

ORDINANCE NO. _____

A proposed Ordinance amending Article 3 of Chapter 1 of the Los Angeles Municipal Code to add a new Section 13.11.1 that would permit the establishment of a non-contiguous Supplemental Use District, called the Transportation Communication Network, on property owned by a publicly-owned regional transportation authority in Los Angeles County for the purpose of permitting Signs with Digital Displays.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. Subdivision 2 of Subsection S of Section 12.32 of Chapter 1 of the Los Angeles Municipal Code is amended to read as follows:

2. **Districts.** In order to carry out the provisions of this article, the following districts are established:

- "O" Oil Drilling District
- "S" Animal Slaughtering District
- "G" Surface Mining District
- "RPD" Residential Planning Development District
- "K" Equinekeeping District
- "CA" Commercial and Artcraft District
- "POD" Pedestrian Oriented District
- "CDO" Community Design Overlay District
- "MU" Mixed Use District
- "FH" Fence Height District
- "SN" Sign District
- "TCN" Transportation Communication Network District
- "RFA" Residential Floor Area District
- "NSO" Neighborhood Stabilization Overlay District
- "CPIO" Community Plan Implementation Overlay District
- "HS" Hillside Standards Overlay District
- "MPR" Modified Parking Requirement District
- "RIO" River Improvement Overlay District
- "CUGU" Clean Up Green Up Overlay District
- "RG" Rear Detached Garage District
- "HCR" Hillside Construction Regulation District

These districts and their boundaries are shown on portions of the "Zoning Map" as provided for in Section 12.04 and made a part thereof by a combination of the zone and district symbols. This map and the notations, references and other information shown on it which pertain to the boundaries of these districts are made a part of this article as if fully

described here. Reference is hereby made to those maps, notations, references and other information for full particulars.

Section 2. Paragraph (b) of Subdivision 3 of Subsection S of Section 12.32 of Chapter 1 of the Los Angeles Municipal Code is amended to read as follows:

(b) **Additional Requirements for Application.** Except for CPIO Districts and TCN Districts, which may not be established through the application procedure, one or more of the owners or lessees of property within the boundaries of the proposed district may submit a verified application for the establishment of a district. An application for the establishment of a Commercial and Artcraft District, a Pedestrian Oriented District, an Equinekeeping District, a Community Design Overlay District, a Mixed Use District, a Sign District, a Residential Floor Area District, a Neighborhood Stabilization Overlay District, a Hillside Standards Overlay District, a Modified Parking Requirement District, a River Improvement Overlay District, or a Clean Up Green Up Overlay District shall contain the signatures of at least 75 percent of the owners or lessees of property within the proposed district. An application for the establishment of a Fence Height District shall contain the signatures of at least 50 percent of the owners or lessees of property within the proposed district. An application shall be accompanied by any information deemed necessary by the Department.

If establishment of a district is initiated by the City Council, City Planning Commission or Director of Planning, the signatures of the property owners or lessees shall not be required.

Section 3. Subparagraph (3) of Paragraph (c) of Subdivision 3 of Subsection S of Section 12.32 of Chapter 1 of the Los Angeles Municipal Code is amended to read as follows:

(3) **Time for Commission to Act on Application.** The City Planning Commission shall act on an application to establish an "O", "S", "G", "K", "CA", "POD", "CDO", "MU", "FH", "SN", "TCN", "RFA", "NSO", "CPIO", "HS", "MPR", "RIO", or "CUGU" District within 75 days from the date of the filing of the application. The City Planning Commission shall act on an application to establish an "RPD" District within 75 days from receipt of the Subdivision Committee report and recommendation. The City Planning Commission shall act on proceedings initiated by the Council within 75 days of receipt of that action from the Council, or within the time that the Council may otherwise specify.

Section 4. Paragraph (c) of Subdivision 4 of Subsection S of Section 12.32 of Chapter 1 of the Los Angeles Municipal Code is amended to read as follows:

(c) **Procedures.** An applicant for a Project that complies with the provisions of an adopted Commercial and Artcraft District, Pedestrian Oriented District, Community Design Overlay District, Mixed Use District, Community Plan Implementation Overlay District, River Improvement Overlay District, ~~or Clean Up Green Up Overlay District,~~ or Transportation Communication Network District if permitted within the "TCN" Supplemental Use District Ordinance, shall submit plans to the Director for an Administrative Clearance. The Director or his/her designee shall review the Project for compliance with the applicable Supplemental Use District development regulations. A Project that does not qualify for Administrative Clearance shall follow the procedures set forth in the applicable Supplemental Use District.

Section 5. Article 3 of Chapter 1 of the Los Angeles Municipal Code is amended to add a new Section 13.11.1:

ARTICLE 3
SPECIFIC PLAN – ZONING
SUPPLEMENTAL USE DISTRICTS

Section

- 13.01 "O" Oil Drilling Districts.
- 13.02 "S" Animal Slaughtering Districts.
- 13.03 "G" Surface Mining Operations Districts.
- 13.04 "RPD" Residential Planned Development Districts.
- 13.05 "K" Equinekeeping Districts.
- 13.06 Commercial and Artcraft Districts.
- 13.07 Pedestrian Oriented District.
- 13.08 "CDO" Community Design Overlay District.
- 13.09 Mixed Use District.
- 13.10 Fence Heights District.
- 13.11 "SN" Sign District.
- 13.11.1 "TCN" Transportation Communication Network District.
- 13.12 "NSO" Neighborhood Stabilization Overlay District.
- 13.13 "RFA" Residential Floor Area District.
- 13.14 "CPIO" Community Plan Implementation Overlay District.
- 13.15 "MPR" Modified Parking Requirement District.
- 13.16 "HS" Hillside Standards Overlay District.
- 13.17 "RIO" River Improvement Overlay District.
- 13.18 "CUGU" Clean Up Green Up Overlay District.
- 13.19 "RG" Rear Detached Garage District.
- 13.20 "HCR" Hillside Construction Regulation District.

13.21 Violation.

Section 6. A new Section 13.11.1 is added to Article 3 of Chapter 1 of the Los Angeles Municipal Code to read as follows:

SECTION. 13.11.1. “TCN” TRANSPORTATION COMMUNICATION NETWORK DISTRICT.

A. Purpose. This section sets forth procedures and standards for the establishment of a Transportation Communication Network “TCN” District, the unique characteristic of which can be enhanced by the imposition of special Sign regulations designed to facilitate the implementation of the Los Angeles County Metropolitan Transportation Authority’s (LACMTA) Transportation Communication Network (TCN) program citywide, which will provide intelligent transportation technology, public and commercial messaging, service alerts, revenue generation, and blight reduction through a city-wide Sign reduction program.

B. Establishment of Districts.

1. The City Council, the City Planning Commission, and the Director of Planning shall have the authority to initiate, establish, or adjust the boundaries of a Transportation Communication Network (TCN) District. Applications for the establishment or expansion of a TCN District shall not be permitted.

2. The procedures set forth in Section 12.32 S of this Code shall be followed for the initiation of the TCN District; however, a TCN District shall only include parcels that are zoned C, M, PF, or an equivalent specific plan zone, and that are owned by LACMTA at the time of district initiation.

3. A TCN District may encompass an area which is subject to, in whole or in part, a Specific Plan. If the provisions of the TCN conflict with any City-wide regulations in the Los Angeles Municipal Code, specific plan, or supplemental use districts, other than a Historic Preservation Overlay Zone, then the requirements of the TCN District shall prevail.

4. A TCN District may include contiguous and non-contiguous parcels. Precise parcel and district boundaries are required at the time of initiation to create or expand a TCN District.

C. Development Regulations.

1. The only Signs and Sign Support Structures that a TCN District shall be permitted to authorize, above and beyond those Signs and Sign Support Structures authorized by the signage regulations in Article 4.4, shall be Digital Display Sign Faces and associated Sign Support Structures. These Signs may display off-site advertising, and the applicability of Article 4.4 to

those Signs permitted by a TCN District shall be outlined in the Ordinance establishing the TCN District.

2. The Ordinance establishing a TCN District shall specify the height limitations, maximum Sign Area, and operational standards, including but not limited to hours of operation, Digital Display refresh rates, and monitoring, allowed for each of the proposed Signs. Furthermore, the Ordinance shall include requirements for static Off-Site Sign reduction that, at minimum, results in a net reduction in static Off-Site Signs citywide

.D. **Conformance.** The Department of Building and Safety shall not issue a building permit for a Sign within a TCN District unless the Director issues an Administrative Clearance or other approval indicating the Sign conforms to the regulations set forth in the specific TCN District Ordinance.

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ORDINANCE NO. _____

A proposed Ordinance amending Article 8 of Chapter 1A of the Los Angeles Municipal Code to add a new Section 8.2.3.1 that would permit the establishment of a non-contiguous Sign District on property owned by a publicly-owned regional transportation authority in Los Angeles County for the purpose of permitting Signs with Digital Displays.

DO ORDAIN AS FOLLOWS:

THE PEOPLE OF THE CITY OF LOS ANGELES

Sec. 1. Amend Subdivision 2. (Limitations on Supplemental Districts) of Subsection B. (Applicability) of Sec. 8.2.1. (General) of Div. 8.2. (Supplemental Districts) of Article 8 (Specific Plans, Supplemental & Special Districts) of Chapter 1A of the Los Angeles Municipal Code amended to read as follows:

2. Limitations of Supplemental Districts

The Supplemental Districts established in Division 8.2. (Supplemental Districts) shall not supersede any Zoning District, as established in Sec. 1.4.2.A.1. (Zoning Districts). Sign Districts and Transportation Communication Network District may supersede the Sign regulations established by Development Standards Districts, and Oil Drilling Districts may supersede the use regulations regarding resource extraction in Use Districts.

Sec. 2. Amend Paragraph b. (Other Supplemental Districts) of Subdivision 3. (Reconciling Provisions) of Subsection B. (Applicability) of Sec. 8.2.2. (Community Plan Implementation Overlay (CPIO)) of Div. 8.2. (Supplemental Districts) of Article 8 (Specific Plans, Supplemental & Special Districts) of Chapter 1A of the Los Angeles Municipal Code amended to read as follows:

b. Other Supplemental Districts

In the event that the provisions of a CPIO conflict with provisions of another Supplemental District, the more restrictive provision shall prevail, except that where the provisions of a CPIO conflict with those of a Historic Preservation Overlay Zone or Transportation Communication Network District, then the provisions of the Historic Preservation Overlay Zone or Transportation Communication Network District shall prevail.

Sec. 3. Amend Subdivision 2. (Reconciling Provisions) of Subsection B. (Applicability) of Sec. 8.2.3. (Sign Districts (SN)) of Div. 8.2. (Supplemental Districts) of Article 8 (Specific Plans, Supplemental & Special Districts) of Chapter 1A of the Los Angeles Municipal Code amended to read as follows:

2. Reconciling Provisions

In the event that the provisions of a Sign District conflict with any provision of the Zoning Districts of a lot, Specific Plan or other Supplemental District, the Sign District shall prevail, except that where the provisions of a Sign District conflict with those of a Transportation Communication Network District, then the provisions of the Transportation Communication Network District shall prevail. However, the standards for a Sign District do not supersede the regulations of a Specific Plan or Supplemental District, as established in Article 8. (Specific Plans, Supplemental & Special Districts), or Transportation Communication Network District any zoning regulation needed to implement the provisions of an approved Development Agreement.

Sec. 4. Amend Paragraph b. (Other Supplemental Districts) of Subdivision 3 2. (Reconciling Provisions) of Subsection B. (Applicability) of Sec. 8.2.5. (Community Design Overlay (CDO)) of Div. 8.2. (Supplemental Districts) of Article 8 (Specific Plans, Supplemental & Special Districts) of Chapter 1A of the Los Angeles Municipal Code amended to read as follows:

b. Other Supplemental Districts

In the event that the provisions of a CDO conflict with provisions of another Supplemental District, the more restrictive provision shall prevail, except that where the provisions of a CDO conflict with those of a Historic Preservation Overlay Zone or Transportation Communication Network District, then the provisions of the Historic Preservation Overlay Zone or Transportation Communication Network District shall prevail.

Sec. 5. Add a new Section 8.2.8. to Div. 8.2. (Supplemental Districts) of Article 8 (Specific Plans, Supplemental & Special Districts) of Chapter 1A of the Los Angeles Municipal Code to read as follows:

SEC. 8.2.8. TRANSPORTATION COMMUNICATION NETWORK DISTRICTS (TCN)

A. Intent

The Transportation Communication Network District (TCN District) is intended to impose special Sign regulations designed to facilitate the implementation of the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Transportation Communication Network (TCN) program citywide, which will provide intelligent transportation technology, public messaging, service alerts, emergency and public safety alerts, revenue generation, and visual blight reduction through a city-wide Off-Site Sign reduction program.

B. Applicability

1. Definition of Project

A TCN District project includes site modification or facade modification that involves the erection, construction, addition to, or exterior structural modification an On-Site Sign or Off-Site Sign located within a TCN District, and is subject to the regulations outlined in the TCN District in which it is located, in accordance with the adopted TCN District standards established pursuant to this Section.

2. Reconciling Provisions

In the event that any provision of a TCN District conflicts with Sign regulations of an applied Development Standards Districts (*Part 4C*) or Sign regulations established in *Div. 4C.11. (Signs)*, or any provision of a Specific Plan or other Supplemental District, the TCN District provision shall prevail, with the exception of Historic Preservation Overlay Zones (HPOZ) and Conservation Districts (CD). In the event that any provision of a TCN district conflicts with any provision of a Historic Preservation Overlay Zone (HPOZ) or Conservation District (CD), the more restrictive provision shall prevail. However, the provisions for a TCN District do not supersede any Specific Plan regulation, Supplemental District regulation, or zoning regulation that is needed to implement the provisions of an approved Development Agreement.

C. District Standards

The TCN District standards shall be determined at the time the District is established. TCN District standards shall consist of Sign regulations that enhance the character of the district by addressing the location, number, square footage, height, light illumination, hours of illumination, Sign reduction program, duration of Signs, design and types of Signs permitted, as well as other characteristics, and may include murals, supergraphics, and other On-Site Signs and Off-Site Signs.

1. Cumulative Number & Area of Signs

At no time shall the cumulative number of TCN Support Structures with Digital Display Sign Faces permitted within all TCN Districts exceed ~~46~~ 49 Support Structures, and such Digital Display Sign Faces shall be limited to a maximum of ~~47,000~~ 51,000 square feet of cumulative Sign Area.

2. Net Reduction in Off-Site Signs

The Ordinance shall include requirements for static Off-Site Sign reduction that, at minimum, results in a net reduction in static Off-Site Signs citywide.

D. Procedures

1. Establishing a TCN District

TCN District boundaries and standards are established and amended in accordance with *Sec. 13B.1.2. (Specific Plan Adoption/Amendment)*, and are represented as part of the third bracket set of the zone of a lot with the acronym “TCN.”

a. Applicable Lots

The TCN District shall only apply to parcels that are in the Commercial, Industrial, Public District, or an equivalent specific plan zone and that are owned by Los Angeles County Metropolitan Transportation Authority.

b. Boundaries

The TCN District may include contiguous and non-contiguous parcels. Precise parcel and/or district boundaries are required at the time of application to create or expand a TCN District.

2. Issuance of Building Permits

The Department of Building and Safety may approve and issue sign permits for any project within a TCN District that conforms to the applicable TCN District standards.

3. Review of Projects

A project shall be reviewed in conformance with the procedures established in each TCN District.

ORDINANCE NO. _____

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. ESTABLISHMENT OF THE TRANSPORTATION COMMUNICATION NETWORK (TCN) DISTRICT.

The City Council hereby establishes the Transportation Communication Network (TCN) District, which shall be applicable to that area of the City shown within the heavy dashed line on the accompanying Zone Change map at the time of district adoption, by the Los Angeles County Metropolitan Transportation Authority within the boundaries of the City of Los Angeles.

Section 2. PURPOSES.

The TCN District is intended to:

- A. Enable the regulation of Signs within the Transportation Communication Network (TCN) District area located on contiguous and noncontiguous Los Angeles County Metropolitan Transportation Authority parcels in the City by incorporating unique Sign regulations and substantial Off-Site Sign reduction requirements.
- B. Assist in management and communication regarding transit and freeways for residents, employees, and visitors citywide, including for special events;
- C. Ensure timely communications of public safety alerts, emergency management messaging, and intelligent transportation messages to the general public;
- D. Permit new off-site digital display messages that will generate revenue to support transportation projects throughout the City of Los Angeles; and
- E. Enable a visual blight reduction program associated with new Off-Site Digital Display Signs that will result in an overall reduction in static Off-Site Signs citywide, many in proximity to the proposed Digital Display Signs resulting in a net reduction in overall Off-Site Signs and Sign Area.

Section 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS

- A. This Ordinance regulates Signs within the TCN District.** The regulations of this Ordinance are in addition to those set forth in Chapter 1, or, in areas subject to Chapter 1A, Chapter 1A of the Los Angeles Municipal Code (Code). Except as specifically provided for in this Ordinance, these regulations do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other relevant Ordinances.
- B. Relationship to the Los Angeles Municipal Code (LAMC).** Wherever this Ordinance contains provisions which establish regulations that are different from, more restrictive than or more permissive than would be allowed pursuant to the provisions contained in the Code, Supplemental Use District, Specific Plan or other Ordinance, this Ordinance shall prevail and supersede those otherwise applicable regulations. However, in areas subject to Chapter 1A of the Code, in the event that there is a conflict between the TCN regulations and regulations established in an HPOZ or Conservation District (CD), the more restrictive regulation shall prevail. Unless otherwise specified in this Ordinance to the contrary, in areas subject to zoning established under Chapter 1 of the Code, all Signs shall comply with the following provisions of the Code: Chapter I, Article 4.4 (Sign Regulations), or, in areas subject to Chapter 1A: Chapter 1A, Division 4C.11 (Signs); Chapter VI, Article 7, (Outdoor Advertising Structures, Accessory Signs, Post Signs and Advertising Statuary); and Chapter IX, Article 1, Division 62 (Signs).
- C. Chapter 1A Citations.** Citation and section references to Chapter 1A of the Code in this document reflect accurate citations at the time of the adoption of this Ordinance. Chapter 1A Section numbers and citations are subject to change as a result of future Code amendments and updates. Section names are provided with each citation in order to aid in finding the correct Chapter 1A code section in the event that section or reference numbers have changed.
- D. On-Site and Off-Site Signs.** For the purposes of this Ordinance, the TCN District shall permit both On-Site and Off-Site Signs as such terms are defined in this Ordinance. This Ordinance governs all aspects of Signs that are Off-Site Signs within the TCN District.

Section 4. DEFINITIONS.

The following terms, when used in this Ordinance, are defined below or cross-referenced to definitions used in the Code. To the extent that other terms used in this Ordinance are not listed below but are defined in the Code, those definitions shall apply. The definitions set forth in this section are intended to encompass future technologies and materials which may be utilized in the construction or implementation of the Signs permitted.

Animation. Movement, including, but not limited to, flashing, changing, moving, streaming, scrolling, blinking of any part of a Sign, including, but not limited to, images, parts, or illumination at a rate of more than once every 24 Hours.

Digital Display. A Sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, or integrated into a building or structural component, and that may be changed remotely through electronic means.

Caltrans. California Department of Transportation

Controlled Refresh Rate. Restriction for any type of Sign that contains images, text, parts of illumination which flash, change, move, blink or otherwise refresh, in whole or in part, at a maximum of one refresh event per eight seconds (i.e., must stay static for a minimum of eight seconds before refreshing). Each refresh event shall be an instant transition.

Freeway. A highway that the owners or those in possession of a abutting land have no right or easement of access to or from their abutting lands or that owners have only limited or restricted right or easement of access, and that is declared to be a freeway, in compliance with the Streets and Highways Code of the State of California.

Freeway Facing Sign. An Off-Site Sign that consists of a Digital Display on a Transportation Communication Network Support Structure viewed primarily from a Freeway on a property that is contiguous or non-contiguous with other properties within the TCN District for the purposes of this Ordinance.

LACMTA (Metro). Los Angeles County Metropolitan Transportation Authority

LADBS. Los Angeles Department of Building and Safety.

LED. Light Emitting Diodes.

Maximum Individual Sign Area. The maximum Sign Area of each individual Sign, which shall be as set forth in Tables 7-1 and 7-2.

Non-Freeway Facing Sign. An Off-Site Sign that consists of a Digital Display on a Transportation Communication Network Support Structure viewed primarily from

a roadway other than a freeway, on a property that is contiguous or non-contiguous with other properties within the TCN District.

Off-Site Sign. A Sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than on the premises where the Sign is located.

On-Site Sign. A Sign that is other than an Off-Site Sign.

Sign. Any whole or part of a display board, wall, screen or object used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

Sign Area. An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines, which will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:

1. For spherical, cylindrical or other three-dimensional signs the area of the sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction.

Transportation Communication Network Support Structures and any required public art are excluded from the Sign Area calculation .

Sign Face. The surface upon which the Sign message is placed.

Transportation Communication Network Support Structure (TCN Support Structure). A structure erected, used or maintained for a Digital Display upon which a commercial or non-commercial message may be placed, that further incorporates transportation related technologies, including but not limited to real-time traffic updates and transit and emergency system alerts and updates and includes off-site advertising.

Transportation Communication Network Program (TCN Program). A program implemented by the Los Angeles County Metropolitan Transportation Authority (LACMTA) (Metro), consisting of a network of Transportation Communication Network Support Structures with Digital Displays informing the traveling public regarding matters of public interest and safety, and also allowing for off-site

advertising. Signs that are part of the TCN Program shall be identified as Freeway Facing Signs and Non-Freeway Facing Signs.

Section 5. PROCEDURAL REQUIREMENTS

A. Overview

LADBS shall not issue any permit for a Sign, a Transportation Communication Network Support Structure and Digital Display Sign Face or alteration of an existing Sign within the TCN District unless the Sign complies with:

1. The requirements of this Ordinance as determined by the Director of Planning through an Administrative Clearance or a Project Permit Compliance; and
2. Applicable requirements of the Code that are not otherwise superseded by this Ordinance as determined by the Director.

B. Development Review Process

The TCN District project review process consists of an Administrative Clearance for Freeway Facing Signs and a Project Permit Compliance review for Non-Freeway Facing Signs:

1. **Administrative Clearance.** Freeway Facing Signs complying with all regulations of this Ordinance shall require an Administrative Clearance pursuant to Section 12.32 S.4 of Chapter 1, or, when applicable, Section 13B.3.1. (Administrative Review) of Chapter 1A, of the Code. An Applicant requesting review for conformance with this Ordinance shall submit the following:
 - a. Photographs of all existing site conditions, including any existing Signs (if any).
 - b. Architectural renderings of proposed Transportation Communication Network Support Structures and Digital Display Sign Faces.
 - c. A Sign plan drawn to scale, indicating the type, height, placement, lettering styles, materials, colors and lighting methods.
 - d. A scaled plot plan or site plan showing the location and size of all existing and proposed Signs on the applicable site.
 - e. Elevations for all sides of the Transportation Communication Network Support Structure with Digital Displays showing the maximum heights, with all views labeled, including which side of the Transportation

Communication Network Support Structure and Digital Displays are being illustrated (North, South, East and/or West elevations).

- f. Identification of the illumination standards, refresh rate, hours of operation and any other information required by the Director of Planning to determine conformance.
- g. Prior to the issuance of an Administrative Clearance, proof of compliance with the Sign Reduction provisions set forth in Section 8 of this Ordinance, as determined by the Director of Planning, shall be submitted.
- h. No Administrative Clearance, shall be required for: (a) maintenance, repair, or in-kind replacement of any previously approved Sign and is in substantial conformance with the previous Administrative Clearance, (b) any construction for which a permit is required in order to comply with an order issued by LADBS to repair or replace an unsafe or substandard conditions.

