies:** Provide for the efficient circulation into and within Downtown. Develop and implement programs to reduce auto demand through comprehensive transportation demand management programs. Provide improved information and signage for passengers.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Such improvements would support these policies to provide for the efficient circulation into and within Downtown and to reduce auto demand.
Central City North	
Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development. **Policy 2-4.1:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Policy 3-1.3** Require that any proposed development be designed to enhance and be compatible with adjacent development.	**Inconsistent.** As part of TCN Program, a take-down component would be implemented including the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays. Signage to be removed would include, at minimum approximately 200 off-premise static displays located within the City of Los Angeles. Further, the Project's digital display faces would be designed to provide efficient and effective illumination while minimizing light spill-over, reducing sky-glow, and improving nighttime visibility through glare reduction. The digital display faces of the TCN Structures would use LED lighting with a daytime maximum up to 5,000 maximum candelas and 300 maximum candelas at nighttime, depending on the

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. The digital display faces would be set to refresh every eight seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented towards roadways and freeways. The uniform design specifications of the new displays together with the take-down component would create a more compatible physical environment. However, as discussed under Goal 17, below, Site Locations NFF-16 and NFF-21 would be located in the Central City North Community Plan area and would result in significant and unavoidable impacts to known historic resources nearby and related aesthetic impacts as these two locations would impede the visibility of the nearby historical resources. Thus, Site Locations NFF-16 and NFF-21 would be inconsistent with these policies.
Goal 11: A well maintained, safe, efficient freeway and street network.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements, and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders.
Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.	**Inconsistent.** Site Locations NFF-16 and NFF-21 would be located in the Central City North Community Plan area and would result in significant and unavoidable impacts to known historic resources nearby.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Objective 17-1: To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.	Specifically, as discussed in Section IV.D, Cultural Resources, of this Draft EIR, Site Location NFF-16 would be located within approximately 120 feet southeast of the Little Tokyo Historic District, which is listed in the National Register and California Register under Criterion A/1 and one contributing resource in the Study Area (the Hompa Hongwanji Buddhist Temple) is designated HCM #313. Site Location NFF-16 would also be located approximately 70 feet east of the Japanese Village Plaza, which has been recommended eligible for local listing or designation under Criterion A/1. A TCN Structure in such close proximity to the Little Tokyo Historic District and the Japanese Village Plaza would result in visual impact on the resource, diminishing its integrity of setting and feeling. Although these resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structure at Site Location NFF-16 would potentially overshadow their pre-World War II character. In addition, Site Location NFF-21 would be within 15 feet of the Fourth Street Bridge, which has been determined eligible for National Register and California Register listing under Criterion C/3, and was designated HCM #906 in 2008. A TCN Structure in such close proximity to the Fourth Street Bridge would result in visual impact on the resource, diminishing its integrity of setting and feeling. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structure at Site Location NFF-21 would impede visibility of and, thus, detract from character defining features, including its fixed-hinge arch spans. As such, Site Locations NFF-16 and NFF-21 would cause a substantial adverse change in the historical significance of the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge, and impacts to these resources as a result of the Project would be significant and unavoidable. As such the Project would not be consistent with this goal, objective or policy.
Urban Design, Design Policies for Individual Projects, Policy A.1.i: Providing where feasible, the under grounding of new utility service.	**Consistent.** The Project would require new electricity service at each of the Site Locations, which would be provided underground.
Urban Design, Design Policies for Individual Projects, Policy A.5.b: Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** The digital display faces would be designed to provide efficient and effective illumination while minimizing light spill-over, reducing sky-glow, and improving nighttime visibility through glare reduction. The digital display faces of the TCN Structures would use

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	LED lighting with a daytime maximum up to 5,000 maximum candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. Further, the digital display faces would be set to refresh every eight seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented toward roadways and freeways.
Urban Design, Community Design and Landscaping Guidelines, Guideline G.1: Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** To provide for the TCN Structures, a "SN" Sign District would codify modern standards for illumination of the TCN Structures based on current light measuring technology, which would not drastically change the current illumination allowance, but rather would provide a more definitive measurement based on the most recent technology available. In a similar vein, the adoption of digital display standards for the TCN Structures would create centralized, modern, and uniform standards for the TCN Structures.
Urban Design, Community Design and Landscaping Guidelines, Guideline G.3: Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it enhances designated historic sites and districts.	**Inconsistent.** Refer to Policy 2-1.4, Policy 2-4.1 ,Policy 3-1.3, and Goal 17 for the Central City North Community Plan above. As discussed therein, Site Locations NFF-16 and NFF-21 would cause a substantial adverse change in the historical significance of the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge and related aesthetic impacts. Thus, the Project would be inconsistent with this Guideline.