2. Project Permit Compliance. All Non-Freeway Facing Signs require a Project Permit Compliance pursuant to Section 11.5.7 of Chapter 1, or, when applicable, Section 13B.4.2. (Project Compliance) of Chapter 1A, of the Code.

a. Application. An application for Project Permit Compliance shall comply with the procedures set forth in Section 11.5.7 C of Chapter 1, or, when applicable, Section 13B.4.2 (Project Compliance) of Chapter 1A, of the Code. The application may be inclusive of all proposed Non-Freeway Facing Signs within a given Community Plan Area or by individually proposed Non-Freeway Facing Signs. The application shall include:

- (i) Photographs of all existing site conditions, including any existing Signs (if any).
- (ii) Architectural renderings of proposed Transportation Communication Network Support Structures and Digital Display Sign Faces.
- (iii) Sign plan drawn to scale, indicating the type, height, placement, lettering styles, materials, colors and lighting methods.
- (iv) A scaled plot plan or site plan showing the location and size of all existing and proposed Signs on the applicable site.
- (v) Elevations for all sides of the Transportation Communication Network Support Structures with Digital Displays showing the

maximum heights, and all views must be labeled, including which side of the Transportation Communication Network Support Structure and Digital Display(s) are being illustrated (North, South, East or West elevations).

- (vi) Identify the refresh rate, hours of operation and include an illumination plan for the proposed Transportation Communication Network Support Structure and Digital Displays(s), prepared by a lighting design expert to ensure compliance with the regulations set forth in Section 6 I.2 of this Ordinance.
- (vii) Compliance with the Sign Reduction provisions set forth in Section 8 of this Ordinance, as determined by the Director of Planning, shall be submitted.

b. Findings. The Director shall make the following findings in addition to those required in Section 11.5.7 C.2 of Chapter 1, or, when applicable, Subsection E. (Standards for Review and Required Findings) of Section 13B.4.2. (Project Compliance) of Chapter 1A, of the Code. Such findings shall be used to condition the project that otherwise meets the requirements of this Ordinance and Section 13.11.1 of Chapter 1, or, in areas subject to Chapter 1A, Section 8.2.8 (Transportation Communication Network Districts (TCN)) of Chapter 1A:

- (i) The requested Non-Freeway Facing Sign is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

c. Requests for Deviations from Regulations. The procedures for modifications, adjustments, and exceptions to this Ordinance shall follow Sections 11.5.7 D-F of Chapter 1, or, when applicable, Section 13B.4.4. (Project Adjustment) or Section 13B.4.5. (Project Exception) of Chapter 1A, respectively, and in addition, shall make the following finding:

- (i) a modification, adjustment or exception, as applicable, would not constitute a grant of special privilege.
- (ii) No Project Permit Compliance, Project Permit Adjustment or any exception, shall be required for: (a) maintenance, repair, or in-kind replacement of any previously approved Sign and is in substantial conformance with the previous approval, or (b) any construction for

which a permit is required in order to comply with an order issued by LADBS to repair or replace an unsafe or substandard conditions.

d. Appeal Authority. The appeal rights set forth in Section 11.5.7 of Chapter 1, or, when applicable, Section 13B.4.2 (Project Compliance) of Chapter 1A of the Code shall apply to applications made under this Ordinance, except as otherwise modified by this Ordinance. Notwithstanding the provisions of Sections 11.5.7 B through E of Chapter 1, or, when applicable, Subdivision 2 (Decision Maker) of Subsection G of Section 13B.4.2. (Project Compliance), Subdivision 2 (Decision Maker) of Subsection G of Section 13B.4.4. (Project Adjustment), or Subdivision 2 (Decision Maker) of Subsection G of Section 13B.4.5. (Project Exception) of Chapter 1A of the Code, in each case where the Area Planning Commission has the authority for appeal of a request for Project Permit Compliance, Project Permit Adjustment, modification to a Project Permit Compliance, or an exception, amendment or interpretation of this Ordinance, such authority shall be vested in the City Planning Commission in place of the Area Planning Commission.

C. Exempt Signs. No Signs are exempt from review under the regulations of the TCN District.

D. Plan Approval and Five-Year Update. No later than five (5) years from the date of the issuance of a final permit for the Transportation Communication Network Program as authorized by this Ordinance, the applicant shall file a Plan Approval application for review by the Zoning Administrator pursuant to the procedures set forth in Section 12.24 M of Chapter 1, or, when applicable, Section 13B.6.1. (Evaluation of Non-Compliance) of Chapter 1A, of the Code for Non-Freeway Facing Structures. The operator shall collect annual collision data where the Digital Display Signs are visible to motorists over a period of five years. The Los Angeles Department of Transportation (LADOT) will review the collision data and provide recommendations to the Director of City Planning. Upon this review, the Director may modify, add or delete conditions, and if warranted, require changes to the illumination standards, refresh rate, hours of operation, or other operational standards.

E. Termination of Sign Rights.

1. The rights and privileges associated with this Ordinance and the existence and operation of each permitted Transportation Communication Network Support Structure with a Digital Display shall be term limited and will cease and expire on January 13, 2042. At the date of termination, all Transportation Communication Network Support Structures with a Sign Face(s) shall immediately cease all operations and shall be dismantled, demolished or otherwise removed within 180 days of the January 13, 2042 termination date. This provision shall be enumerated and conditioned in all associated TCN approvals and permits.
2. The rights and privileges associated with this Ordinance and the existence and operation of each permitted Transportation Communication Network Support Structure with a Digital Display shall be contingent on the maintenance of ownership by LACMTA. If at any time any properties listed within this Ordinance are sold or ownership is transferred to an entity not controlled by LACMTA then the rights and privileges associated with this Ordinance and the existence and operation of any permitted Transportation Communication Network Support Structure with a Digital Display on said property shall be terminated and severed from this Ordinance. All Transportation Communication Network Support Structures with a Sign Face(s) shall immediately cease all operations and shall be dismantled, demolished or otherwise removed within 180 days of the sale or transfer of said property.

Section 6. GENERAL REQUIREMENTS

A. General Requirements of the Code. Unless specified in this Ordinance to the contrary, the general Sign requirements set forth in Chapter 1, or, in areas subject to Chapter 1A, Chapter 1A, of the Code shall apply to this TCN Sign District for permits, plans, design and construction, materials, street address numbers, identification, maintenance, prohibited locations and Sign illumination. Notwithstanding the foregoing, any combined area, height, frontage, and location restrictions in Article 4.4 of Chapter 1, or, in areas subject to Chapter 1A, Div. 4C.11 (Signs) of Chapter 1A, of the Code shall not apply to TCN Support Structures and Digital Display Sign Faces that are authorized by this Ordinance.

B. Permitted Signs. Notwithstanding Section 14.4.4 B of Chapter 1, or, in areas subject to Chapter 1A, Section 4C.11.1.C.8 (Prohibited Signs) of Chapter 1A, of the Code, Freeway Facing TCN Support Structures with Digital Display Sign Faces, Non-Freeway Facing TCN Support Structures with Digital Display Sign Faces, all Signs otherwise permitted by the Code, or previously legally permitted Signs shall be permitted within the TCN District.

All Transportation Communication Network Support Structures with Digital Displays Sign Faces authorized by this Ordinance shall be determined to be property of the underlying property owner at the time of Sign installation and time of Sign termination.

C. Prohibited Signs. Except as otherwise provided, in addition to the prohibitions listed in Section 14.4.4 B of Chapter 1 or, in areas subject to Chapter 1A, Section 4C.11.1.C.8. (Prohibited Signs) of Chapter 1A, of the Code the following Signs shall be prohibited:

1. Any TCN Support Structure with a Digital Display Sign Face(s) that has unrestricted Animation.
2. Emit audible sounds, odor or visible matter.
3. No TCN Support Structure shall be placed over the exterior surface of any opening of a building, doors, vent, or any operable or inoperable window, fixed glass panel or other openings that serve occupants of buildings.
4. Any TCN Support Structure and Digital Display Sign Face not specifically authorized by this Ordinance or by the Code.

D. Zoning and Ownership Limitations. Only parcels owned by LACMTA at the time of adoption of the Ordinance shall be included in the TCN Sign District. For the purposes of this Ordinance, any parcel zoned PF in areas subject to Chapter 1 of the Code or with a Public Use District (Division 5B.9 (Public Districts) of Chapter 1A) in areas subject to Chapter 1A of the Code, PF or P (Public) shall be considered equivalent to a C (Commercial) zone.

E. Total Sign Area. The Total Sign Area for all TCN support structures with a Digital Display Sign Face shall not exceed a maximum of 47,000 ~~54,000~~ square feet of total Sign Area exclusive of public art.

F. Permitted Signs by Community Plan Area. A maximum total of 46 ~~49~~ Transportation Communication Network Support Structures shall be permitted citywide with a maximum total of 80 ~~86~~ Digital Displays Sign Faces. The Transportation Communication Network Support Structures and Digital Displays shall be limited to the following Community Plan Areas, further limited to only the enumerated Assessor Parcel Numbers (APN) listed therein and further limited as to the number of Transportation Communication Network Support Structures and Digital Display Signs Faces for each parcel or set of parcels:

1. Arleta - Pacoima Community Plan

APN: 2523001900 and 2523001901. Maximum of 2 Transportation Communication Network Support Structures and maximum of 4 Digital Display Sign Faces.

2. Boyle Heights Community Plan

APN: 5410009905. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5410009901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5171024908. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5170010901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

3. Central City Community Plan

APN: 5132029905. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5149015902. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 5147035904. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

4. Central City North Community Plan

APN: 5173001901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5409023941. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 5409025905. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5173019901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

~~APN: 5409021902. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.~~

5. Encino - Tarzana Community Plan

APN: 2251002905. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

6. Granada Hills - Knollwood Community Plan

APN: 2605001912 and 2605001916. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

7. Hollywood Community Plan

APN: 5538022909. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5542015900. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

8. Los Angeles International Airport Plan

APN: 4129028901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

9. Northeast Los Angeles Community Plan

~~APN: 5436033906. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.~~

~~APN: 5442001900. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.~~

APN: 5415002801. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5445007903. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

10. North Hollywood - Valley Village Community Plan

APN: 2324002901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 2307021901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

11. Palms - Mar Vista - Playa del Rey Community Plan

APN: 4223009906. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

12. Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan

APN: 2423037910 and 2423037914 and 2423037915 and 2423038902 and 2423038965. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN:~~2423037903~~ 2423037902 and 2423037908. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 2423037912, 2423037911 and 2423037919. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

13. Southeast Los Angeles Community Plan

APN: 5122024909. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5101040900. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

14. South Los Angeles Community Plan

APN: 5037030900 and 5037030902. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 5001037907. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

15. Silver Lake - Echo Park - Elysian Valley Community Plan

APN: 5160024904. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

16. Sun Valley - La Tuna Canyon Community Plan

APN: 2408038900 and 2428038901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 2632001900 and 2632001901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

17. Sylmar Community Plan

APN: 2603001900 and 2603001901. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

18. Van Nuys - North Sherman Oaks Community Plan

APN: 2240008908. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 2242001902 and 2242001904. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

19. West Adams - Baldwin Hills - Leimert Community Plan

APN: 4006024900. Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 5044002900 and 2044002901 and 2044002903. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

20. Westchester - Playa del Rey Community Plan

APN: 4138001902. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 4125026904. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 4128001008. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

21. West Los Angeles Community Plan

APN: 4260039906, Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 4313024908, Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

APN: 4256010902, Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

APN: 4313024909, Maximum of 1 Transportation Communication Network Support Structure and maximum of 1 Digital Display Sign Face.

22. Wilshire Community Plan

APN: 5520019900 and 5520019902. Maximum of 1 Transportation Communication Network Support Structure and maximum of 2 Digital Display Sign Faces.

G. General Sign Location Requirements. The location of signage is subject to the standards identified in Section 7 of this Ordinance and Section 14.4.4.C of Chapter 1, or, in areas subject to Chapter 1A, Section 4C.11.1.C.9. (Prohibited Locations) of Chapter 1A, of the Code. In addition:

- 1. Location.** TCN Sign Structures and associated Digital Displays shall only be located on:
 - a. Parcels zoned C, M, PF, CW, CX, IX, I, P, ADP and LAX or parcels rezoned from aforementioned zones to a specific plan zone;
 - b. Signage shall be installed in substantial conformance with approximated locations as identified by the Assessor Parcel Numbers as listed in Section 7.; and

c. For the purposes of this Ordinance, any parcel zoned PF in areas subject to Chapter 1 of the Code or with a Public Use District (Division 5B.9 (Public Districts) of Chapter 1A) in areas subject to Chapter 1A of the Code shall be considered equivalent to a C (Commercial) zone.

2. Prohibited Locations:

- a. Signs shall not be located within 200 feet of an ecological preserve as defined by California Fish and Wildlife Code Section 1584, or a state or national park.
- b. The face of any Sign shall be oriented away from residential zones in areas subject to Chapter 1 of the Code or Residential Use Districts (Division 5B.3 (Residential Districts) of Chapter 1A) in areas subject to Chapter 1A of the Code that are located within 200 feet, including residential zones or Residential Use Districts across an adjoining alley or street.
- c. Signs shall not be located on a site within 200 feet, as measured from the centerline of a roadway designated as a scenic highway, scenic parkway, scenic corridor or scenic route as designated by the State of California Department of Transportation or an element of the General Plan.
- d. TCN Support Structures with a Digital Display shall be at least 1000 feet away from any other digital Off-Site Sign with a Digital Display on the same side of any portion of a Freeway or other roadway. This shall not be construed to prohibit Off-Site Signs with double-faced Signs with Digital Displays oriented toward opposing directions of the Freeway or other roadway. Furthermore, compliance will be verified with measurements taken between the TCN Support Structures or other applicable Off-Site Signs with a Digital Display.
- e. Freeway Facing TCN Support Structures located on the same side of the freeway shall not be located within a minimum distance of 2,640 feet or one-half a mile from another Freeway Facing TCN Support Structure.

H. Further Applicable Regulations

1. **Materials.** All new Transportation Communication Network Support Structures and Digital Display shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.
2. **Hazard Review.** Signs shall conform to the Hazard Determination review procedures in Section 14.4.5 of Chapter 1, or, in areas subject to Chapter 1A, Section 4C.11.1.C.5 (Hazard to Traffic), of Chapter 1A, of the Code.
3. **Freeway Exposure.** Signs that adhere to the regulations outlined in this Ordinance shall be exempt from the Freeway Exposure regulations in Code Section 14.4.6 of Chapter 1, or, in areas subject to Chapter 1A, Section 4C.11.1.C.6. (Freeway Exposure) of Chapter 1A, of the Code. All Signs shall continue to be subject to Caltrans approval, where applicable.
4. **Outdoor Advertising Act.** All Signs shall continue to be subject to the Outdoor Advertising Act, Cal. Business & Professions Code Section 5200, et seq., where applicable.
5. **Street Address.** All Non-Freeway Facing Signs must have a street address in accordance with Section 63.113 of the Code as a prerequisite to the placement of any Sign on the property.
6. **New Technologies.** The Director may permit the use of any technology or material that did not exist prior to the effective date of this Ordinance, provided that the material is approved by LADBS, utilizing the Director's Interpretation procedures outlined in Section 11.5.7 H of Chapter 1, or, in areas subject to Chapter 1A, Section 13B.4.6 of Chapter 1A of the Code, if the Director finds that such technology or material is consistent with the regulations described herein.

I. Illumination.

1. **General.** Signs within the TCN Sign District may be illuminated internally. Methods of signage illumination may include, but are not limited to: electric lamps, such as neon tubes; fiber optics; incandescent lamps; cathode ray tubes exposed directly to view; shielded spot lights and wall fixtures.

2. Regulations. Signs shall meet the following criteria with respect to illumination:
 - a. All illuminated Digital Display Signs shall have a brightness or light intensity limitations of 0.3 foot candles above ambient lighting measured from the property line of the nearest residentially zoned parcel.
 - b. All illuminated Digital Display Signs shall be designed, located and or screened so as to minimize light travel onto the exterior walls and windows of residential and commercial buildings, including those on the same site as the Digital Display Sign. If Digital Display Signs are to be externally lit, the source of the external illumination shall be shielded from public view at nearby residential uses
 - c. All illuminated Digital Display Signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 6000 candelas per square meter.
 - d. The brightness of any Digital Display Sign that includes neon, neon-like or LED elements shall be fully dimmable and controlled by an automatic light meter and timer which shall be maintained in good working order.
 - e. No Digital Display Sign shall use highly reflective materials such as mirrored glass.
 - f. Digital Display Signs shall make a smooth transition at a consistent rate between the permitted daytime to nighttime brightness levels beginning no earlier than 45 minutes prior to sunset and concluding no later than 45 minutes after sunset.
 - g. All light emitting diodes (LEDs) used within any illuminated Digital Display Sign shall have a maximum horizontal beam spread of 165 degrees. The maximum or peak light output of any Digital Display Sign shall be at or below horizontal.
 - h. Light reducing technology shall be incorporated into:
 - I. All Digital Display Signs by utilizing state-of-the-art louvers with horizontal shading and;

- II. Digital Displays operated within Assessor Parcel Numbers 5436-033-906, 5442-001-900, 2251-002-905 and 4223-009-906, by utilizing state-of-the-art louvers with horizontal and vertical shading LED Louvers. These louvers shall to control the viewing angle of such Digital Displays by keeping light focused on its intended target without spillage onto such adjacent residential or other sensitive uses, such that the light trespass illuminance from any such Digital Display at the property line of any such residential or other sensitive use does not exceed 0.02 foot-candle.

3. **Illumination Testing Protocol for Digital Displays.** Prior to the operation of any Digital Display, the applicant shall conduct testing to indicate compliance with the illumination regulation of this Ordinance, and provide a copy of the results, along with a certification from LADBS approved testing agency, to the Director and to LADBS stating that the testing results demonstrate compliance with the Ordinance. The testing shall be at the applicant's expense.

J. Refresh Rate. All Digital Display Sign Faces on Transportation Communication Network Support Structures shall be subject to the minimum required Controlled Refresh Rate as follows:

1. The Controlled Refresh Rate shall be no more frequent than one refresh every eight (8) seconds with an instant transition between the images. The Sign image must remain static between refreshes.
2. A minimum of an eight (8) second message within a sixty-four (64) second refresh cycle shall be utilized solely for non-commercial messages by Metro.

K. Maintenance & Monitoring. All Signs shall be maintained to meet the following criteria at all times:

1. All Transportation Communication Network Support Structures and Digital Displays and their Sign Faces shall be kept in good repair and free from graffiti. Furthermore, any building or ground area around the Signs shall be properly maintained, including but not limited to debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Section 91.8104. All unused mounting structures, hardware and perforations from any abandoned Sign shall be removed, and all surfaces shall be restored to their original condition.

2. Razor wire, barbed, wire, concertina wire, or other barriers preventing unauthorized access to any Sign, if any, shall be hidden from public view.
3. No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any Transportation Communication Network Support Structure.
4. Any Digital Display Sign testing and measurements required by the Department of City Planning or the Department of Building and Safety shall be performed by a testing agency approved by the Department of Building and Safety, and shall be paid for and submitted by the operator of the Sign when requested by either Department.

L. Public Art. Notwithstanding any provisions in the Los Angeles Municipal Code to the contrary, all single-faced TCN Support Structures located on parcels listed below shall incorporate public art on the reverse side of the Digital Display.

Freeway Facing:

FF-01, APN: 5409023941;

FF-15, APN: 2324002901;

FF-27, APN: 4260039906;

FF-28, APN: 4313024908;

FF-33, APN: 5001037907.

Non-Freeway Facing:

NFF-4, APN: 2423037902 and 2423037908;

NFF-5, APN: 2423037911 and 2423037912 and 2423037919;

NFF-6, APN: 5149015902;

NFF-7, APN: 4313024909;

NFF-10, APN: 2242001902 and 2242001904;

NFF-11, APN: 4006024900.

1. The public art, administered by Metro, shall not include any off-site advertising and shall not be illuminated.
2. Photographs of each single-sided TCN Support Structure with public art installed on the reverse side shall be submitted to the Planning Department as proof of compliance within twelve months from the permit issuance date for each TCN Support Structure listed above.

Section 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

A. Digital Display - Freeway Facing Signs.

1. **Sign Area.** The area of any single Sign Face of a Freeway Facing Sign shall not exceed 672 square feet, with the exception of one (1) Sign that may not exceed a maximum of 1,200 square feet as set forth in Table 7-1.
2. **Height.** Maximum heights for all proposed Freeway Facing Signs, inclusive of Sign Faces, shall be as set forth in Table 7-1. Transportation Communication Network Support Structures may include permanent architectural design features that shall be permitted to extend an additional five (5) feet in height above the maximum height limits set forth in Table 7-1.
3. **Hours of Operation.** Hours of operation for all Freeway Facing Signs shall be limited to 5 a.m. to 12 midnight daily.
4. **Maximum Number of Signs.** A maximum total of ~~30~~ 33 Freeway Facing Sign Faces shall be permitted. Freeway Facing Signs may be either single-faced or double-faced. A maximum total of ~~54~~ 60 Sign Faces shall be permitted on the Freeway Facing Signs.

**Table 7-1
Freeway Facing Signs**

Sign ID	Assessor's Parcel Number (APN)	Maximum Square Feet of Individual Digital Display & Maximum Number of Digital Display Sign Faces	Maximum Sign Height (from adjacent grade)
FF-1	5409023941	1200 (1)	55
FF-2	5173019901	672 (2)	72
FF-3	5409021902	672 (2)	72
FF-4	5160024904	672 (2)	75
FF-5	2423037910 2423037914 2423037915 2423038902 2423038965	672 (2)	65
FF-6	5415002801	672 (2)	88
FF-7	5445007903	672 (2)	85
FF-8	5410009905	672 (2)	85
FF-9	5410009901	672 (2)	50

Sign ID	Assessor's Parcel Number (APN)	Maximum Square Feet of Individual Digital Display & Maximum Number of Digital Display Sign Faces	Maximum Sign Height (from adjacent grade)
FF-10	5171024908	672 (2)	95
FF-11	5170010901	672 (2)	95
FF-12	5132029905	672 (2)	80
FF-13	5436033906	672 (2)	85
FF-14	5442001900	672 (2)	85
FF-15	2324002901	672 (1)	40
FF-16	2307021901	672 (1)	40
FF-17	2408038900 2408038901	672 (2)	85
FF-18	2632001900 2632001901	672 (2)	85
FF-19	2523001900 2523001901	672 (2)	80
FF-20	2523001900 2523001901	672 (2)	80
FF-21	5037030900 5037030902	672 (2)	80
FF-22	2603001900 2603001901	672 (2)	65
FF-23	5122024909	672 (2)	80
FF-24	2605001912 2605001916	672 (2)	100
FF-25	2251002905	672 (2)	80
FF-26	4256010902	672 (2)	95
FF-27	4260039906	672 (1)	95
FF-28	4313024908	672 (1)	80
FF-30	4223009906	672 (2)	80
FF-31	4129028901	672 (2)	95
FF-32	4138001902	672 (2)	95
FF-33	5001037907	672 (1)	80
FF-34	5101040900	672 (2)	80

B. Digital Display - Non-Freeway Facing Signs

1. **Sign Area.** The area of any single Sign Face of a Non-Freeway Facing Sign shall not exceed 300 square feet, with the exception of four (4) Signs that may not exceed a maximum of 672 square feet as set forth in Table 7-2.
2. **Height.** Maximum heights for all proposed Non-Freeway Facing Signs, inclusive of Sign Faces, shall be as set forth in Table 7-2. Transportation Communication Network Support Structures may include permanent architectural design features that shall be permitted to extend an additional five feet in height above the maximum height limits set forth in Table 7-2.
3. **Hours of Operation.** Hours of operation for all Non-Freeway Facing Signs shall be limited to 5 a.m. to 12 Midnight daily.
4. **Maximum Number of Signs.** A maximum total of 16 Non-Freeway Facing Sign Faces shall be permitted. Non-Freeway Facing Sign structures may be either single-faced or double-faced. A maximum total of 26 Sign Faces shall be permitted on the Non-Freeway Facing Signs.