Silver Lake–Echo Park–Elysian Valley	
Policy 2-3.1 Proposed developments should be designed to enhance and be compatible with existing adjacent development. **Policy 2-3.4:** Preserve community character, scale and architectural diversity. **Policy 3-1.2:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 3:** Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.	**Consistent.** The TCN Structures would be strategically located on Metro-owned property in the vicinity of Metro operations, including existing transit stops, parking areas, and depots, as well as within key geographic locations to assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. As part of TCN Program, a take-down component would be implemented including the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays. Signage to be removed would include, at minimum approximately 200 off-premise static displays located within the City of Los Angeles

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	In addition, the Project's digital display faces would be designed to provide efficient and effective illumination while minimizing light spill-over, reducing sky-glow, and improving nighttime visibility through glare reduction. The digital display faces of the TCN Structures would use LED lighting with a daytime maximum up to 5,000 maximum candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. The digital display faces would be set to refresh every eight seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented towards roadways and freeways. Further, the TCN Program would be implemented via an "SN" Sign District Zoning Ordinance by the City. The proposed Zoning Ordinance would create a mechanism for the review and approval of the TCN Structures, including the allowable locations, size, height limitations, urban design requirements, take-down program, and community benefits of the TCN Structures. In addition, the Site Locations are located in areas zoned as commercial, public facilities, and manufacturing uses. No Site Locations are located in areas zoned for Residential use. Therefore, the Project would be compatible with the adjacent development and character.
Goal 12: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 13: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements, and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. In addition, the Site Locations are located in areas zoned as commercial, public facilities, and manufacturing uses. No Site Locations are located in areas zoned for Residential use. Therefore, the Project would support existing, approved, and planned land uses while maximizing the efficiency of a congested road network.
Goal 16: Identification, preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 16-1:** Ensure that the community's historically significant resources are protected, preserved and/or enhanced.	**Consistent.** No historical resources would be significantly impacted by the Project within the Silver Lake–Echo Park–Elysian Valley Community Plan area, and, as such, the Project would be consistent with this Community Plan goal and objective.
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Policy 9: Undergrounding new utility service, including Internet services.	**Consistent.** Refer to the response above for Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare, Policy 3: Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses	**Consistent.** Refer to the response above for Central City North Community Plan Policy A.5.b.
Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 1: Throughout Commercial areas in the Silver Lake -Echo Park Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes ,and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.	**Consistent.** Refer to the response above for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass	
Policy 2-1.3: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
development. **Policy 2-4.1:** Require that any proposed development be designed to enhance and be compatible with adjacent development **Policy 2-4.2:** Preserve community character, scale and architectural diversity. **Policy 3-1.2:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Urban Design, Community Design and Landscaping Standards, Signage, Policy 2:** Ensure that public sign age complements and does not detract from adjacent commercial and residential uses.	
Goal 12: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 13: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 16: Identification, preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 16-1:** To ensure that the community's historically significant resources are protected, preserved and/or enhanced.	**Consistent.** No historical resources would be significantly impacted by the Project within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area, and, thus the Project would be consistent with this goal, objective and policy.
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Policy 8: Provide where feasible, the under grounding of new utility service.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare, Policy 2: Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Northeast Los Angeles	
Goal 2: Strong and competitive commercial	**Consistent.** The TCN Program would help to maximize

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
areas that suitably serve the needs of the community and attracts customers from outside the plan area by satisfying market demand and maximizing convenience and accessibility while preserving unique historic and cultural identities of each commercial area. **Goal 14:** A community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance. **Objective 14-1:** To ensure that the Plan Area's significant cultural and historical resources are protected, preserved and/or enhanced. **Objective 14-2:** To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.	accessibility throughout the City and would provide for investment in transportation. No historical resources would be significantly impacted by the Project within the Northeast Community Plan area. Thus, the Project would be consistent with these goals and objectives.
Policy 2-2.2 Require that projects in commercial areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with appropriate existing uses and development. **Policy 3-2.3:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Objective 15-1:** To improve the visual environment of existing commercial and industrial areas.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Goal 10: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Community Design and Landscaping, Streetscape/Landscape, Policy 8a: Public signage, in accordance with the City sign ordinance, should be coordinated to emphasize the distinctive character of individual commercial areas by [e]stablishing consistent themes for all public signage,	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways within neighborhoods and communities.	
Community Design and Landscaping, Streetscape/Landscape, Policy 8c: Public signage, in accordance with the City sign ordinance, should be coordinated to emphasize the distinctive character of individual commercial areas by…[e]nsuring that public signage complements, and does not detract from, adjacent commercial and residential uses and that it enhances designated historic sites and districts.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy 2-1.4, Policy 24.1, Policy 3-1.3.
Urban Design, Design Policies for Individual Projects, Commercial and Industrial, Site Planning, Policy 2: Providing, where feasible, the undergrounding of new utility services.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial and Industrial, Light and Glare, Policy 2: Shielding and directing on-site lighting to illuminate driveways and walkways, walk-throughs and arcades, and not adjacent areas.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Boyle Heights	
Public Transportation, Objective 1: To maximize the effectiveness of public transportation to meet the travel needs of transit-dependent residents.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies, including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Further, TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	relay bus arrival time information to riders. Such improvements would support this objective to meet the travel needs of transit-dependent residents.
North Hollywood–Valley Village	
Objective 6: To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus arrival time information to riders. Such improvements would support this objective to encourage the improvement of public transportation service.
Objective 8: To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and billboards located along the major arteries of the community.	**Inconsistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3. Further, the uniform design specifications of the new displays together with the take-down component would create a more compatible physical environment. However, Site Location NFF-3 would be located in the North Hollywood-Valley Village Community Plan area and would result in significant and unavoidable impacts to known historic resources nearby and related aesthetic impacts this location would impede the visibility of the nearby historical resources. Thus, Site Locations NFF-3 would be inconsistent with this policy.
Sun Valley–La Tuna Canyon	
Policy 2-1.1: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and developed in accordance with design standards. **Policy 2-2.3:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Policy 2-3.3:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Policy 3-1.2:** Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards. **Community Design and Landscaping, Signage, Policy 3:** Assure that public	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
signage complements and does not detract from adjacent commercial and residential uses.	
Goal 12: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 13: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 17-1:** To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent.** No historical resources would be significantly impacted by the Project within the Sun Valley–La Tuna Canyon Community Plan area, and, as such, the Project would be consistent with this goal and objective.
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Policy 9: Providing, where feasible, the undergrounding of new utility services.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare, Policy 2: Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Community Design and Landscaping, Signage, Policy 1: Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
Arleta–Pacoima	
Objective 7: To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi and efficiently relay bus

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	arrival time information to riders. Such improvements would support this objective to encourage the improvement of public transportation service.
Objective 9: To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and bill-boards located along the major arteries of the community.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Granada Hills–Knollwood	
Policy LU13.1: High-Quality Development. Design projects to achieve a high level of quality…. **Policy LU21.1: High-Quality Development.** Design projects to achieve a high level of quality, distinctive character, compatibility with existing uses…	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3. Note that these policies also refer to the Citywide Design Guidelines that do not include specific provisions for signage.
Policy LU15.1 Visual Clutter. Underground the utility lines in order to remove the visual clutter from the streetscape.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Goal LU23: A community in which historic and cultural buildings, structures, neighborhoods and other areas of historic or cultural importance are preserved for education and enjoyment by existing residents and future generations.	**Consistent.** No historical resources would be significantly impacted by the Project within the Granada Hills–Knollwood Community Plan area, and, as such, the Project would be consistent with this policy.
Policy M1.3: Mobility Enhancements. Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bicycle lanes and enhanced bus stops, which include shelters and shade trees, to ensure that mobility needs are met.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Such improvements would support this policy to mitigate traffic.
Goal M10: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout Granada Hills-Knollwood, particularly on congested	**Consistent:** The TCN Program would provide a network of digital displays strategically located throughout the City on Metro property. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
corridors.	would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Such improvements would provide improved motorized vehicle mobility throughout Granada Hills-Knollwood, particularly on congested corridors.
Policy CF13.4: Undergrounding Utilities: Provide for the undergrounding of new and existing electrical distribution lines unless it is determined to be economically or practically infeasible as a result of significant environmental constraints.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Sylmar	
Policy LU14.1 High-Quality Development. Design projects to achieve a high level of quality…. **Policy LU22.1 High-Quality Development.** Design projects to achieve a high level of quality….,	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3. Note that these policies also refer to the Citywide Design Guidelines that do not include specific provisions for signage.