Table 7-2

Non-Freeway Facing Signs

Sign No.	Assessor Parcel Number (APN)	Maximum Square Foot Size of Digital Display & Maximum Number of Digital Display Sign Faces	Maximum Sign Height (from adjacent grade)
NFF-1	5542015900	300 (2)	30
NFF-4	2423037902 <u>2423037908</u>	300 (1)	30
NFF-5	2423037912, <u>2423037911,</u> <u>2423037919</u>	300 (1)	30
NFF-6	5149015902	300 (1)	30
NFF-7	4313024909	300 (1)	30
NFF-8	5173001901	672 (2)	60
NFF-9	2240008908	300 (2)	30
NFF-10	2242001902, <u>2242001904</u>	300 (1)	30
NFF-11	4006024900	300 (1)	30
NFF-12	5044002900, 5044002901 5044002903	300 (2)	30

Sign No.	Assessor Parcel Number (APN)	Maximum Square Foot Size of Digital Display & Maximum Number of Digital Display Sign Faces	Maximum Sign Height (from adjacent grade)
NFF-13	5409025905	300 (2)	30
NFF-17	4125026904	672 (2)	80
NFF-18	4125020907	672 (2)	30
NFF-19	5520019900, 5520019902	300 (2)	30
NFF-20	5538022909	300 (2)	30
NFF-22	5147035904	300 (2)	30

Section 8. SIGN REDUCTION.

Sign reduction shall be required prior to the issuance of building permits for Signs permitted within this Ordinance. An applicant shall seek an Administrative Clearance of a Sign reduction plan by filing an application with the Director pursuant to Section 12.32 S.4 of Chapter 1, or, when applicable, Section 13B.3.1. (Administrative Review) of Chapter 1A, of the Code, which shall occur prior to or concurrently with an application for approval of any new Sign permitted herein. The application shall demonstrate compliance with the following requirements:

A. Removal of Off-Site Signage. LACMTA shall be permitted to install the proposed Digital Display Sign and Transportation Communication Network Support Structure only if the applicant demonstrates the removal of existing, ~~legally permitted~~ Off-Site Signs, including nonconforming Off-Site Signs, ~~in existence at the time of application of the Sign reduction plan,~~ based upon the following Sign reduction requirements:

1. For Freeway Facing Signs, a total of two hundred (200) static Off-Site Sign Faces shall be removed in accordance with the provisions below:
 - i. A one-time removal of one hundred twenty five (125) ~~two hundred (200)~~ static Off-Site Sign Faces, inclusive of associated Sign Structures, located on LACMTA property, and within the legal boundaries of the City of Los Angeles shall be removed before the issuance of any approval for a new Freeway Facing Sign.

- ii. An additional seventy-five (75) static Off-Site Sign Faces, inclusive of associated Sign Structures, within the boundaries of the City of Los Angeles and not located on LACMTA property, with a sign area no less than 300 square feet in size, shall be removed within 2,640 feet of any Freeway Facing Sign. The 2,640-foot radius may be expanded up to a 5,280-foot radius around the proposed new Sign if the inventory of static Off-Site Signs within the 2,640-foot radius of any proposed Freeway Facing Sign before the administrative approval of the final Freeway Facing Sign.

2. For Non-Freeway Facing Signs

- i. Each square foot of Sign Area of a new Sign shall be offset by a reduction of a minimum of 3 square feet of static Off-Site Sign Area within 2,640 feet of the proposed new Sign. The 2,640-foot radius may be expanded up to a 5,280-foot radius around the proposed new Sign if the inventory of static Off-Site Signs within the 2,640-foot radius will not result in a reduction of a minimum of 3 square feet of Off-Site Sign Area for the purposes of effectuating this requirement. This requirement shall apply to each individual proposed Non-Freeway Facing Sign and shall be completed prior to or concurrently with the Project Permit Compliance approval for each proposed Non-Freeway Facing Sign.

B. Proof of Legal Status, Ownership, Removal Rights and Indemnification. Sign reduction credits shall not be awarded unless the applicant submits the following with the application form:

- 1. **Valid Building Permit.** A building permit demonstrating that the Sign to be removed constitutes a legal use including the height, area, orientation and location of the Sign. This requirement shall not be applicable to 125 static Off-Site Sign Faces being removed from LACMTA property pursuant to Section 8.A.1.i
- 2. **LACMTA Ownership.** ~~Proof Verification of LACMTA parcel ownership shall be required where an Off-Site Sign is being removed. This requirement is only applicable to those of Off-Site Signs being removed under Subdivision 1 of Subsection A of this Section.~~ pursuant to Section 8.A.1.i

- 3. Property Owner's Statement.** A written statement from the owner of the property from which the Sign(s) will be removed attesting that the owner has the legal right to permanently remove the Sign(s) and consents that the Sign reduction credits shall be applied to the designated new Digital Display on the same site or on a different specified parcel. The statement shall advise that once a Sign is removed for the purpose of obtaining a Sign credit, it may not be reinstalled. This written statement must be signed under penalty of perjury and notarized.
 - 4. Indemnification.** An executed agreement from the applicant promising to defend and indemnify the City against any and all legal challenges filed by a third party relating to the removal of the Sign(s).
- C. Proof of Sign Removal.** The applicant shall submit a final demolition permit and photographic evidence that existing Off-Site Signs have been removed pursuant to Section 8 prior to the issuance of a new building permit for a Digital Display Sign.

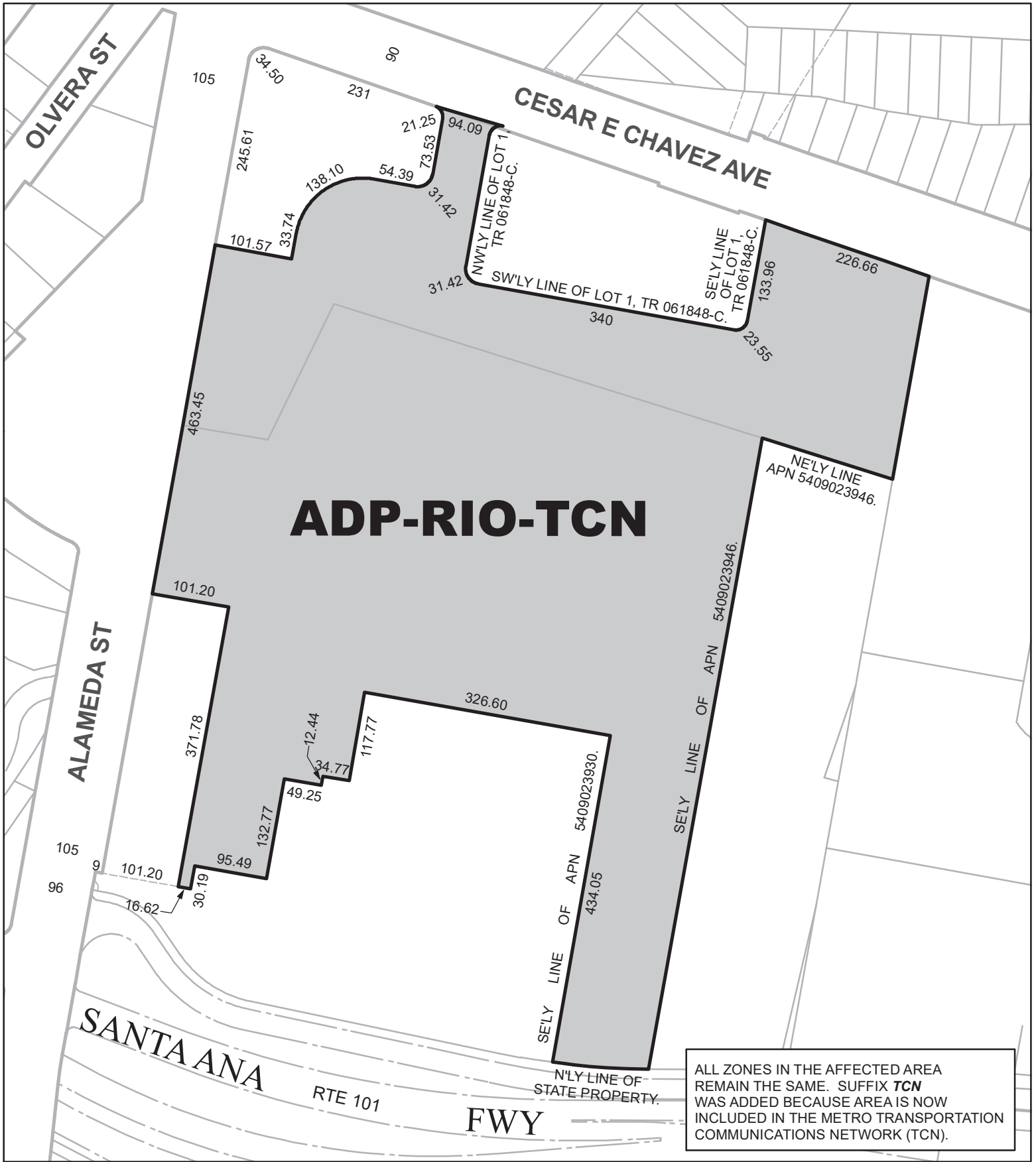
Section 9. SEVERABILITY. If any provision of this Ordinance is declared unconstitutional or otherwise invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions of this Ordinance that can be implemented without the invalid provision. To this end, the provisions of this Ordinance are severable.

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the Zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on the properties shown upon a portion of the zone maps attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall set forth the zones and height districts as shown on the attached zoning map. This ordinance supersedes portions of Subarea 34 in Ordinance No. 176825.



ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX **TCN** WAS ADDED BECAUSE AREA IS NOW INCLUDED IN THE METRO TRANSPORTATION COMMUNICATIONS NETWORK (TCN).

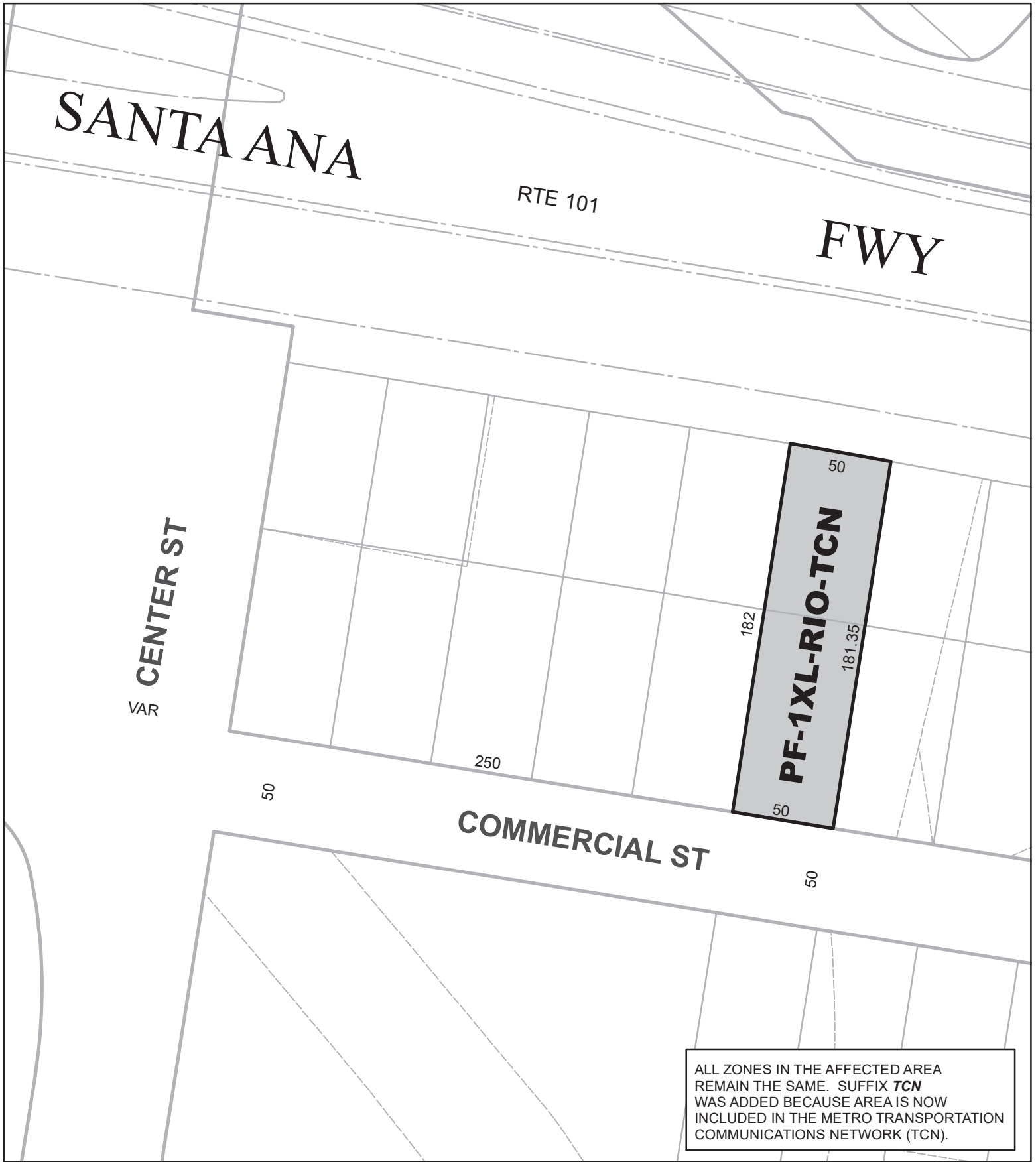
Transportation Communications Network (TCN) District



CPC-2022-5401-CA

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DATA SOURCES: DEPARTMENT OF CITY PLANNING & BUREAU OF ENGINEERING



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Transportation Communications Network (TCN) District

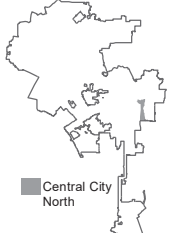


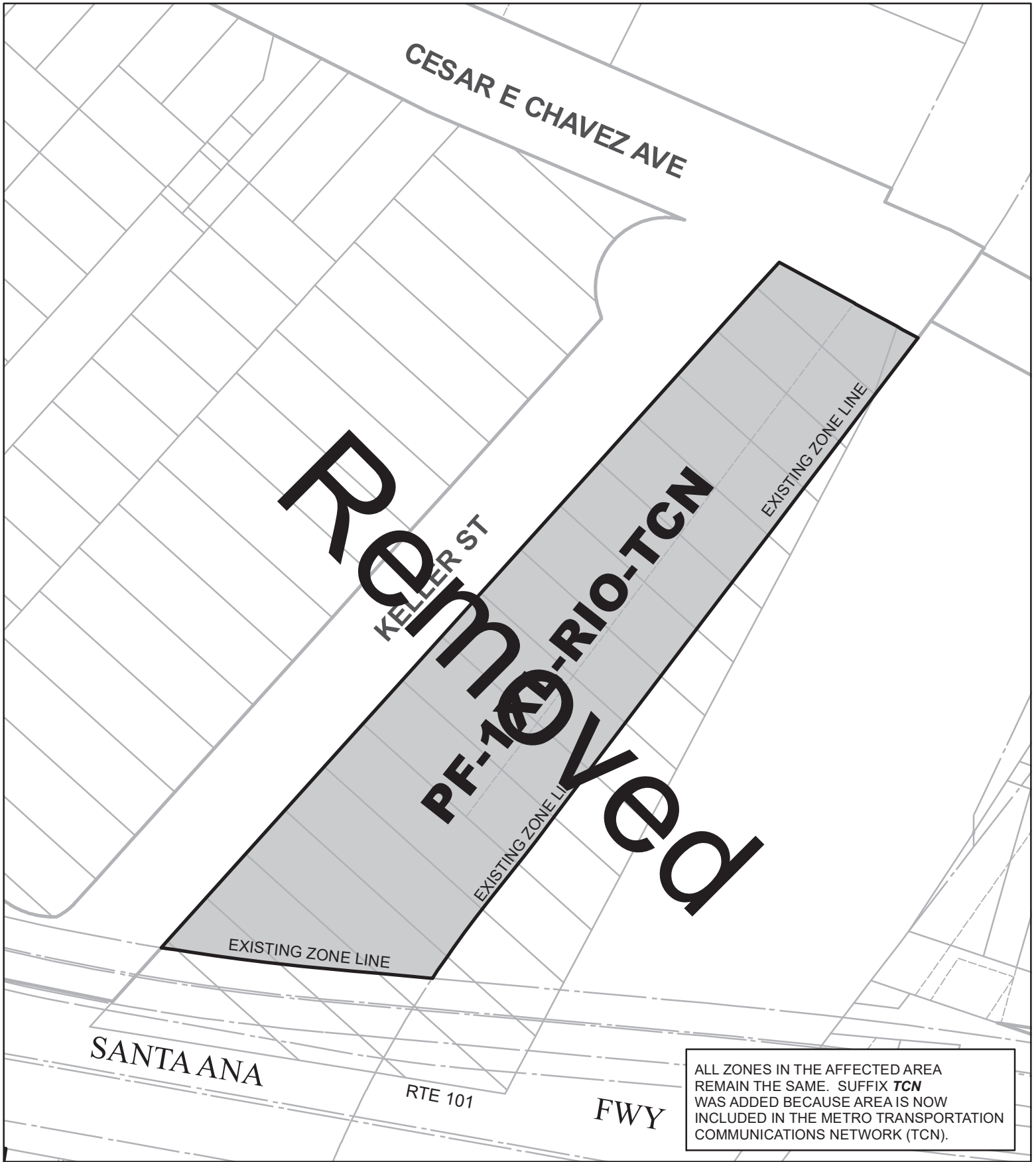
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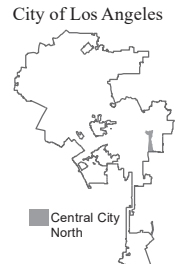
Transportation Communications Network (TCN) District

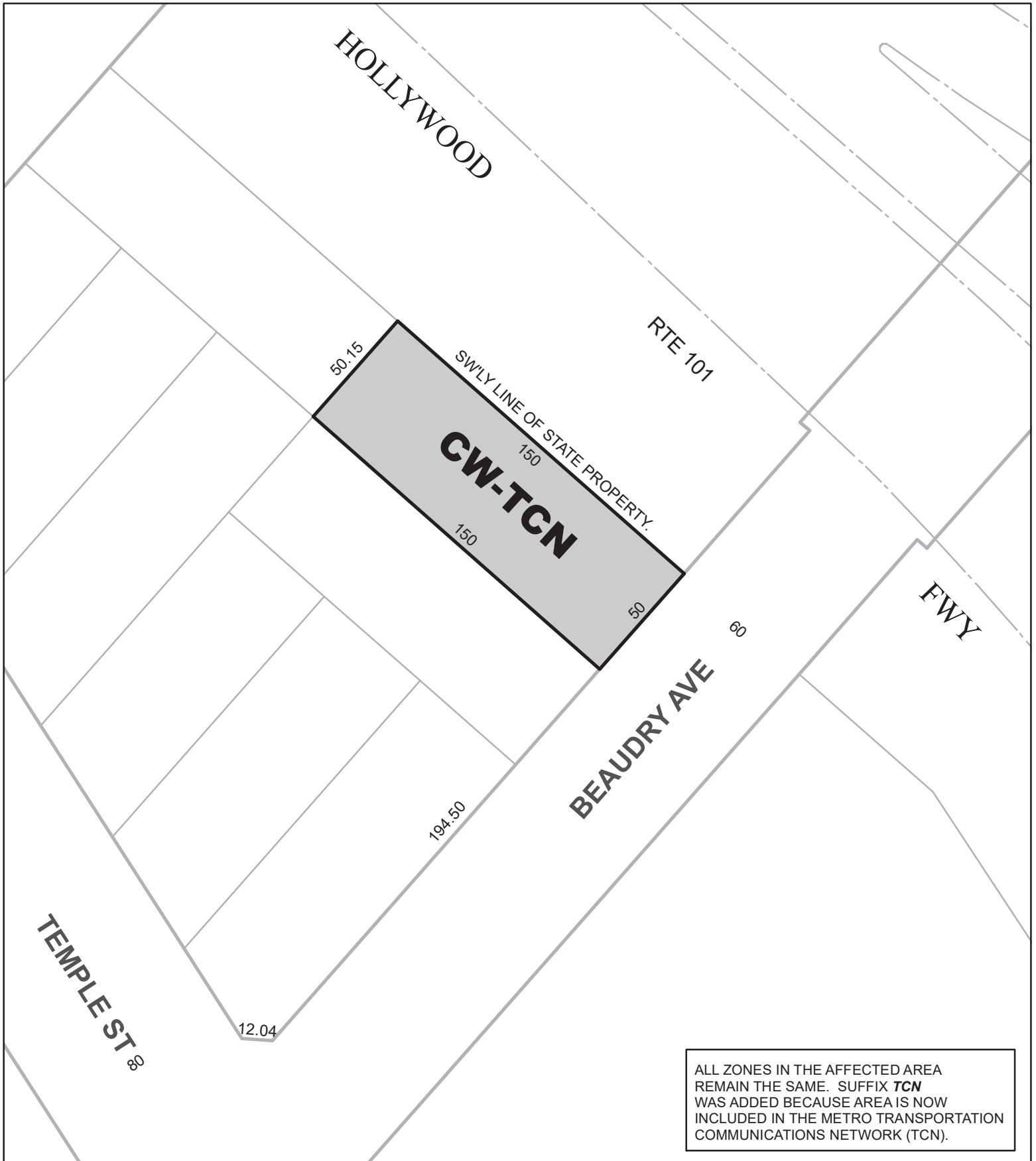


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Transportation Communications Network (TCN) District