Policy LU22.7: Integration of Utilities. Integrate service elements and infrastructure such as mechanical equipment, trash enclosures and utilities with the design of projects. Locate service elements and infrastructure away from crosswalks or sidewalks and screen and/or enclose equipment in order to enhance the pedestrian experience and aesthetic appeal of the building and overall neighborhood. Underground utilities whenever possible. **Policy CF13.4:** Undergrounding Utilities. Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental constraints.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Policy LU14.13 Signage. Encourage the removal of existing pole, pylon, and roof-top signs and replace them with more appropriate pedestrian-friendly signage such as monument signs, when renovating and developing	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
commercial sites. Restrict new pole and pylon signs, billboards, and digital or electronic signage in all commercial areas, except in specific-designated commercial areas. All signage shall complement the main structure and contribute to the rural character of the area.	
Goal LU24: A community with distinct and historically significant character which values and preserves its historic resources and cultural amenities for future generations to enjoy. **Policy LU24.1:** Historic Preservation. Protect, preserve, and enhance identified cultural and historical resources.	**Consistent.** No historical resources would be significantly impacted by the Project within the Sylmar Community Plan area, and, as such, the Project would be consistent with this policy.
Policy M1.3: Mobility Enhancements. Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bicycle lanes and enhanced bus stops, which include shelters and shade trees, to ensure that mobility needs are met.	**Consistent.** The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Such improvements would support this policy to mitigate traffic.
Goal M10: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout Sylmar, particularly on congested corridors.	**Consistent.** Refer to the response above with regard to Granada Hills-Knollwood Community Plan Goal M10.
Encino–Tarzana	
Goal 16: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 16-1:** To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent.** No historical resources would be significantly impacted by the Project within the Encino–Tarzana Community Plan area, and, as such, the Project would be consistent with this policy.
Policy 2-1.13: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
compatibility with existing uses and development. **Policy 2-4.1:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Policy 2-4.2:** Preserve community character, scale and architectural diversity. **Policy 3-1.2:** Require that any proposed development be designed to enhance and be compatible with adjacent development. **Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 2:** Ensure that public signage complements and does not detract from adjacent commercial and residential uses	
Goal 12: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 13: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Policy 8: Providing where feasible, the under grounding of new utility service.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Policies for Individual Projects, Commercial, Light and Glare, Policy 2: Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Urban Design, Community Design and Landscaping Guidelines, Signage Guidelines: Establish a consistent design for all public sign age, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the response above for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
West Los Angeles	
Policy 2-3.1: Establish street identity and character through appropriate sign control, landscaping and streetscape improvements;	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
and require that new development be compatible with the scale of adjacent neighborhoods. **Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 3:** Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.	
Goal 15: A well maintained, safe, efficient freeway and street network. **Policy 15-1.3**: Implement or enhance Smart Corridors to coordinate Caltrans' freeway traffic management system with the street traffic signal management system and enhance incident management and motorist information, thus reducing vehicular delays.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 16: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 17-1:** To ensure that the community's historically significant resources are protected, preserved, and/or enhanced. Objective 17-2: To preserve and enhance neighborhoods having a distinctive and significant historical character.	**Consistent.** No historical resources would be significantly impacted by the Project within the West Los Angeles Community Plan area, and, as such, the Project would be consistent with this policy.
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Policy 8: Providing, where feasible, the under grounding of new utility service.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 1: Establish a consistent design for all public sign age, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
South Los Angeles Community Plan	
Goal LU8: High quality, context-sensitive design that is reflective of the desired community character, and preserves the historic and cultural character of the district. **Goal LU23:** South Los Angeles' significant cultural and historical resources are protected, preserved and/or enhanced. **Policy LU23.1:** Protect Historic Resources. Continue to identify and protect designated City of Los Angeles Historic-Cultural Monuments. **Goal LU24:** Applicable preservation criteria are considered when reviewing projects affecting designated and eligible historic resources. **Policy LU24.2: CEQA Review of Eligible Resources.** Discretionary project proposals affecting resources identified through the Los Angeles Historic Resources Survey (SurveyLA) as eligible for historic designation should undergo thorough review pursuant to the California Environmental Quality Act (CEQA). **Goal LU27:** Preserve existing cultural resources to enhance the cultural identity of the community.	**Consistent.** No historical resources would be significantly impacted by the Project within the South Los Angeles Community Plan area, and, as such, the Project would be consistent with this policy.
Policy LU8.3: Site Design and Streetscapes. Enhance the public realm in commercial areas by promoting quality site, architectural and landscape design, as well as vibrant streetscapes. **Policy LU12.3: Design Standards and Guidelines.** Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian oriented environment. **Design Guidelines, Signage, Guideline 7A:** Standards and Guidelines for All Sign Types: Signs should be conceived as an integral part of the project and not as an afterthought. The location, size, and appearance of signs should complement the building and should be in character with the district in which they are located.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Design Guidelines, Signage, Guideline G2. Signs should be constructed to conceal all supporting structures, fastenings, and electrical connections, unless they are designed as integral features.	
Policy LU11.3: Green Building Practices. Promote green building practices, technologies, green roofs, tree planting and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases. **Policy LU11.4: Conserve Energy.** Encourage the conservation of energy and resources, and the use of alternative energy sources for commercial development. **Policy LU11.5: Implement Sustainability Policies.** Evaluate development for consistency with established City sustainability policies and regulations.	**Consistent.** The digital display faces of the TCN Structures at each Site Location would be designed to provide efficient and effective illumination. The digital display faces of the TCN Structures would use LED lighting with a daytime maximum up to 5,000 maximum candelas and 300 maximum candelas at nighttime, depending on the Site Location. Additionally, the TCN Structures would be constructed to incorporate environmentally sustainable features and construction protocols required by the Metro's Green Construction Policy, Los Angeles Green Building Code, California Green Building Standards (CALGreen) Code, and Title 24 standards.
Policy CF20.4: Underground Utilities. Encourage the installation of underground utilities through assessment districts and other funding sources where feasible.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Design Guidelines, Other Architectural Elements, Guideline 4B, Lighting: Minimize Light Pollution, including sky glow, glare and light trespass onto adjacent properties. **Guideline G1:** To limit sky glow, and glare, cutoff luminaries should be used in all exterior lighting (excluding low voltage landscape lighting). **Guideline G2:** Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Southeast Los Angeles	
Goal LU6: Commercial corridors that foster distinctive neighborhood identities, are high in quality and designed with proper context. **Policy LU6.2: Design for Quality.** Support efforts to enhance community character, scale and architectural diversity, by promoting quality site and landscape design for new	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
commercial uses. **Policy LU13.7 Reduce Visual Blight.** Support efforts to prohibit the installation of new billboards and discourage the establishment of sign districts in the CPA in order to address the existing proliferation of billboards and other signage. **Design Guidelines, Signage, Guideline 7A, Standards and Guidelines for All Sign Types**: Signs should be conceived as an integral part of the project and not as an afterthought. The location, size, and appearance of signs should complement the building and should be in character with the district in which they are located. **Design Guidelines, Signage, Guideline G2.** Signs should be constructed to conceal all supporting structures, fastenings, and electrical connections, unless they are designed as integral features.	
Policy LU10.5: Implement Sustainability Policies. Evaluate development for consistency with established City sustainability policies and regulations. **Policy LU10.6: Conserve Energy.** Encourage the conservation of energy and resources and the use of alternative energy sources for commercial development.	**Consistent.** Refer to the response above with regard to South Los Angeles Community Policy LU11.3, LU11.4, and LU11.5.
Goal LU21: Southeast Los Angeles' significant cultural and historical resources are protected, preserved and/or enhanced. **Policy LU21.1** Protect Historic Resources. Continue to identify and protect designated City of Los Angeles Historic-Cultural Monuments.	**Consistent.** No historical resources would be significantly impacted by the Project within the Southeast Los Angeles Community Plan area, and, as such, the Project would be consistent with this policy.
Goal M7: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout Southeast Los Angeles Community Plan Area, particularly on congested corridors. **Policy M9.2: Multimodal Options and Connectivity.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements, and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
pilot programs that improve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.	also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public awareness of travel alternatives based on geography and time constraints. Such improvements would improve transit access, multimodal mobility, and connectivity. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders.
Policy CF18.3: Underground Utilities. Encourage the installation of underground utilities through assessment districts and other funding sources where feasible.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Design Guidelines, Other Architectural Elements, Guideline 4B, Lighting: Minimize Light Pollution, including sky glow, glare and light trespass onto adjacent properties. **Guideline G1:** To limit sky glow, and glare, cutoff luminaries should be used in all exterior lighting (excluding low voltage landscape lighting). **Guideline G2:** Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b. In addition, as discussed in detail in Section IV.A. Aesthetics of this Draft EIR, the Project would not result in any significant impacts associated with glare.
Palms–Mar Vista–Del Rey Community Plan	
Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale. **Urban Guidelines, Community Design and Landscaping Guidelines, Signage, Guideline 3:** Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it identifies and enhances designated historic sites and commercial districts.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3. In addition, there are no Site Locations proposed within close proximity to historical resources.