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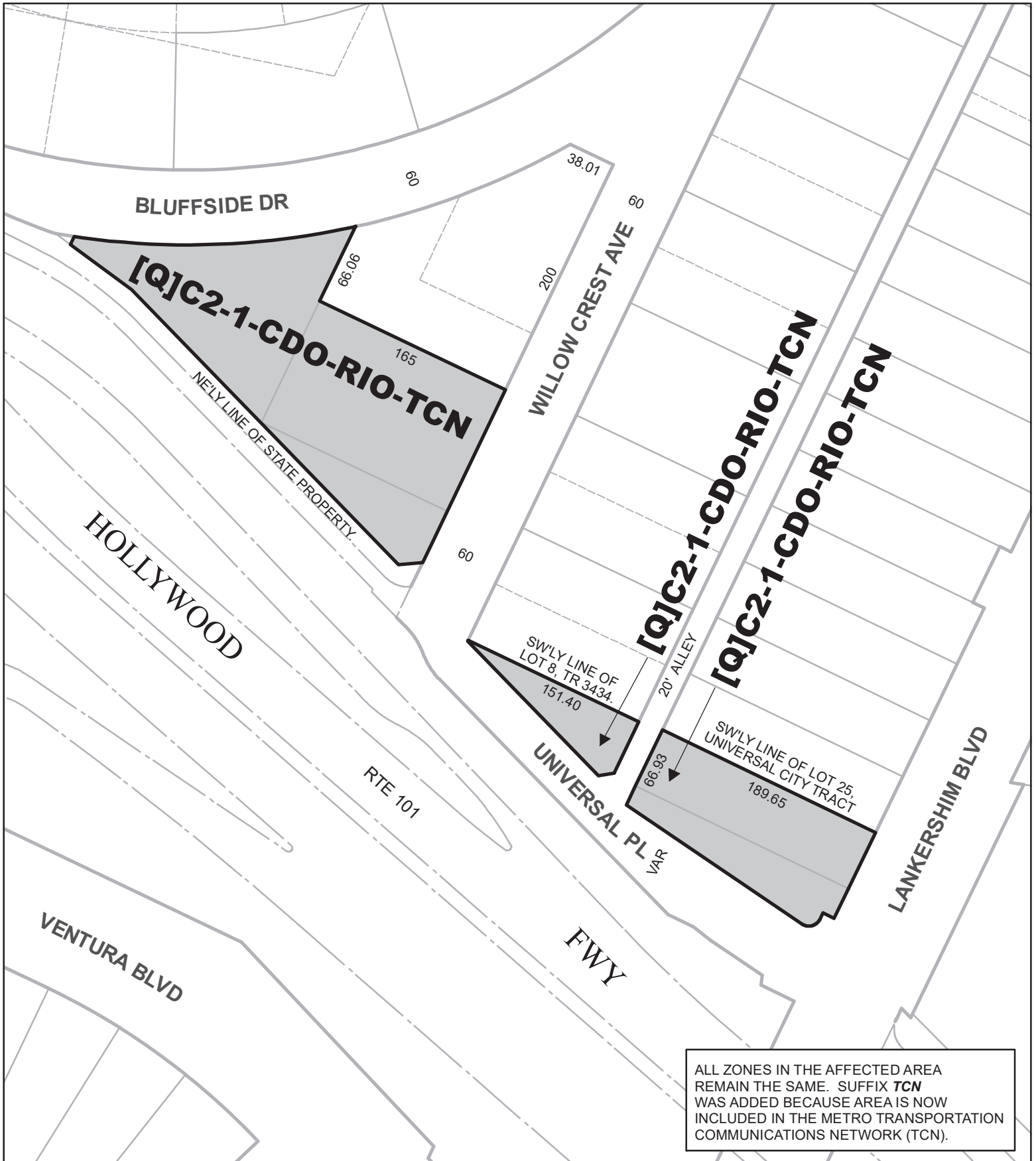
CFI *aa*

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City of Los Angeles



Silver Lake



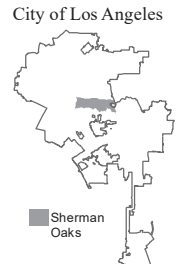
Transportation Communications Network (TCN) District

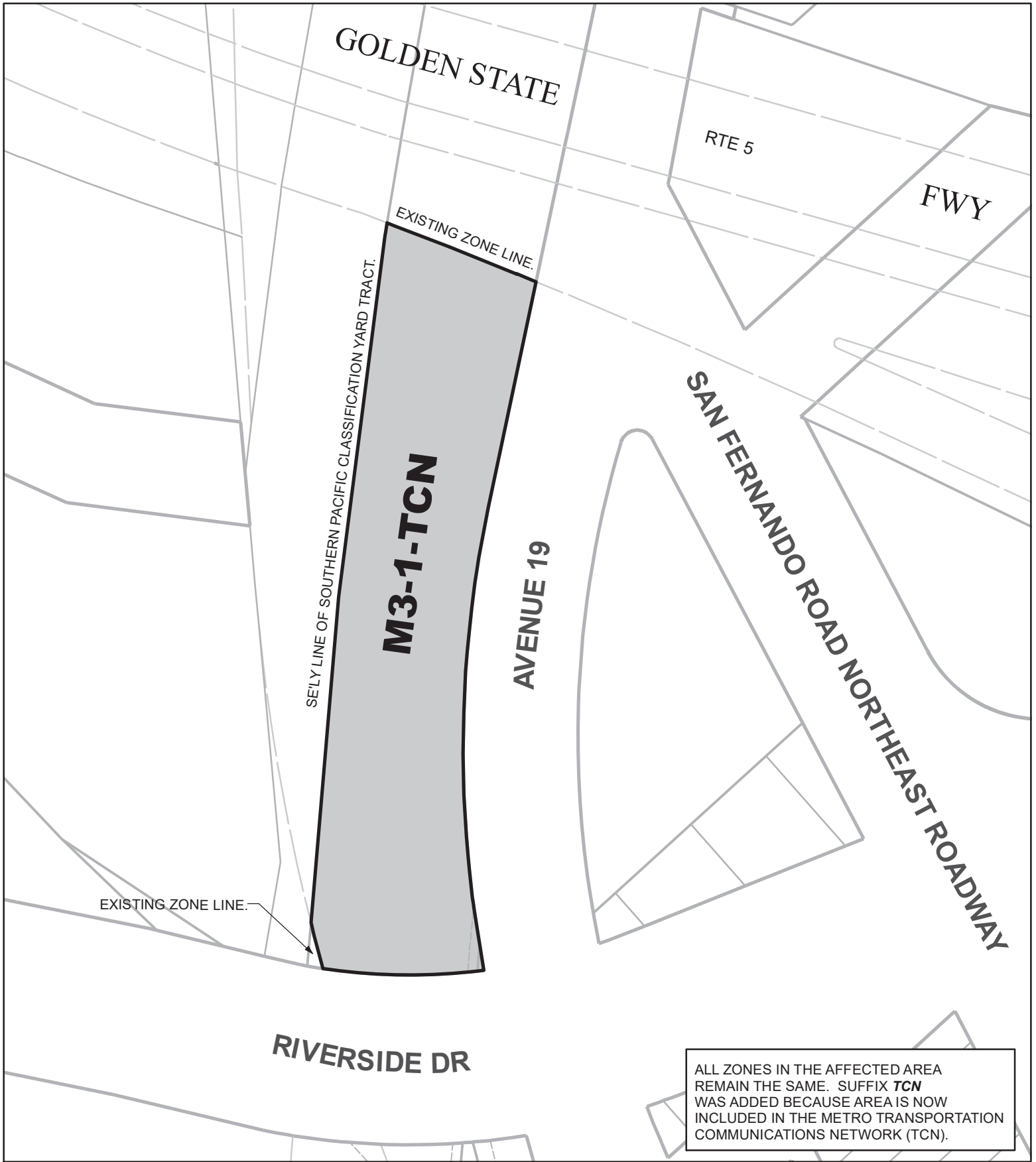


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Transportation Communications Network (TCN) District

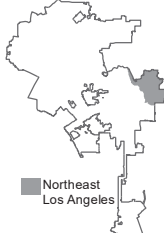


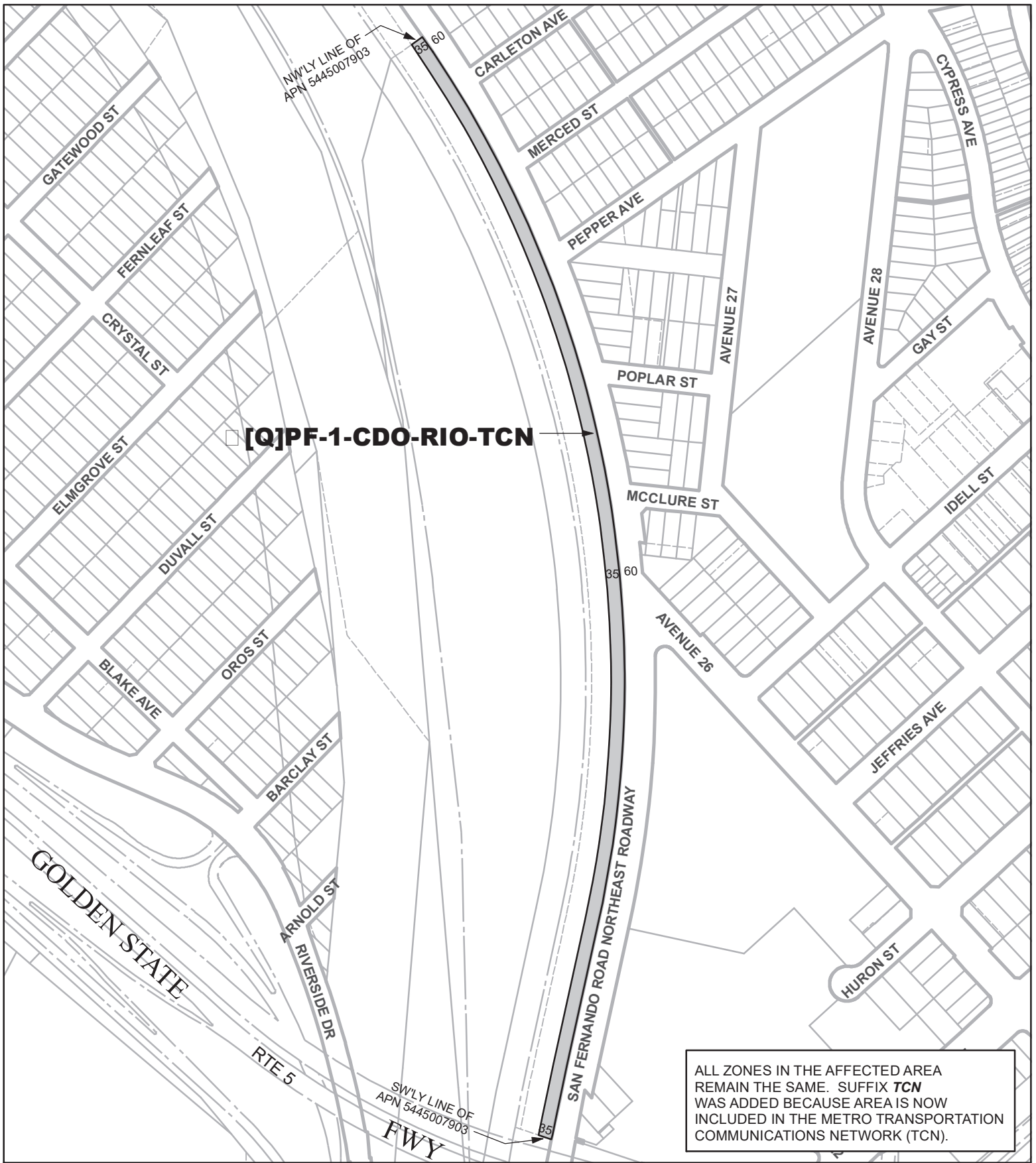
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City of Los Angeles





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Transportation Communications Network (TCN) District

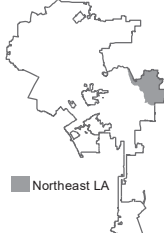


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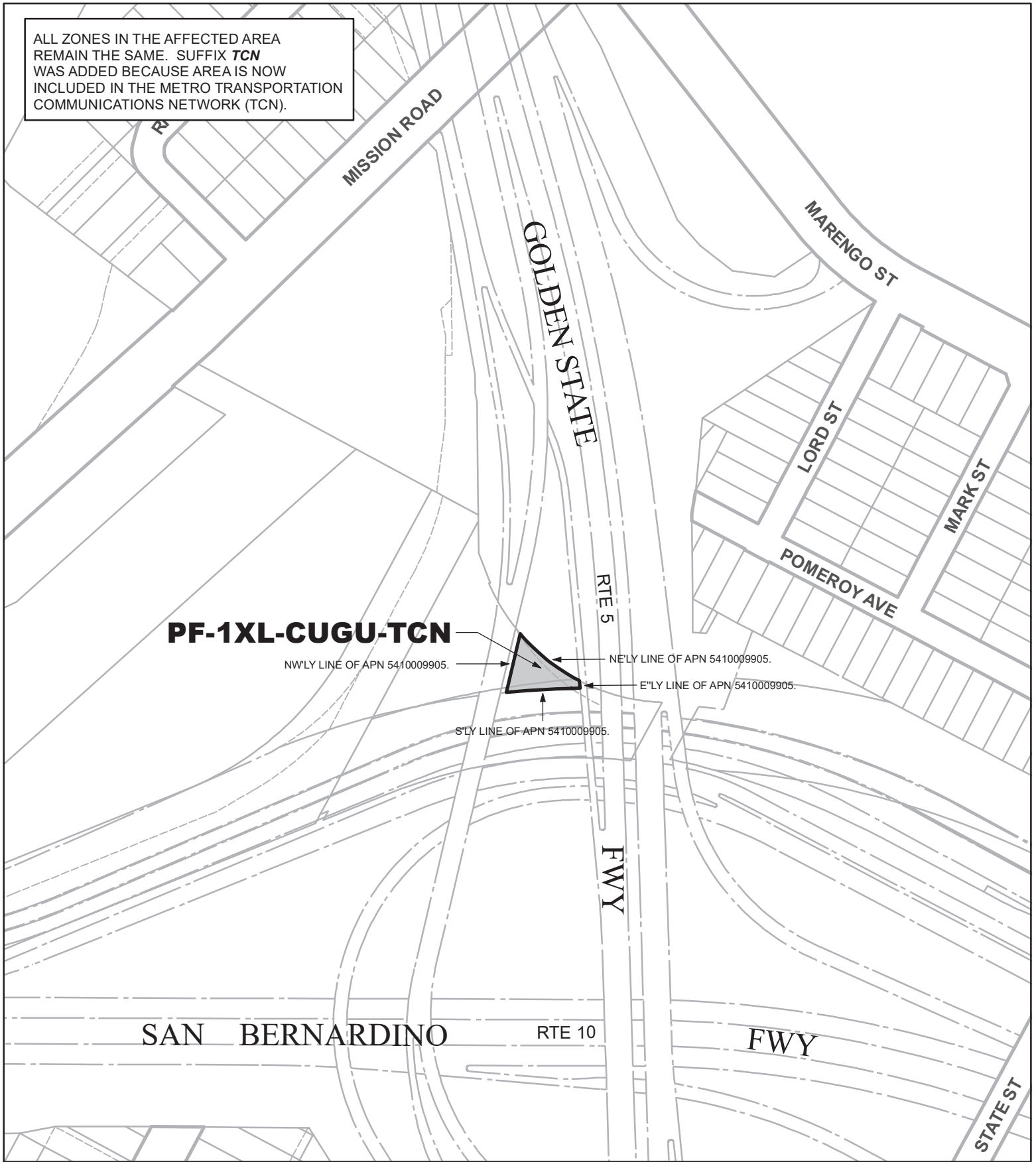
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City of Los Angeles



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Transportation Communications Network (TCN) District



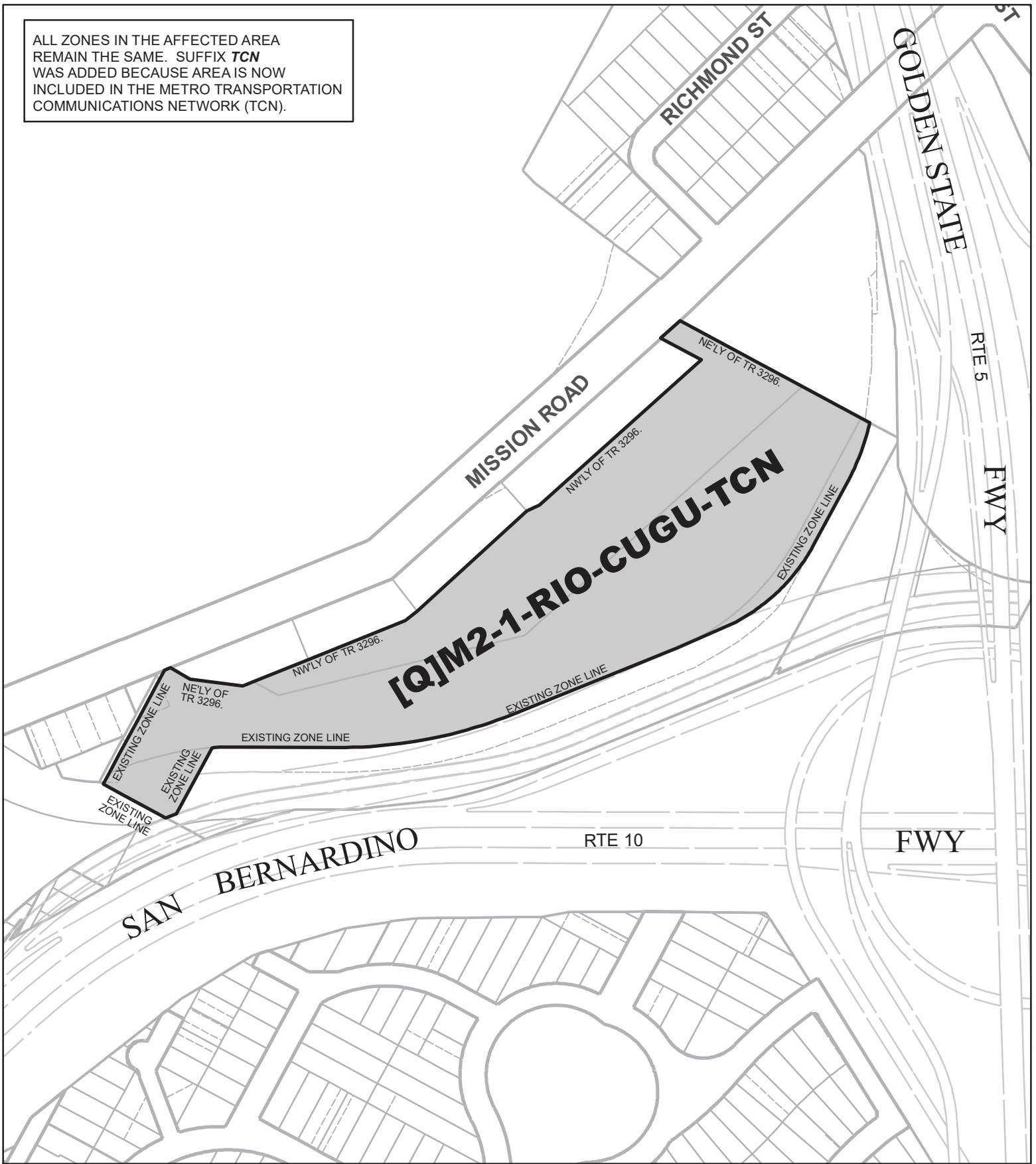
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Transportation Communications Network (TCN) District

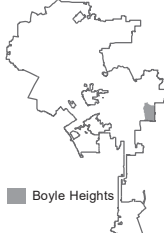


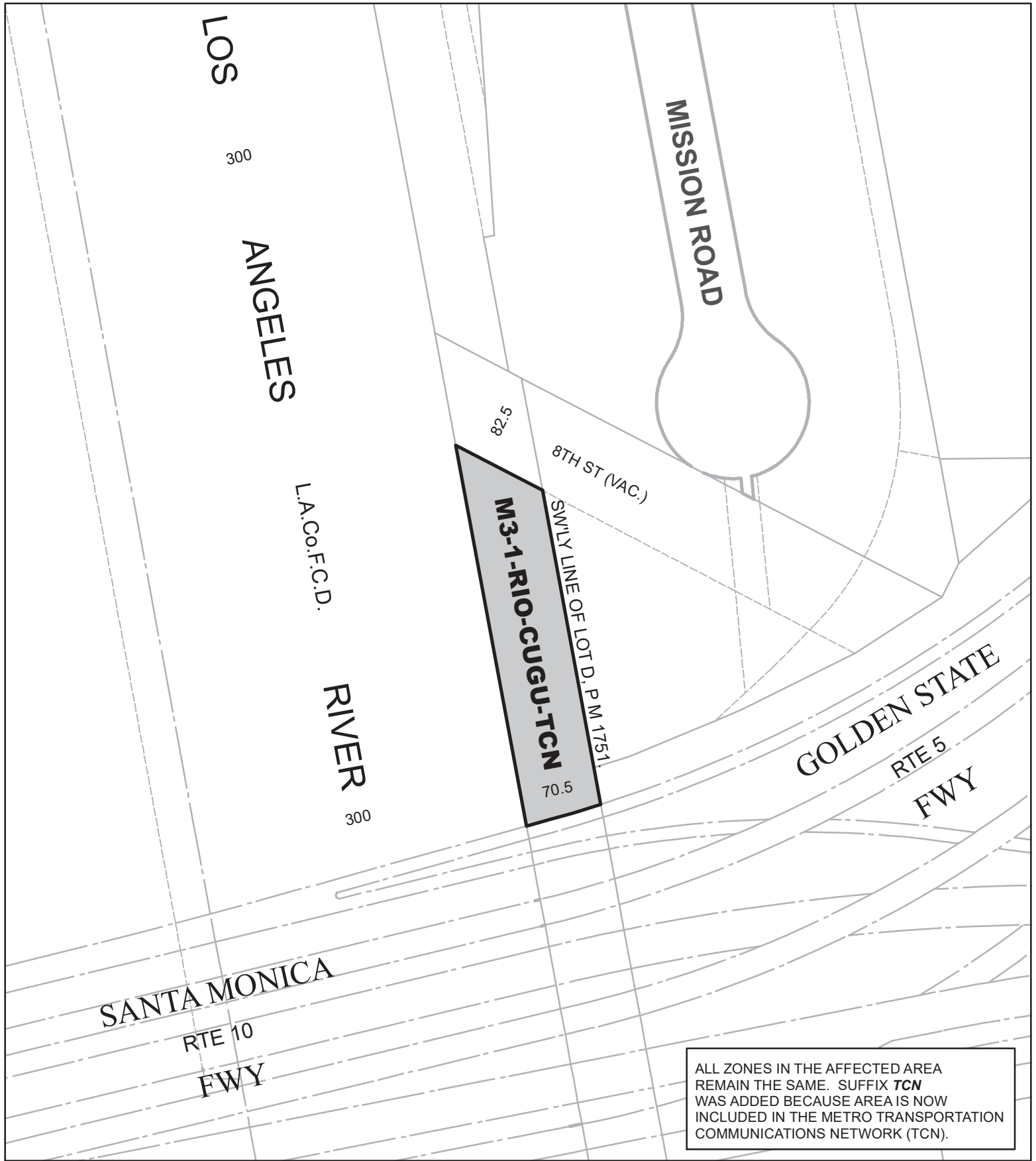
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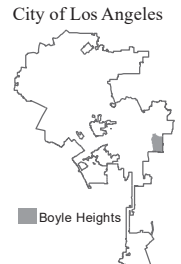
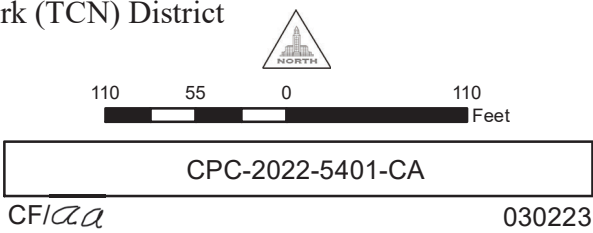
City of Los Angeles