Goal 15: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 16: To the extent feasible and	**Consistent.** Refer to the response above with regard to

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level service at intersections.	Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Objective 17-1: To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced. **Objective 17-2:** To preserve and enhance neighborhoods with a distinctive and significant historical character.	**Consistent.** No historical resources would be significantly impacted by the Project within the Palms–Mar Vista–Del Rey Community Plan area, and, as such, the Project would be consistent with this policy.
Goal 18: Preservation of the Scenic and Visual Qualities of Coastal Areas. **Design Principles for New Development, Development Standards/Compatibility of Development, Standard 1.e:** Views of distinctive visual resources (e.g., bluffs, wetlands) will not be significantly disturbed.	**Consistent**. Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3. Additionally, Site Locations FF 29 and FF 30 are located on Metro property immediately adjacent to the SR-90 Freeway that is within a chain link fenced area. As discussed in Section IV.C, Biological Resources, of the Draft EIR, these Site Locations occur approximately 150 feet from the northeastern edge of the Ballona Wetlands, within an area mapped as non-wetland habitat. Site Location FF-29 is separated from the Ballona Wetlands by the SR-90 Freeway off-ramp and Site Location FF-30 is separated from the Ballona Wetlands by the SR-90 Freeway and the off-ramp. As discussed in Section IV.A, Aesthetics, of this Draft EIR, given the orientation of the digital displays to the SR-90 and the size of the displays, public views of the displays would primarily be from the SR-90 Freeway. In addition, given the location and size of the two TCN Structures, the intermittent and transitory views of the Ballona Wetlands from the SR-90 and other more distant public locations would be obstructed on a limited basis. Thus, potential impacts to views of the Ballona Wetlands would be less than significant.
Development Standards, Phasing: A, B and C, Coastal Visual Resources, Policy 2: No billboards or off-premise commercial signs will be permitted.	**Inconsistent.** In addition to their functions to improve the transportation system and provide communication during emergency events, the Proposed TCN structures would include off-premises advertising to fund new and expanded transportation programs. As such, Site Locations FF-29 and FF-30 would be inconsistent with this policy.
Marine and Land Resources Policy, Marine Resources, Policy 1: Review potential resource impacts through the County and City's environmental guidelines and require	**Consistent.** The TCN Program is being thoroughly reviewed under CEQA with this Draft EIR. Mitigation Measure CUL-MM-1 is included in Section IV.D, Cultural Resources, of this Draft EIR to address potential Project

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
appropriate environmental documentation and reasonable mitigation measures as determined by the Department of City Planning and the State Historic Preservation Office. **Marine and Land Resources Policy, Marine Resources, Policy 3:** To ensure proper surface and site recordation, the State Historic Preservation Office shall be notified, along with City Planning Director, if any resource is discovered during any phase of development construction.	impacts on archaeological resources. Specifically, Mitigation Measure CUL-MM-1 requires that a principal archaeologist be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan would include monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, and implementation of a Worker Environmental Awareness Program (WEAP) training program for construction workers involved in ground disturbance activities.
Phasing: A, B and C, Hazards Area, Policy 2: Future development must be based on thorough site specific geologic and soils studies including specific geotechnical studies related to mitigation of liquefaction and lateral spreading.	**Consistent.** As discussed in Section IV.F, Geology and Soils Project Design Feature GEO-PDF-1 requires that all development activities conducted on the Site Locations will incorporate the professional recommendations contained in the Geology and Soils Evaluation and associated recommendations set forth in a site location-specific, design-level geologic and geotechnical investigation(s) approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS), provided such recommendations meet and/or surpass relevant state and City laws, ordinances, Code requirements, and MRDC requirements, California Geological Survey's Special Publication 117A and the City's Building Code, as applicable. Such professional recommendations include site-specific subsurface exploration and laboratory testing, foundation systems that are specific to the geologic materials encountered at each individual site, and prohibition of the use of fill materials to support foundation systems. If the site-specific analyses confirm the site soils are susceptible to liquefaction and lateral spreading, the Geology and Soils Evaluation recommends that the proposed TCN Structures be supported by a deep foundation system, consisting of caissons or piles.