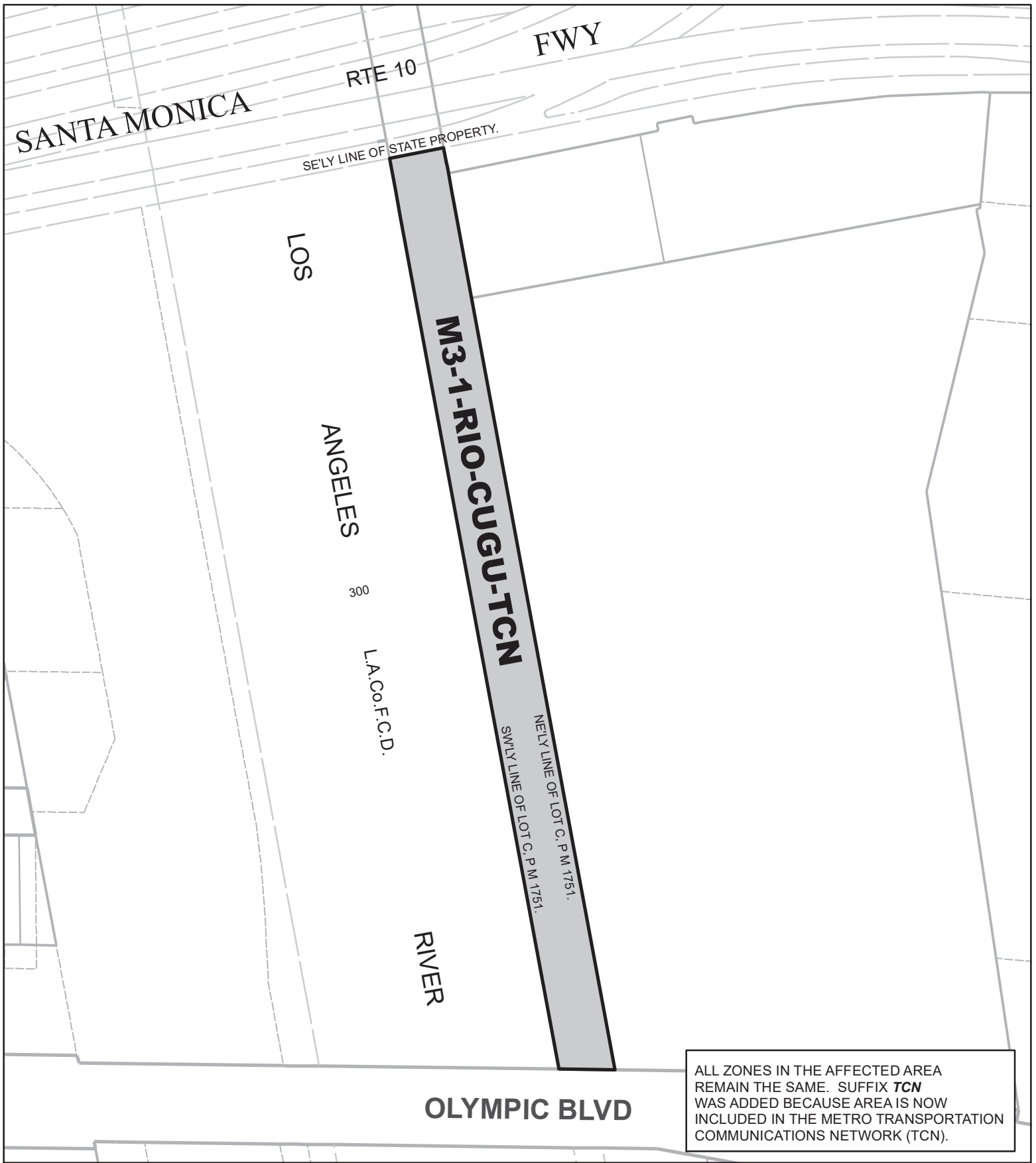




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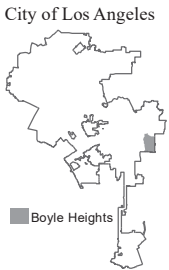
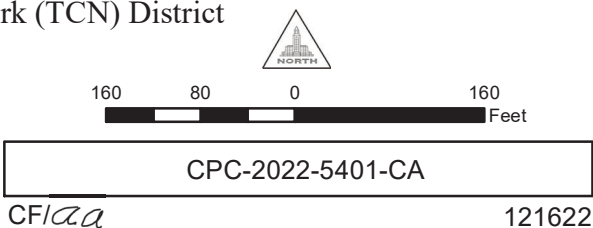
Transportation Communications Network (TCN) District

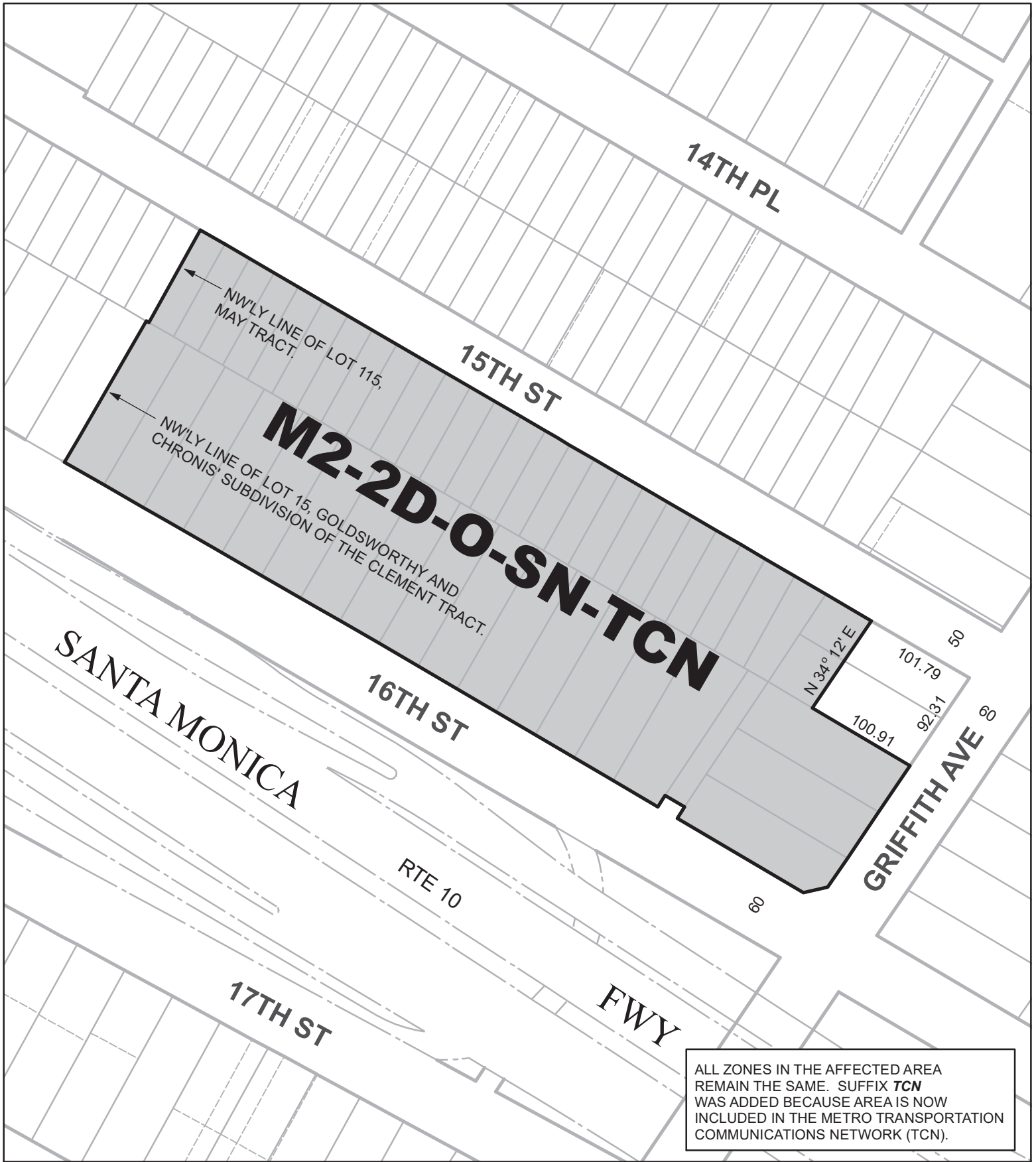




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Transportation Communications Network (TCN) District





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Transportation Communications Network (TCN) District

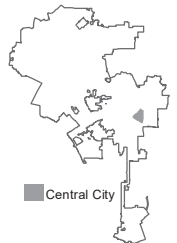


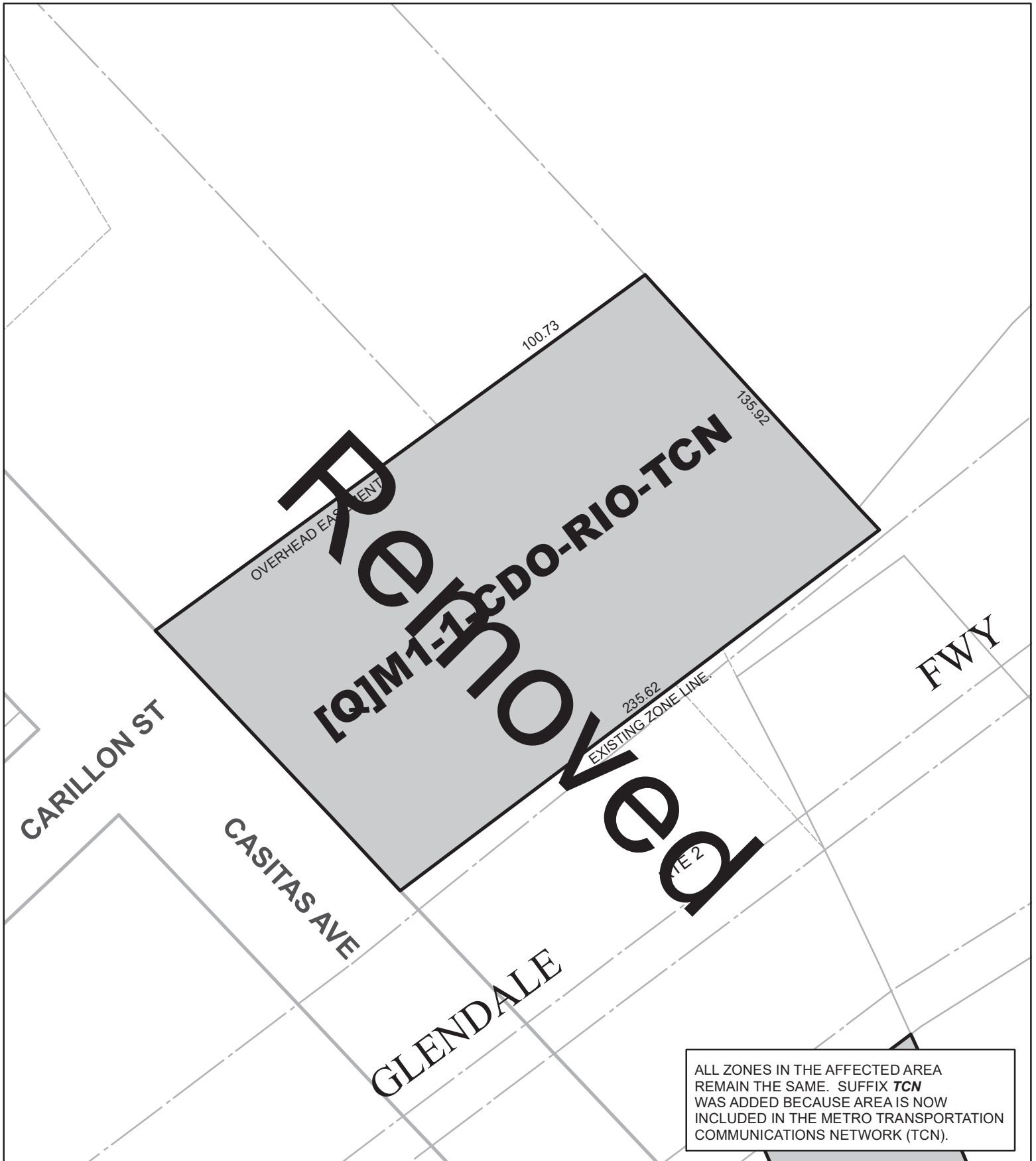
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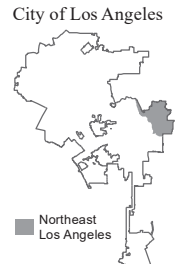
Transportation Communications Network (TCN) District

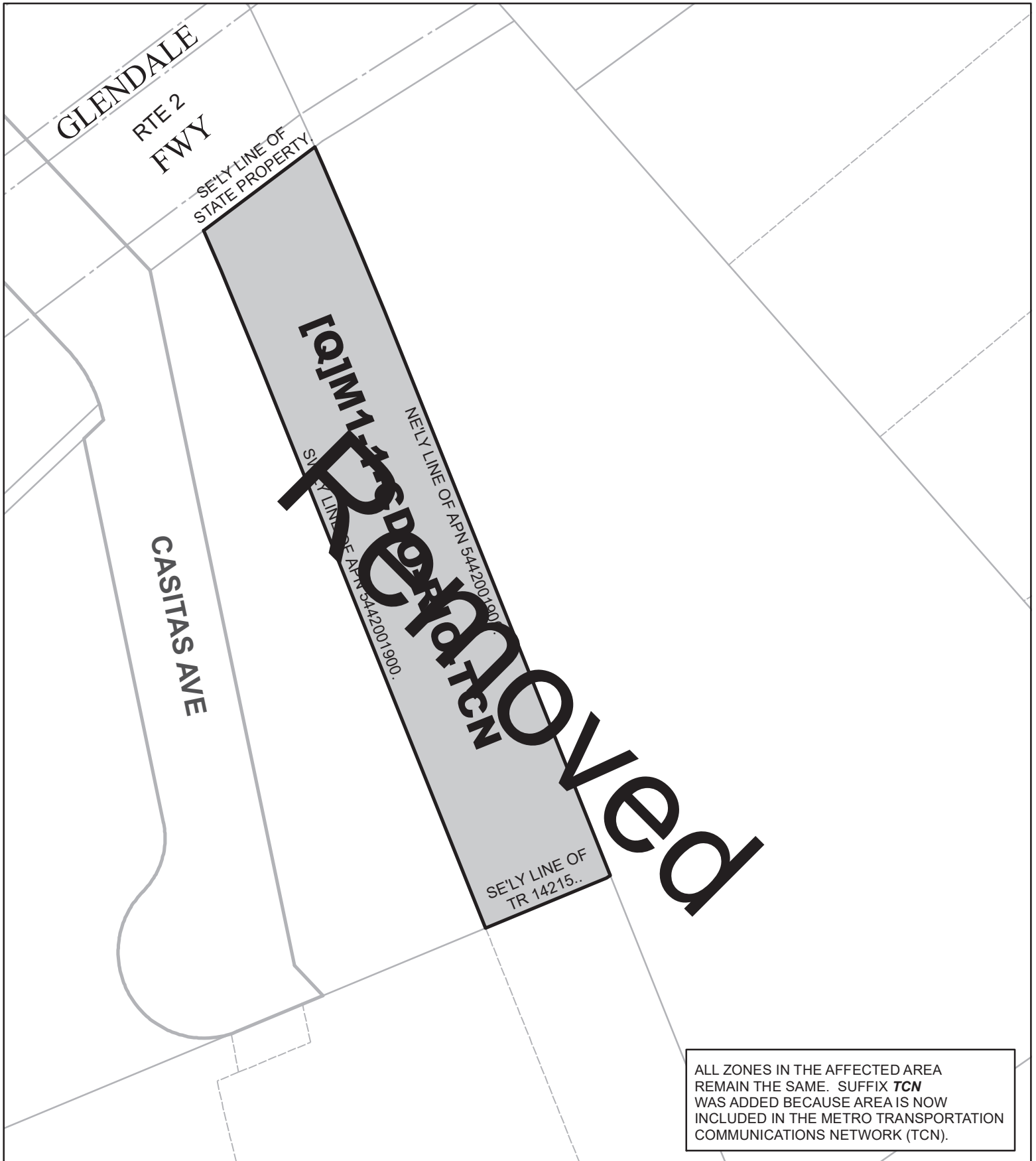


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Transportation Communications Network (TCN) District

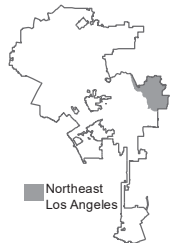


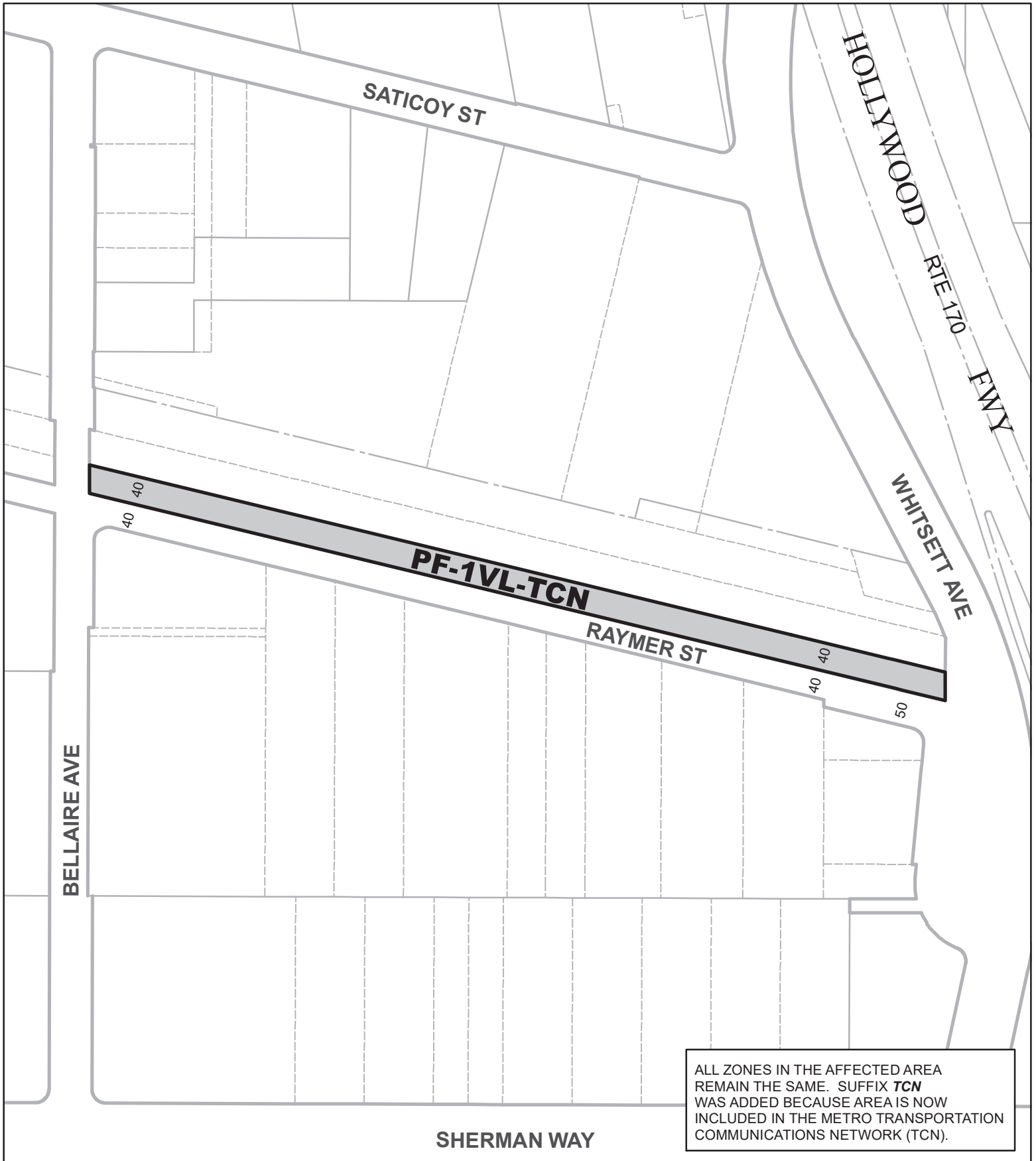
CPC-2022-5401-CA

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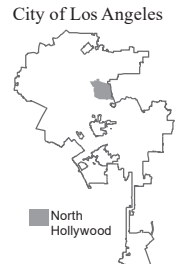
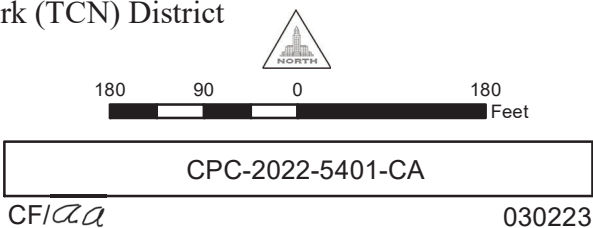
City of Los Angeles

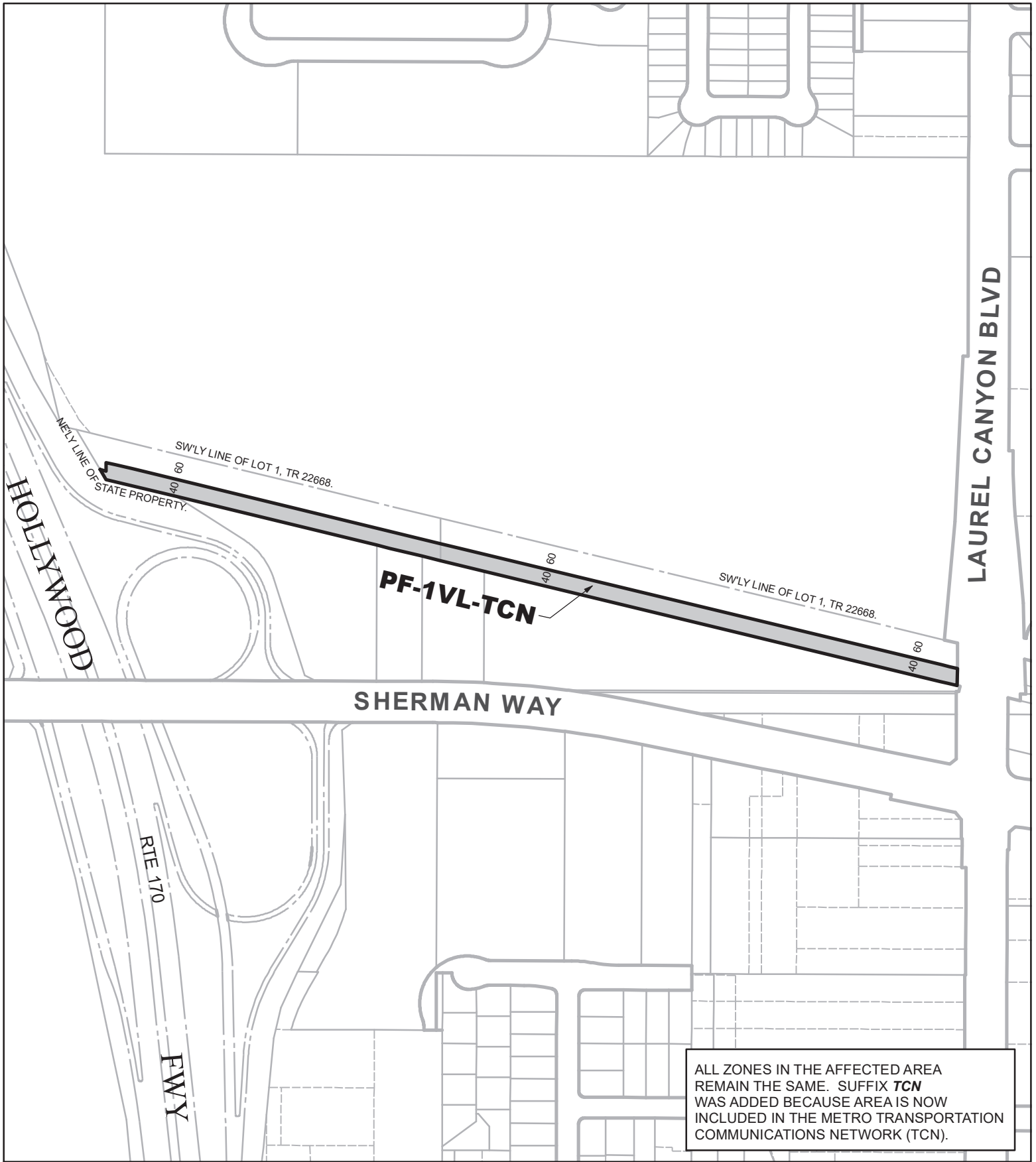




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Transportation Communications Network (TCN) District





Transportation Communications Network (TCN) District

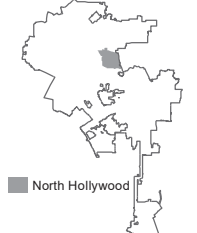


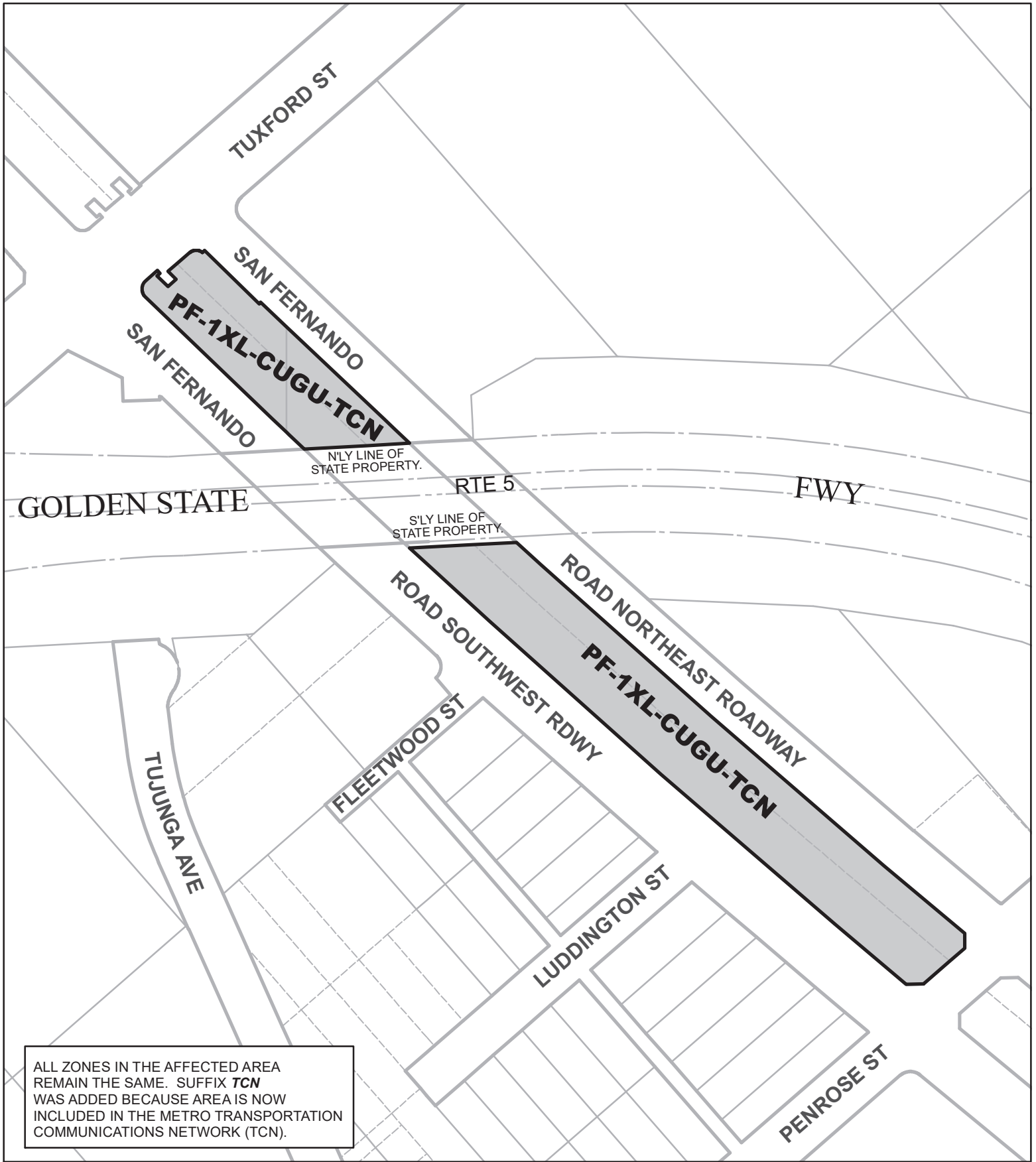
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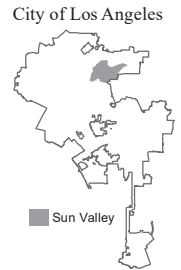
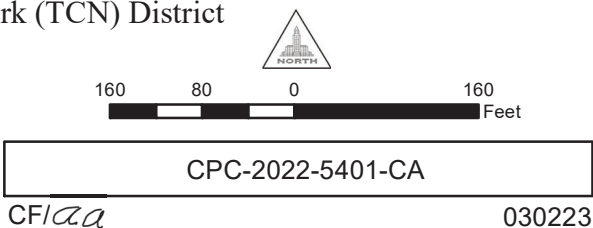
City of Los Angeles

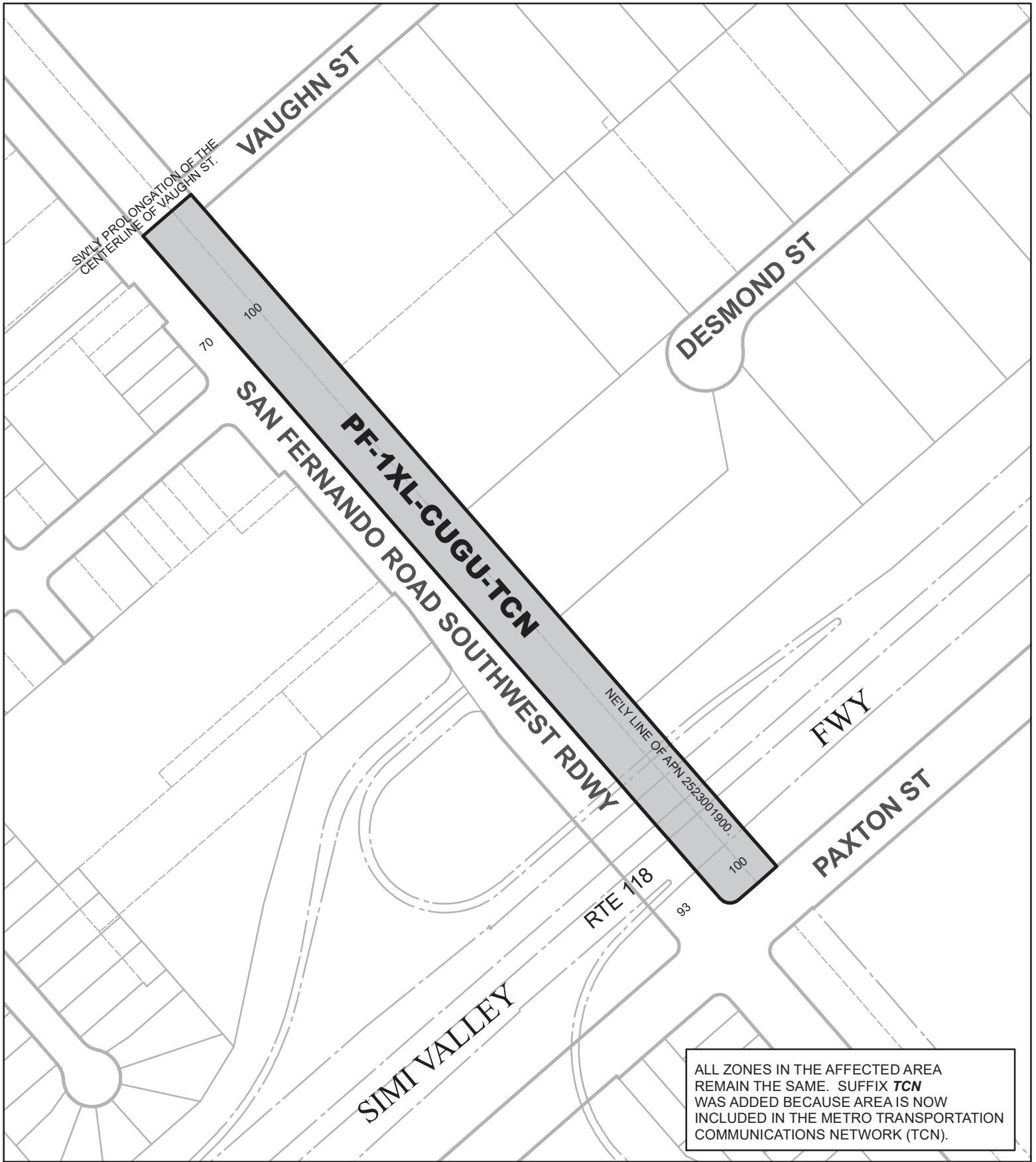




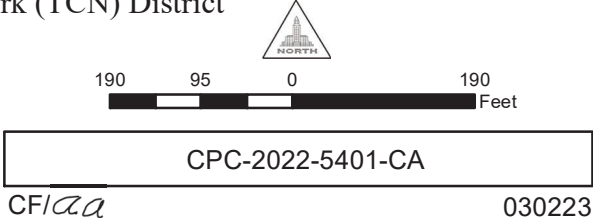
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Transportation Communications Network (TCN) District

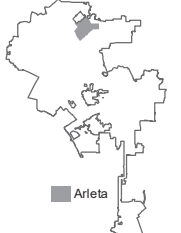


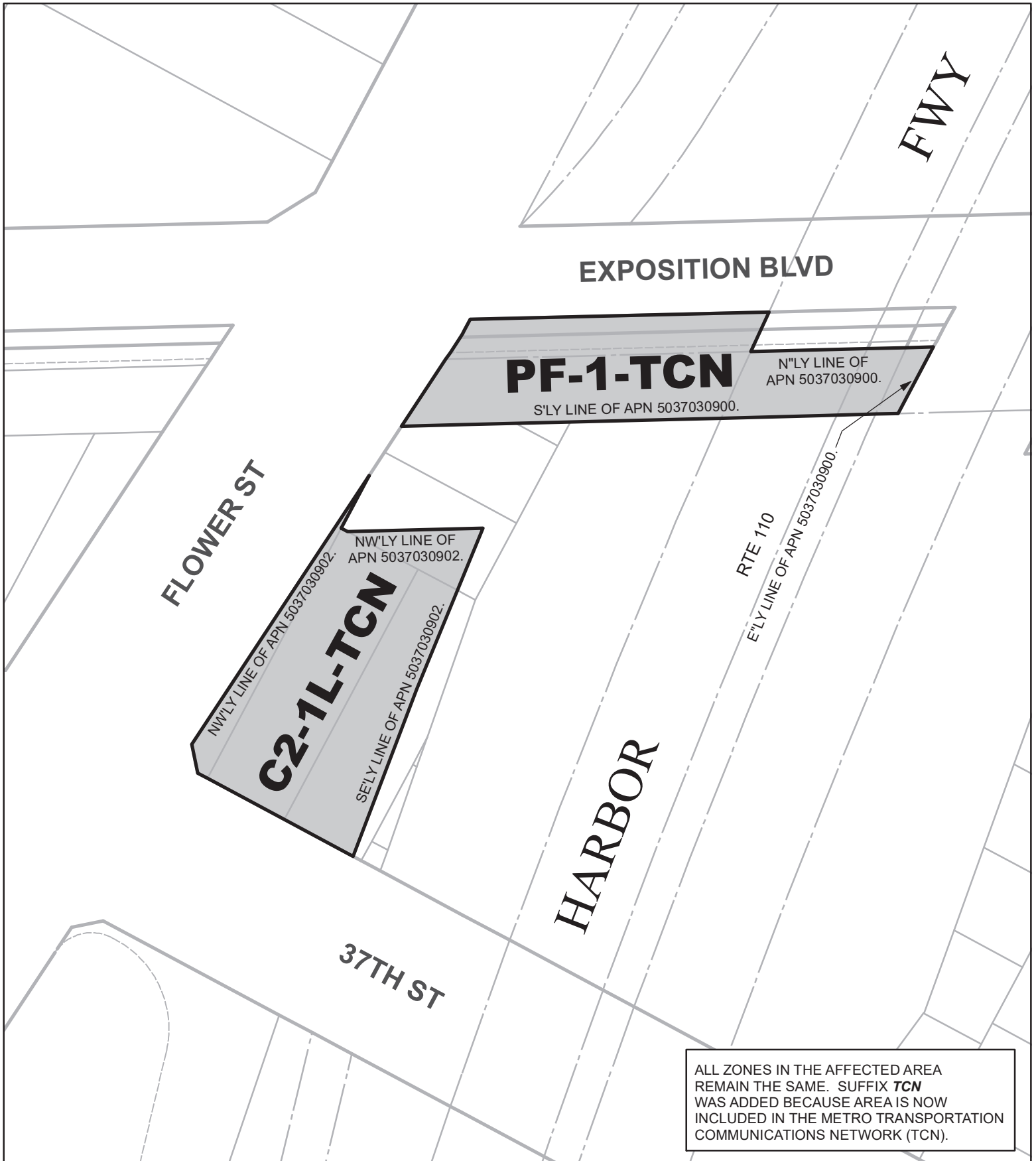


Transportation Communications Network (TCN) District



City of Los Angeles





Transportation Communications Network (TCN) District

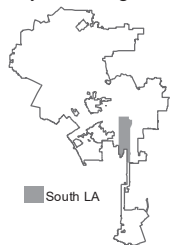


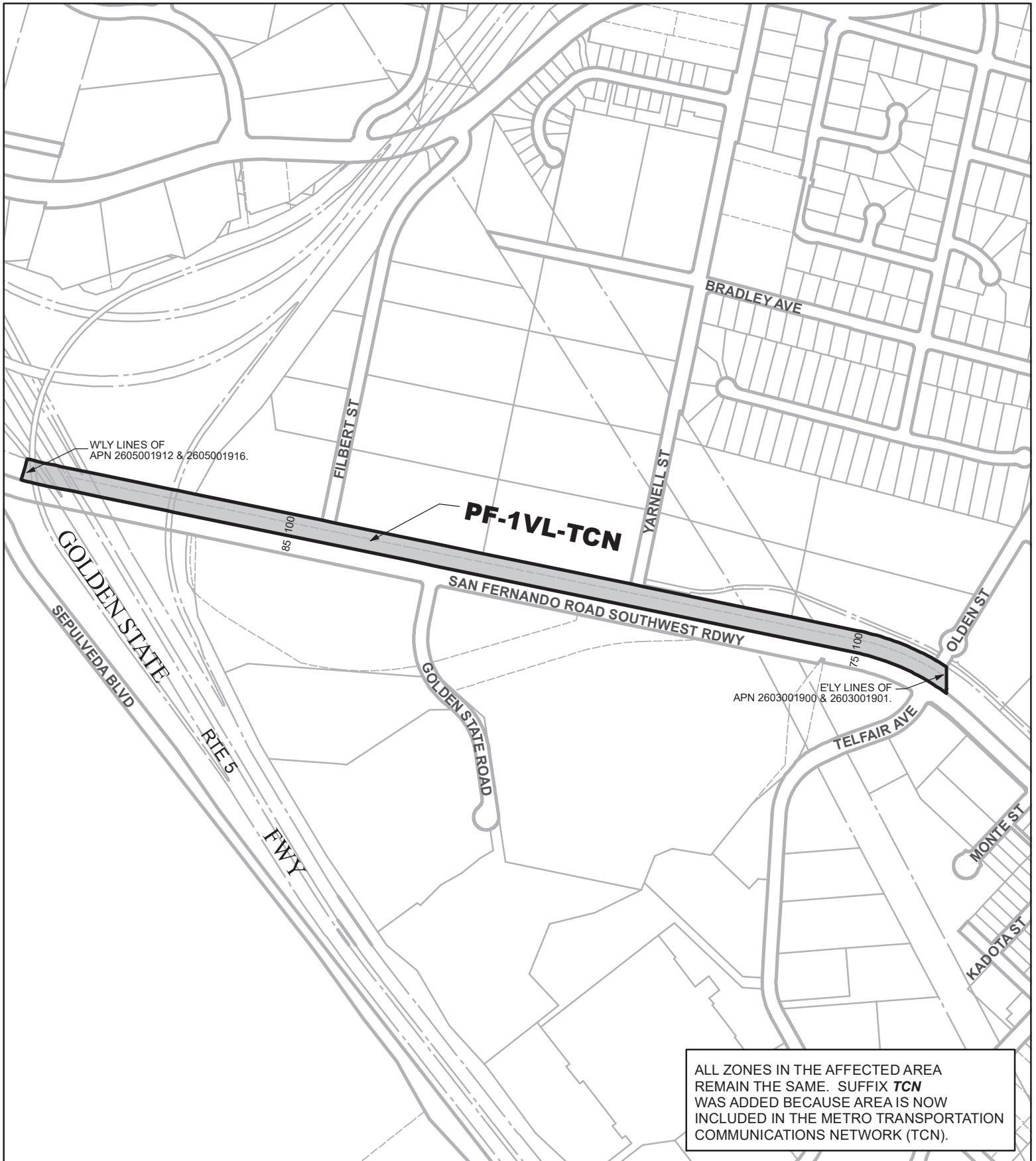
CPC-2022-5401-CA

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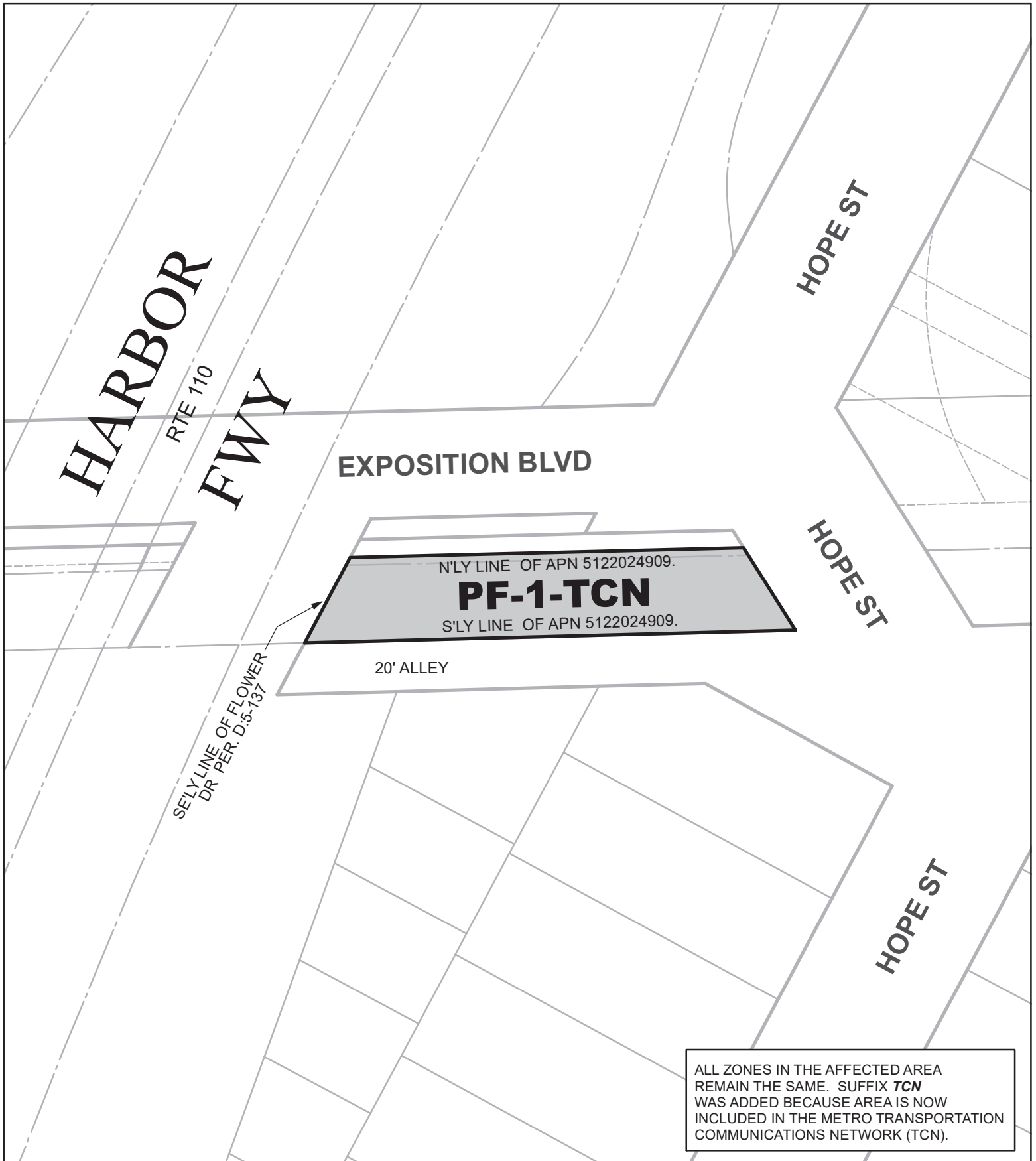
City of Los Angeles