Phasing: A, B and C, Hazards Area, Policy 4: All future development shall utilize earthquake-resistant construction and engineering practices particularly those intended for high density of human occupancy. Preliminary engineering mitigation and structural setbacks shall be designed for a bedrock acceleration of 0.5 g and high	**Consistent.** As discussed in Section IV.F, Geology and Soils, of this Draft EIR, State and local code requirements, ensure that structures are designed and constructed in a manner that, although the structures may sustain damage during a major earthquake, would reduce the risk that structures would collapse. Specifically, the State, Metro, and City mandate compliance with numerous rules related to seismic

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
potential for liquefaction, unless a reliable geologic survey indicates otherwise. Review by the Division of Mines and Geology shall be required only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource participation.	safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the California Building Code, MRDC, the City's General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, the Project must demonstrate compliance with the applicable provisions of these safety requirements to minimize seismic impacts before permits can be issued for construction of the Project. In addition, in accordance with Project Design Feature GEO-PDF-1, the Project would implement Project-specific geotechnical design recommendations set forth in the Geology and Soils Evaluation included as Appendix XX of this Draft EIR as well as site-specific recommendations set forth in design level documents. These recommendations would be enforced by Metro Capital Engineering Group and/or LADBS for the construction of the Project. With regard to liquefaction in particular, refer to the response above with regard to Phasing: A, B and C, Hazards Area, Policy 2.
Phasing: A, B and C, Hazards Area, Policy 5: Consider the effect of seismic sea waves in land use planning and development siting.	**Consistent.** As discussed in Section VI, Other CEQA, of this Draft EIR, impacts related to tsunamis were analyzed in the Initial Study prepared for this Project and found to be less than significant. As discussed therein, some of the Site Locations would be within tsunami zones as mapped by the City. During construction, hazardous materials, such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and cleaners could be used. Such use would occur in accordance with manufacturers' specifications and instructions and regulatory requirements. As discussed above, any hazardous materials associated with operation of the TCN Structures would be limited to those required to maintain the structures such as cleaning products and paints. These substances would be used in accordance with manufacturers specifications and regulatory requirements and these substances would not be stored at the Site Locations. Therefore, as concluded in the Initial Study, the Project would not risk release of pollutants due to project inundation, and impacts with regard to the release of pollutants due to project inundation would be less than significant.
Urban Guidelines, Design Policies for Individual Projects, Commercial, Height and Building Design for All Commercial Areas, Light and Glare, Guideline 2: Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses. **Urban Guidelines, Design Policies for Individual Projects, Industrial, Lighting:**	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Exterior lighting should be directed on-site and should not impact adjacent residential uses.	
Urban Guidelines, Community Design and Landscaping Guidelines, Signage, Guideline 1: Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
Westchester–Playa del Rey	
Urban Design, Community Design and Landscape Guidelines, Signage, Guideline 3: Ensure that public signage complements, and does not detract from adjacent commercial and residential uses. **Policy 2-3.2:** Where possible, mitigate impacts of commercial uses on adjacent residential properties through the use of buffers and/or effective site design of the commercial property.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Policy 2-1.1: Enhance the visual appearance and appeal of commercial properties by regulating design, signage, landscaping, and similar issues wherever possible	**Consistent.** The TCN Program would be implemented via a "SN" Sign District Zoning Ordinance by the City. The Zoning Ordinance would create a mechanism for the review and approval of the TCN Structures, including the allowable locations, size and height limitations as well as urban design requirements. Therefore, the TCN Program would establish a consistent design to be utilized across all TCN Structures.
Goal 11: To the extent feasible and consistent with the mobility plan 2035's and community plans' policies promoting multi-modal transportation and safety, a system of freeways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining acceptable levels of service at intersections, where feasible.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 12: Provide a well-maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 19: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance. **Objective 19-1:** To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent.** No historical resources would be significantly impacted by the Project within the Westchester–Playa del Rey Community Plan area, and, as such, the Project would be consistent with this policy.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare Guideline 3: Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Urban Design, Community Design and Landscape Guidelines, Signage, Guideline 1: Throughout Commercial areas in the Westchester-Playa del Rey Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
Van Nuys–North Sherman Oaks Community Plan	
Policy 2-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development. **Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 3:** Ensure that public signage complements and does not detract from adjacent commercial and residential uses.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Goal 13: A well maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 14: To the extent feasible and consistent with the mobility plan 2035's and community plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical/cultural significance. **Objective 17-1:** To ensure that the community's historically significant resources	**Consistent.** No historical resources would be significantly impacted by the Project within the Van Nuys–North Sherman Oaks Community Plan area, and, as such, the Project would be consistent with this policy.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
are protected, preserved and/or enhanced.	
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning, Guideline 9: Providing, where feasible, the undergrounding of new utility service.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare, Guideline 2: Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline 1: Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1..