Transportation Communications Network (TCN) District





Transportation Communications Network (TCN) District

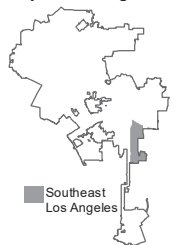


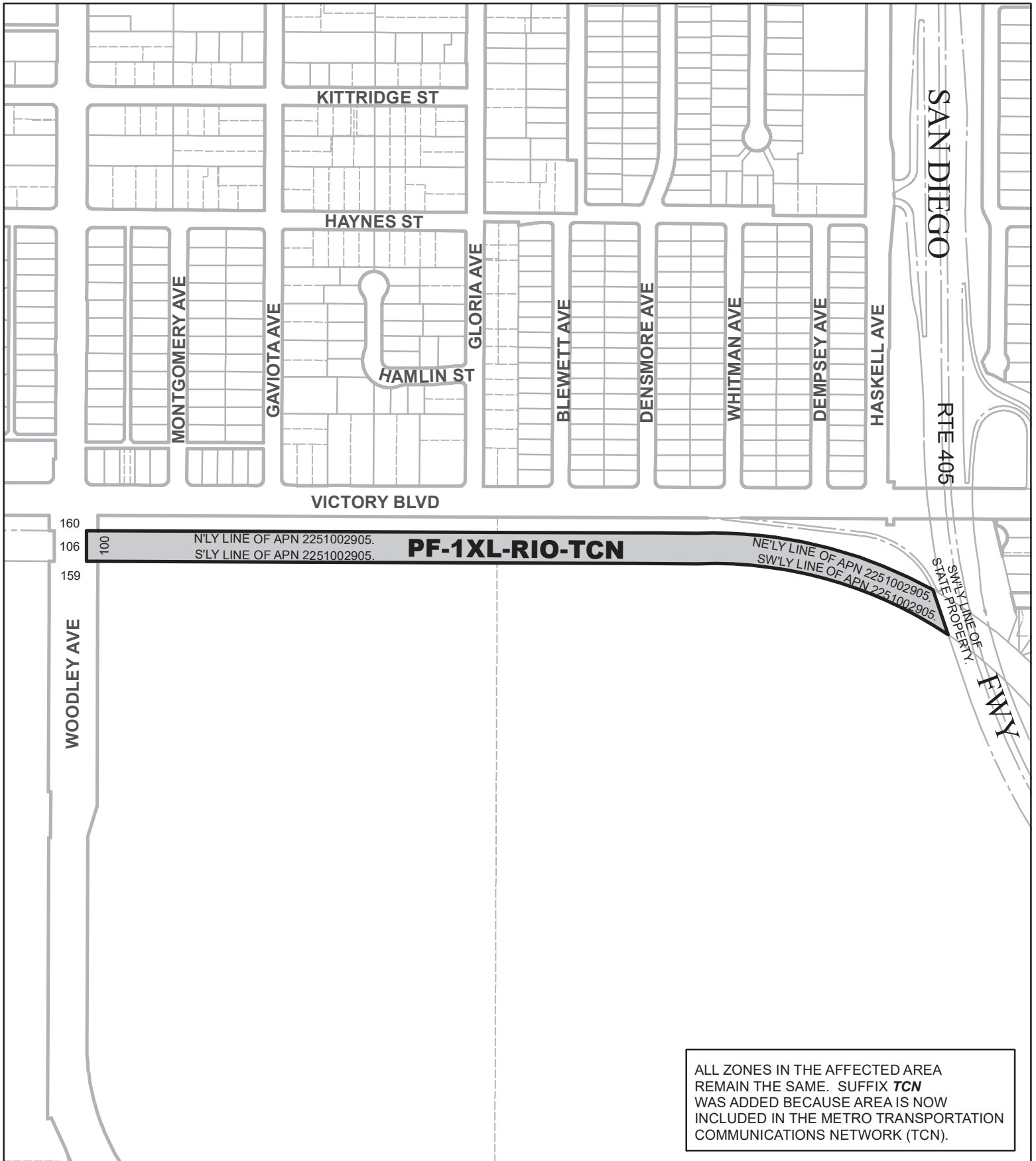
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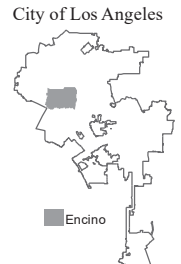
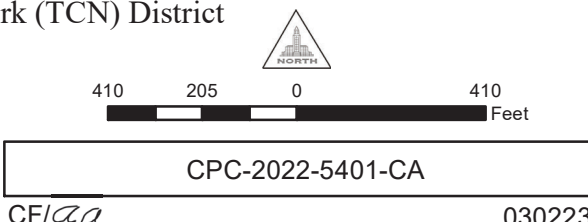
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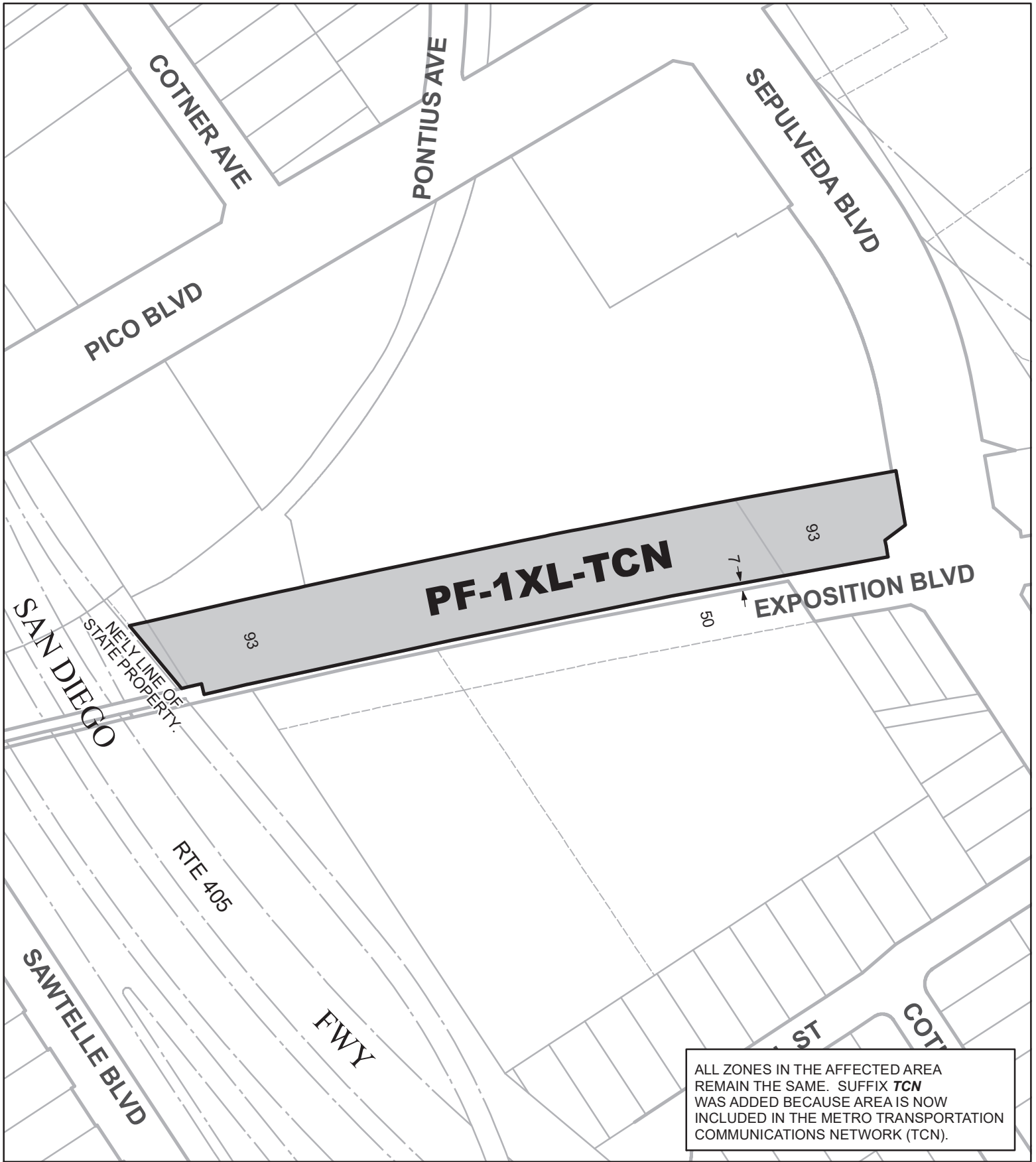
City of Los Angeles



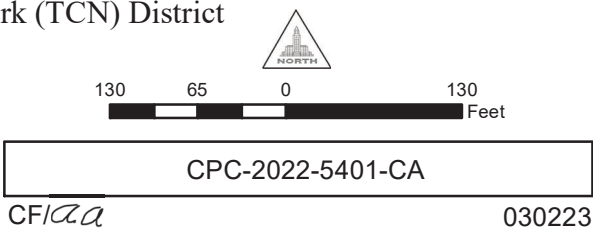


Transportation Communications Network (TCN) District

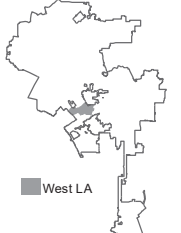


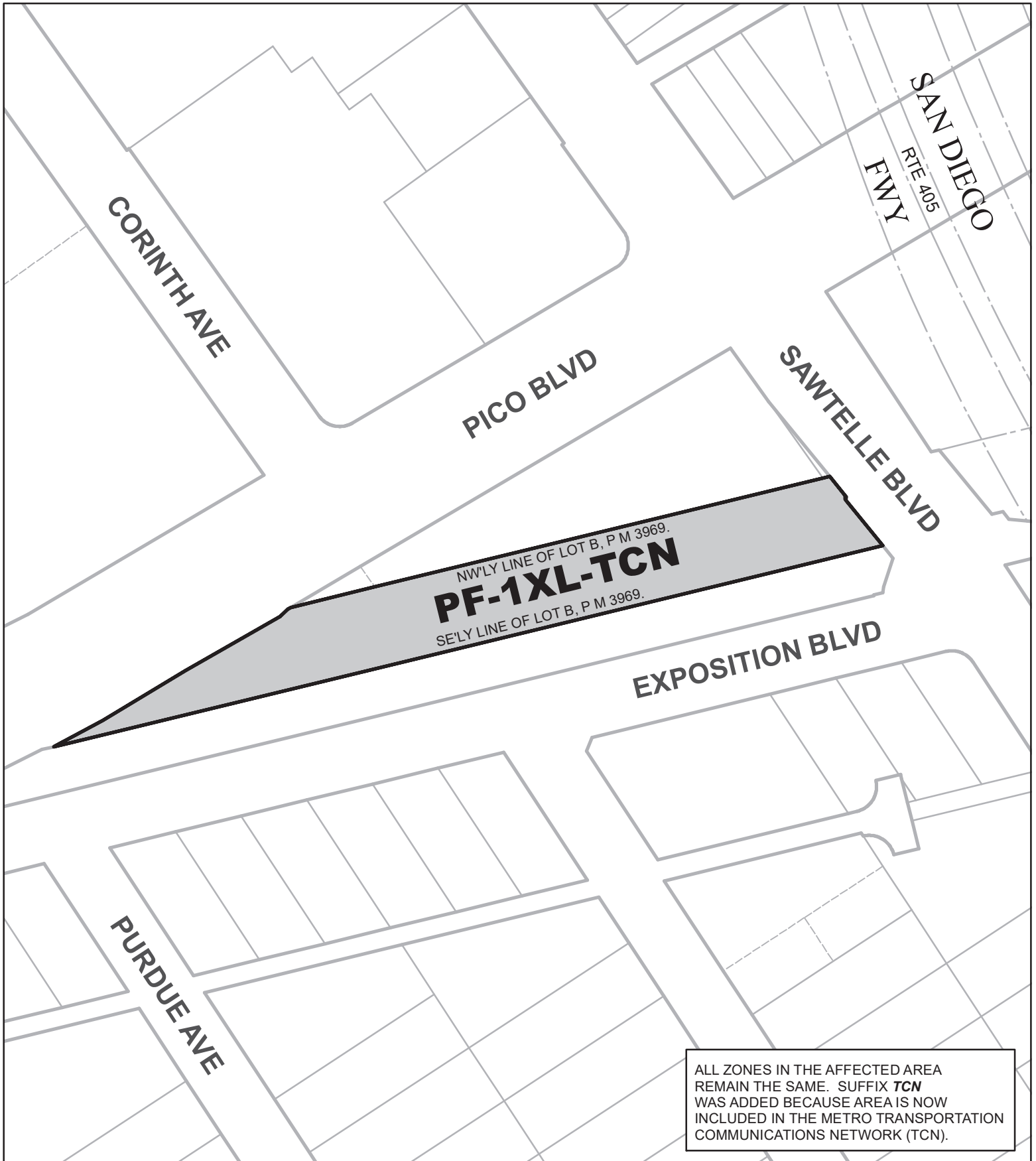


Transportation Communications Network (TCN) District



City of Los Angeles





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Transportation Communications Network (TCN) District

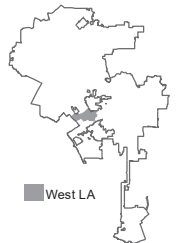


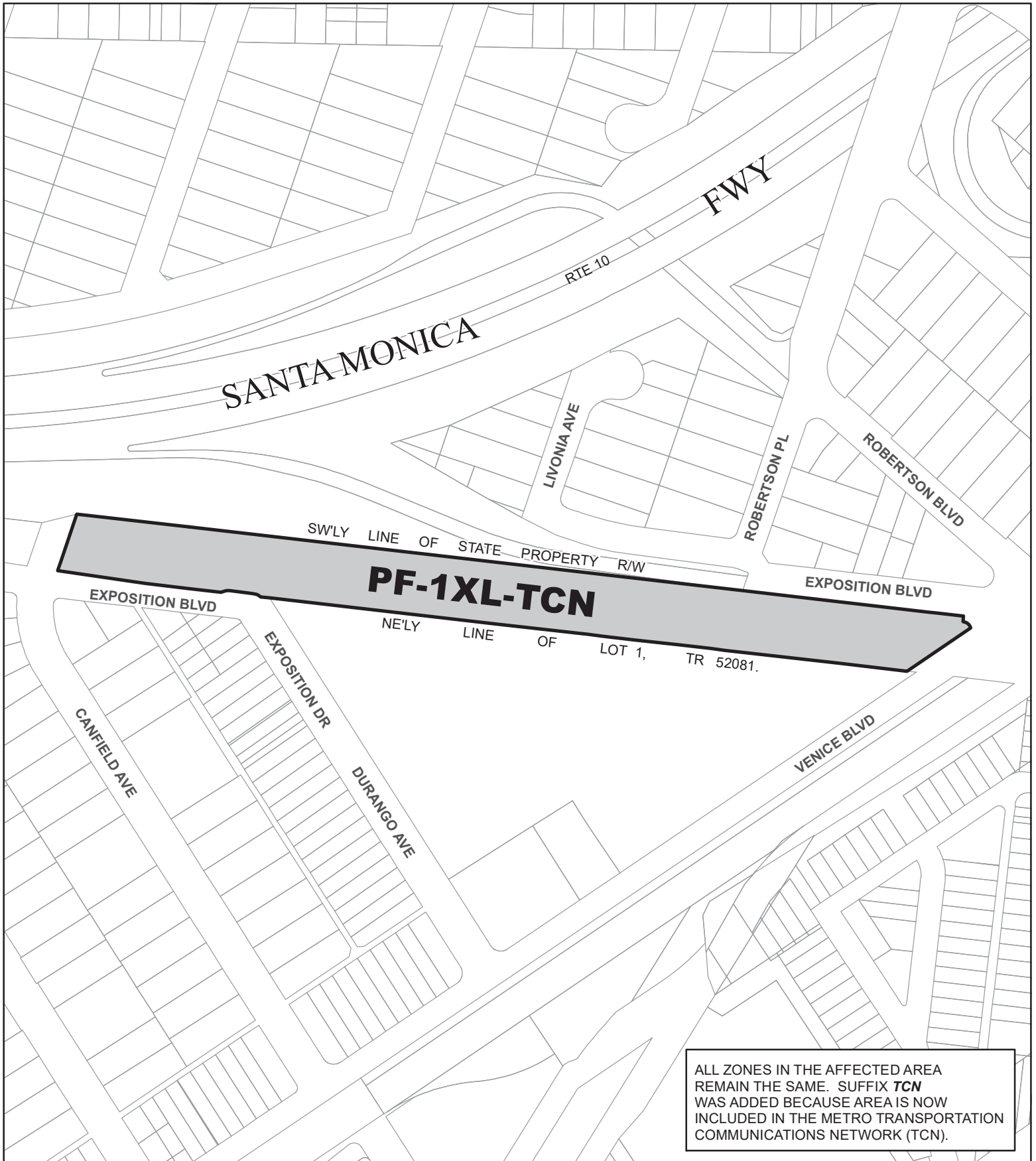
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030223

City of Los Angeles





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Transportation Communications Network (TCN) District



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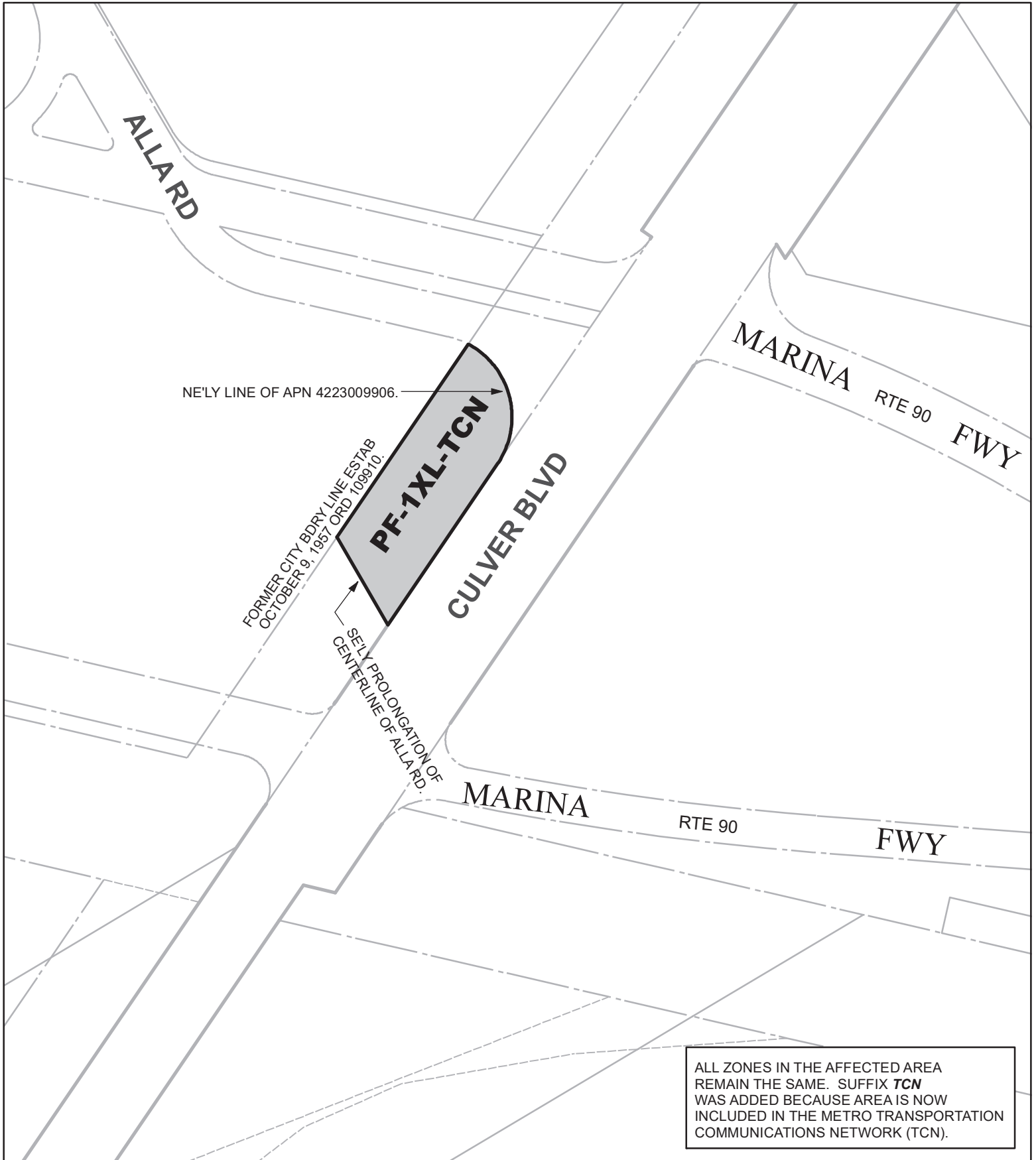
AAI/CF

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City of Los Angeles



West Los Angeles



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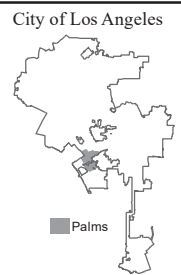
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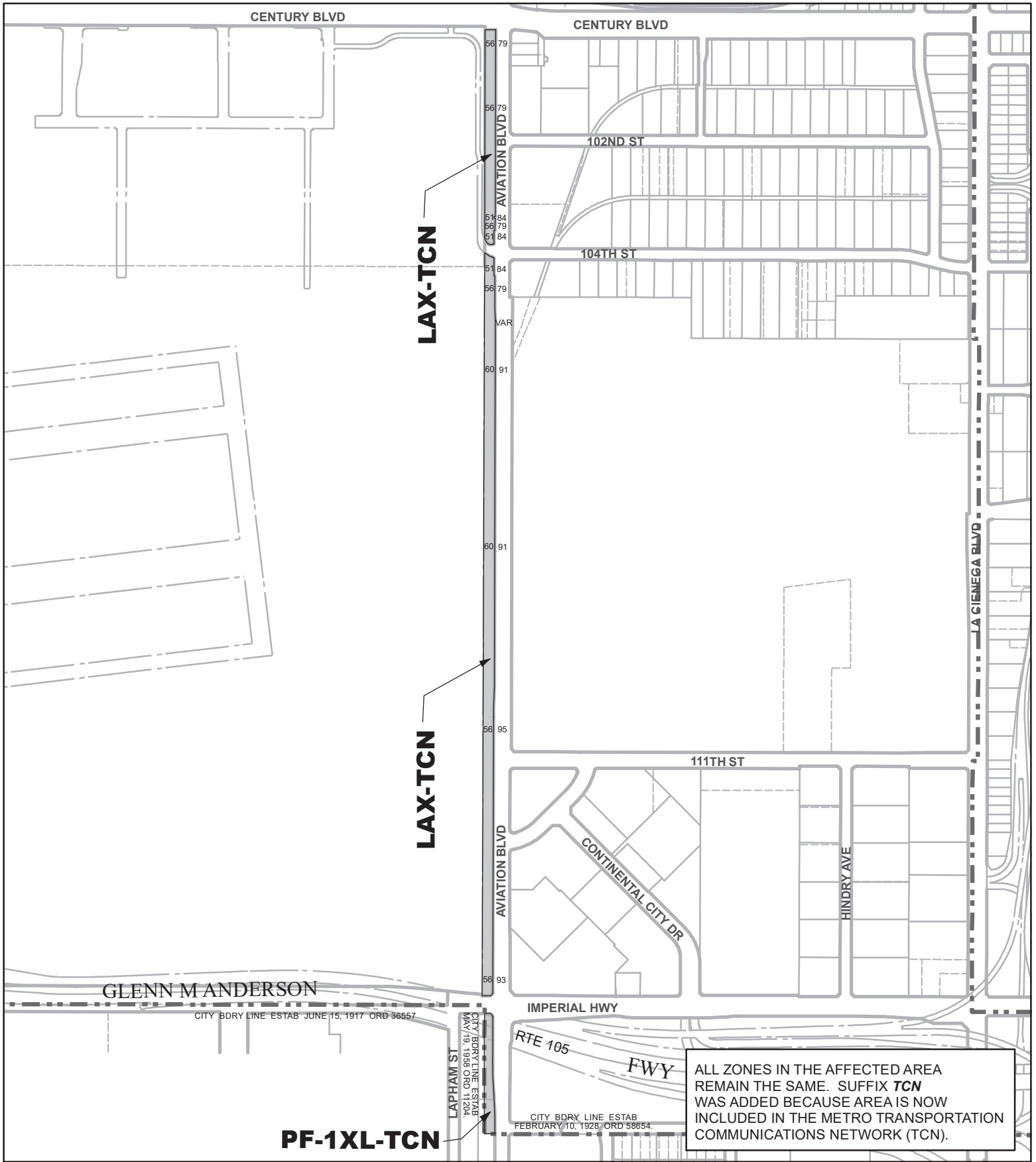


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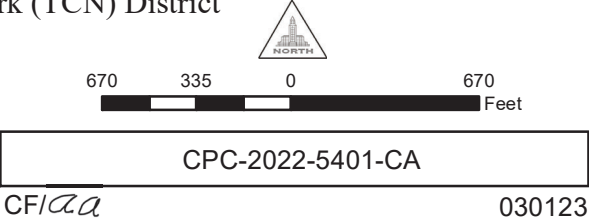
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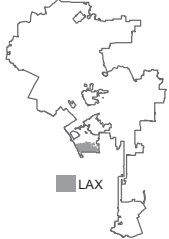