West Adams–Baldwin Hills–Leimert Community Plan	
Policy LU14-3 Architectural Excellence. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas. **Goal LU17:** A community that promotes context sensitive projects that reinforce established neighborhood character. **Policy LU20-3 Community Character:** Strive to preserve community character, scale and architectural diversity. **Public Streetscape and Landscaping Design Guidelines, Signage, Guideline G125:** Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it enhances designated historic sites and districts	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Goal LU29: A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of "green" development.	**Consistent.** Refer to the response above with regard to South Los Angeles Community Policy LU11.3, LU11.4, and LU11.5.
Commercial Area Design Guidelines, Site	**Consistent.** Refer to the response above with regard to

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Planning, Guideline G71: When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.	Central City North Community Policy A.1.i.
Policy LU68-2 Protect Historic Resources. Continue efforts to protect, preserve, maintain and appropriately enhance the Community Plan Area's significant cultural and historical resources. **Goal LU69:** A community where careful consideration of applicable preservation criteria is encouraged when reviewing projects affecting designated and eligible historic resources. **Policy LU69-1: Apply Preservation Standards.** Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties to all projects that affect designated historic resources. **Policy LU69-2: Ensure CEQA Review of Eligible Resources.** Continue careful review pursuant to the California Environmental Quality Act (CEQA) regarding project proposals affecting resources identified through the Los Angeles Historic Resources Survey (Survey LA) as eligible for historic designation. **Goal LU71:** A community that protects and enhances historic and architectural resources in commercial areas in a manner that will encourage context sensitive revitalization and investment in these areas.	**Consistent.** No historical resources would be significantly impacted by the Project within the West Adams–Baldwin Hills–Leimert Community Plan area, and, as such, the Project would be consistent with this policy.
Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.	**Consistent.** The TCN Structures would be equipped with Metro's RIITS, which provides comprehensive, timely, and real-time information among freeway, traffic, transit, and emergency systems across various agencies including local and regional transit agencies, to improve traffic and transportation systems, and to disseminate information regarding roadway improvements, and during emergency events. The additional intelligent technology components of the TCN Program would assist Metro in increasing the quantity and speed of data collection of real time travel/traffic data, processing, and transmission to transportation agencies. The TCN Program would also assist Metro's transportation public messaging and ability to broadcast information to commuters in a variety of ways to increase public safety, maximize efficiency of the congested road network, and promote public

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
	awareness of travel alternatives based on geography and time constraints. The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. For example, the TCN Program would improve bus passengers experience by helping to facilitate transit signal priority and bus wi-fi, and efficiently relay bus arrival time information to riders.
Public Streetscape and Landscaping Design Guidelines, Signage, Guideline G123: Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.
Policy CF20-4 Underground Utilities. Encourage the installation of underground utilities through assessment districts and other funding sources where feasible.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Wilshire Community Plan	
Policy 2-3.1: Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods. **Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline G3:** Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Policy 2-3.1, Policy 2-3.4, Policy 3-1.2, and Guideline 3.
Goal 13: Provide a well-maintained, safe, efficient freeway and street network.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Goal 11.
Goal 16: To the extent feasible and consistent with the mobility plan 2035's and community plans' policies promoting multi-modal\ transportation and safety, provide a community-wide circulation system of freeways and streets which supports existing and planned land uses and anticipated traffic flow volumes, while maintaining acceptable levels of service at intersections.	**Consistent.** Refer to the response above with regard to Silver Lake–Echo Park–Elysian Valley Community Plan Goal 13.
Goal 17: Preserve and restore cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.	**Consistent.** No historical resources would be significantly impacted by the Project within the Wilshire Community Plan area, and, as such, the Project would be consistent with this policy.

Table 6 (Continued)
Applicable Goals, Objectives, and Policies of the Community Plans

Objective/Policy	Would the Project Conflict?
Objective 17-1: Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.	
Urban Design, Design Policies for Individual Projects, Commercial, Site Planning Guideline 1i: Provide underground new utility service, including Internet services.	**Consistent.** Refer to the response above with regard to Central City North Community Policy A.1.i.
Urban Design, Design Policies for Individual Projects, Commercial, Light and Glare, Guideline 5a: Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses.	**Consistent.** Refer to the response above with regard to Central City North Community Plan Policy A.5.b.
Urban Design, Community Design and Landscaping Guidelines, Signage, Guideline G1: Throughout Commercial areas in the Wilshire Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.	**Consistent.** Refer to the above response for Central City North Community Plan Urban Design, Community Design and Landscaping Guidelines, Guideline G.1.

Source: Eyestone Environmental, 2022.