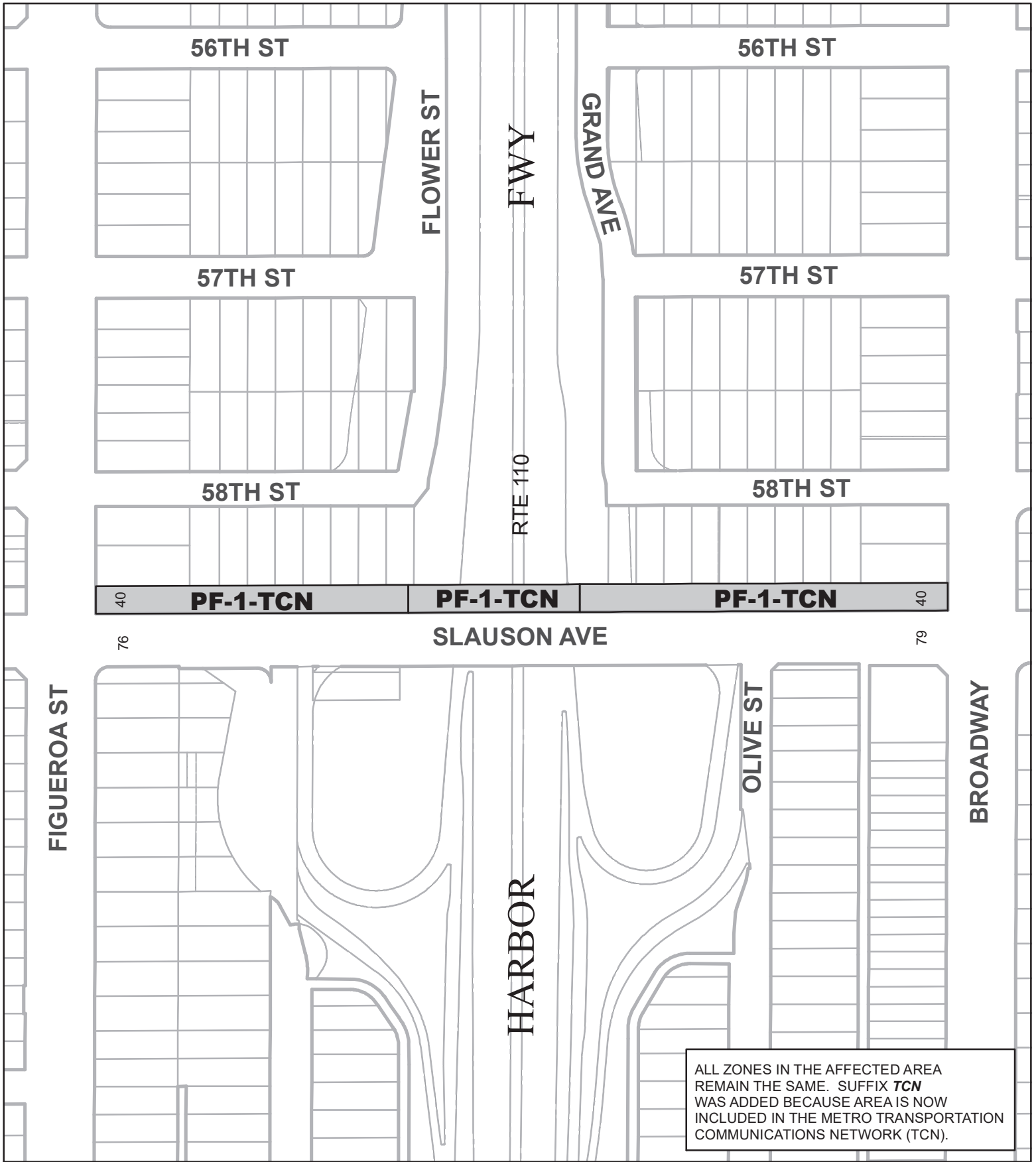
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Transportation Communications Network (TCN) District



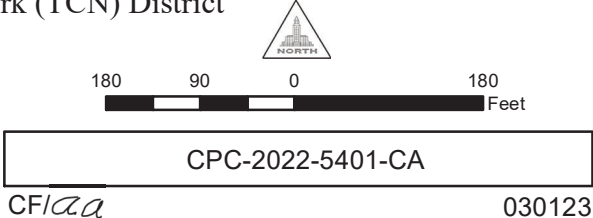
City of Los Angeles



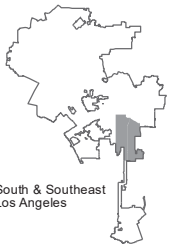


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Transportation Communications Network (TCN) District



City of Los Angeles



VERMONT AVE

100

C2-CSA1-TCN

130

50

110

SUNSET BLVD

90

100

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Transportation Communications Network (TCN) District

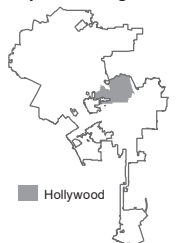


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City of Los Angeles



Hollywood



Transportation Communications Network (TCN) District

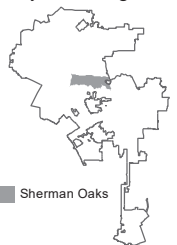


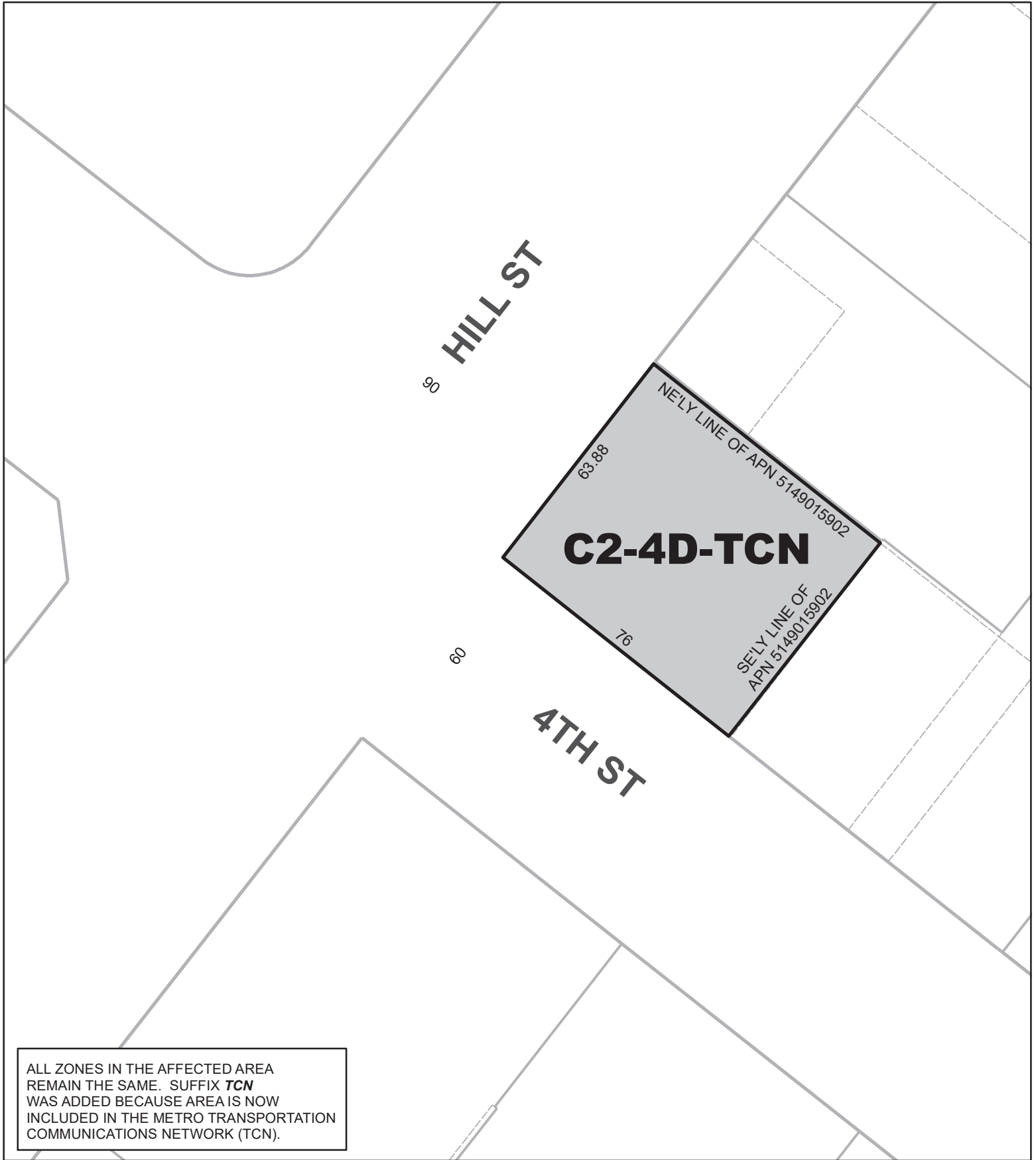
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City of Los Angeles





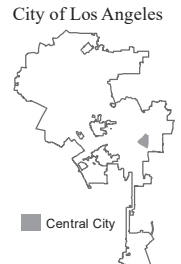
Transportation Communications Network (TCN) District

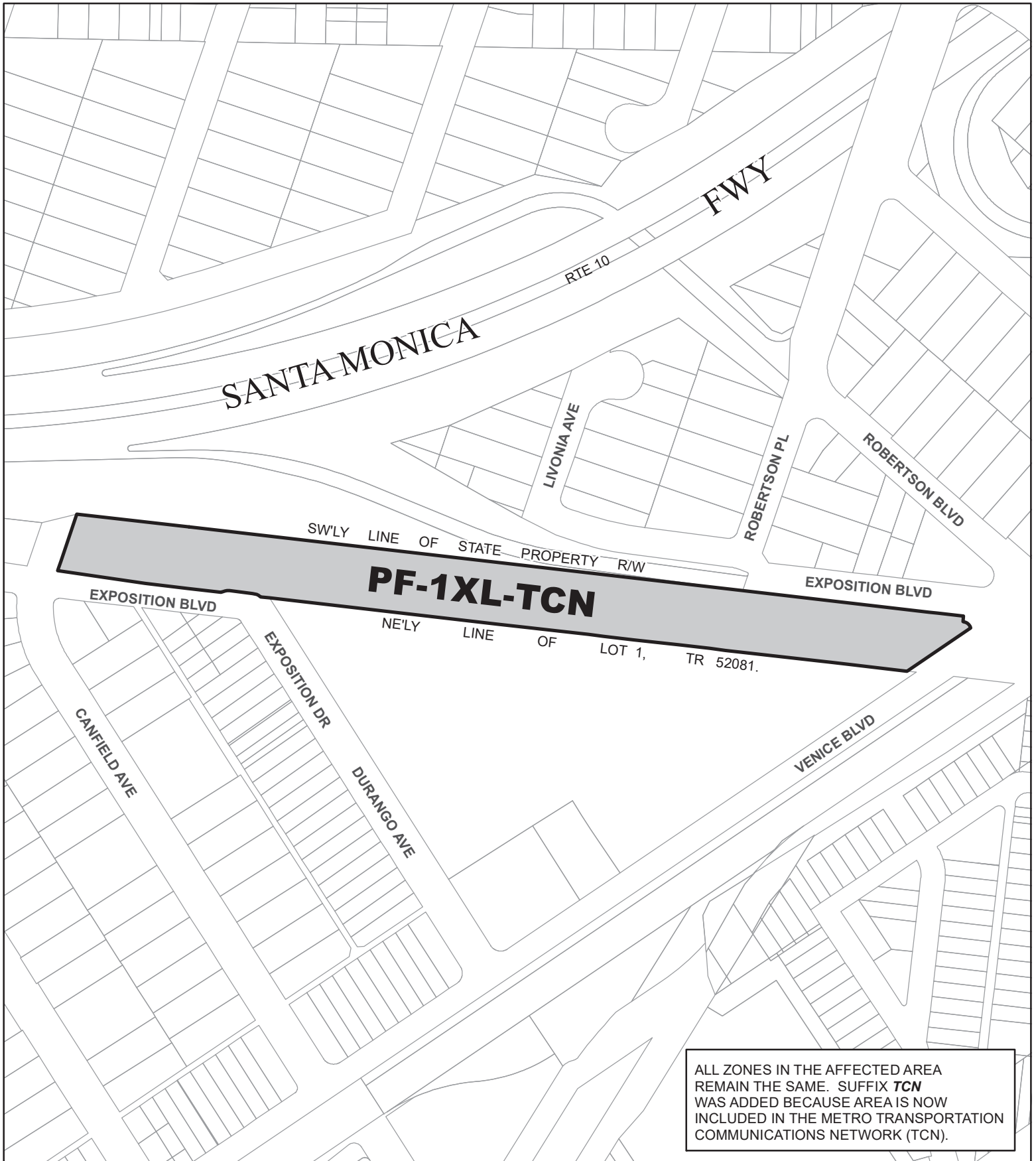


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Transportation Communications Network (TCN) District



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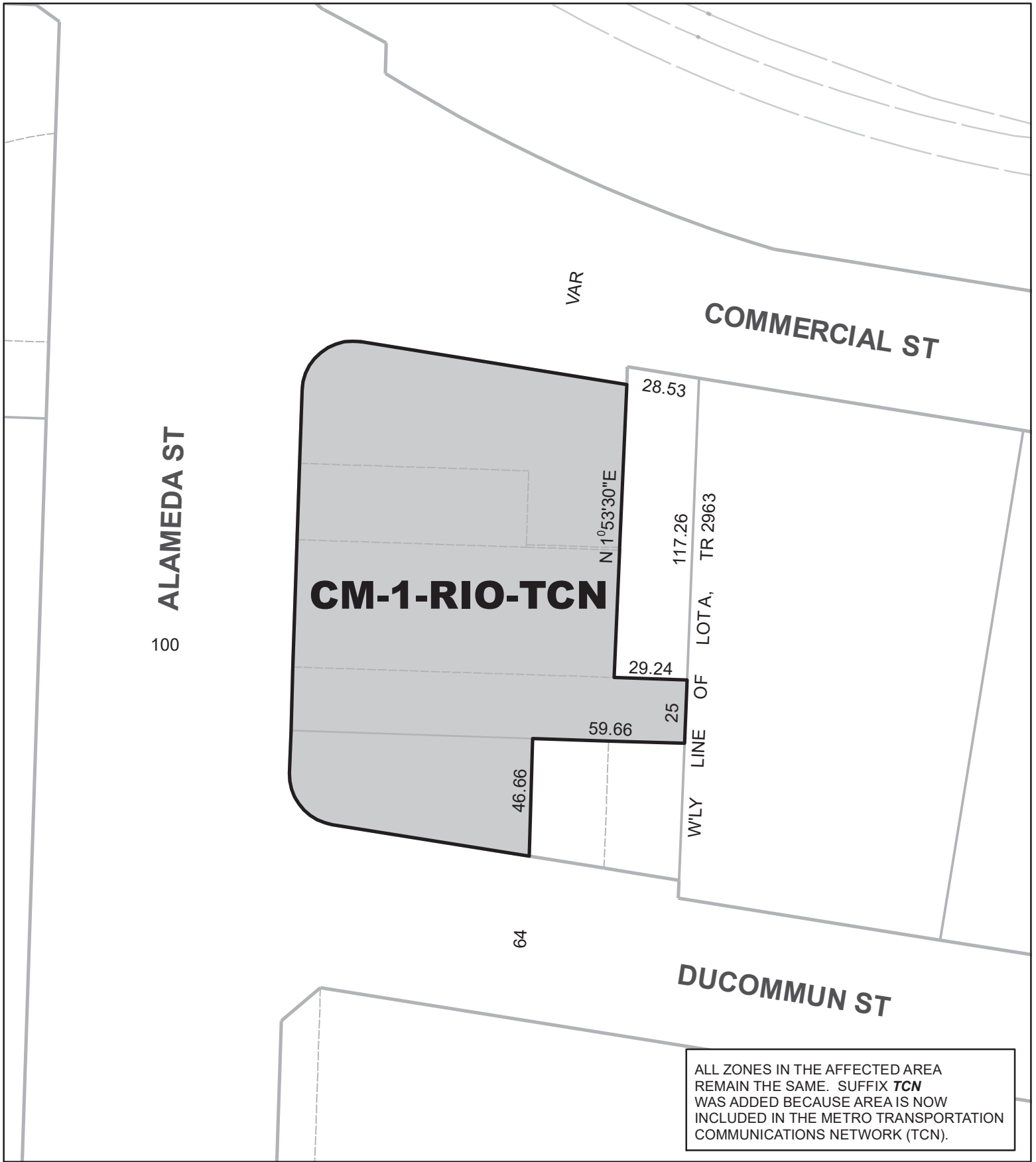
AAI/cf

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City of Los Angeles



West Los Angeles



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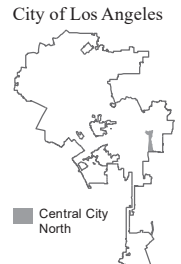
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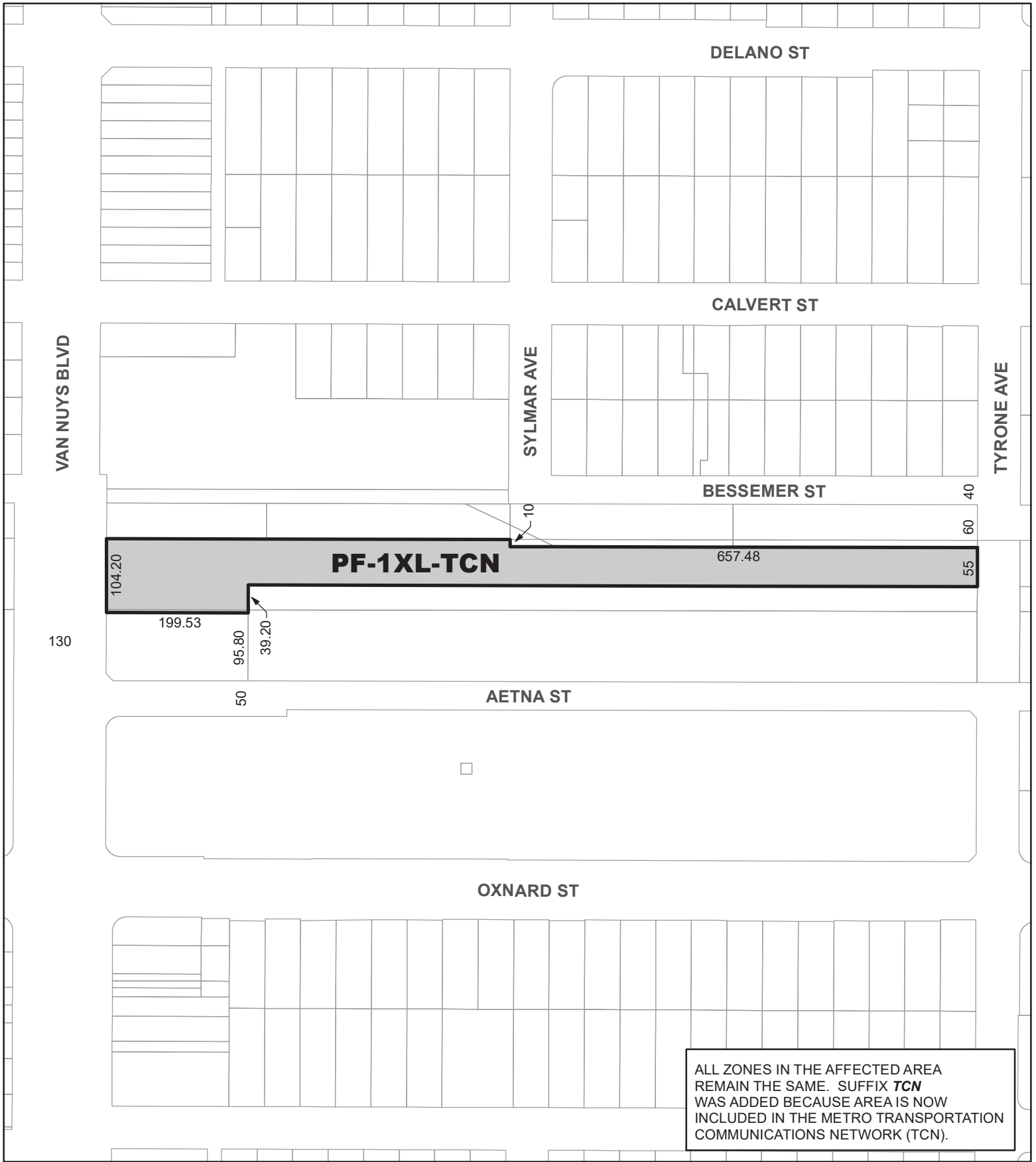


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ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX **TCN** WAS ADDED BECAUSE AREA IS NOW INCLUDED IN THE METRO TRANSPORTATION COMMUNICATIONS NETWORK (TCN).

Transportation Communications Network (TCN) District

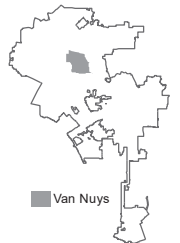


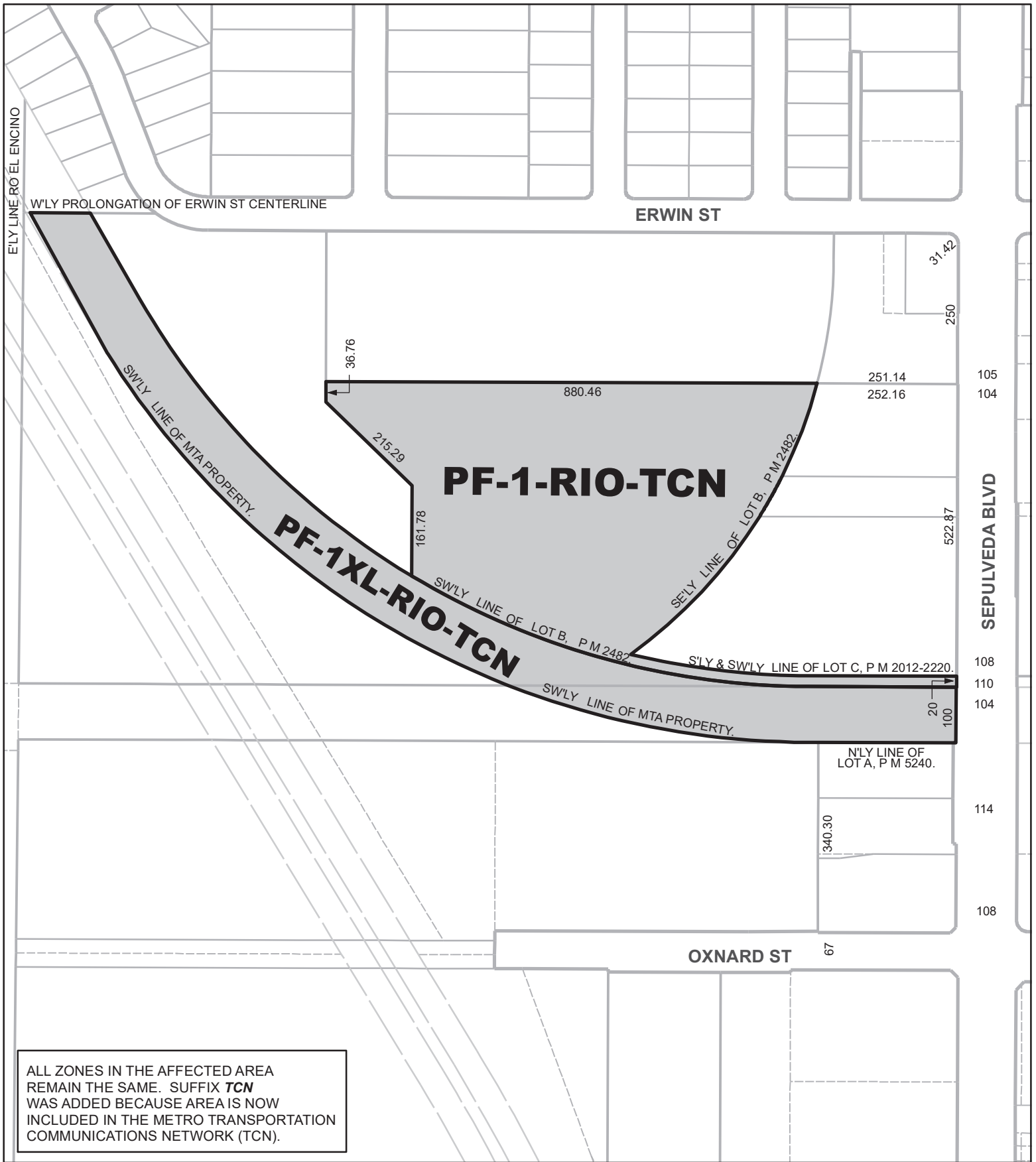
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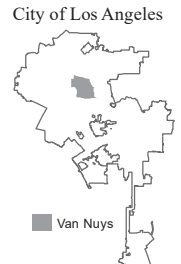
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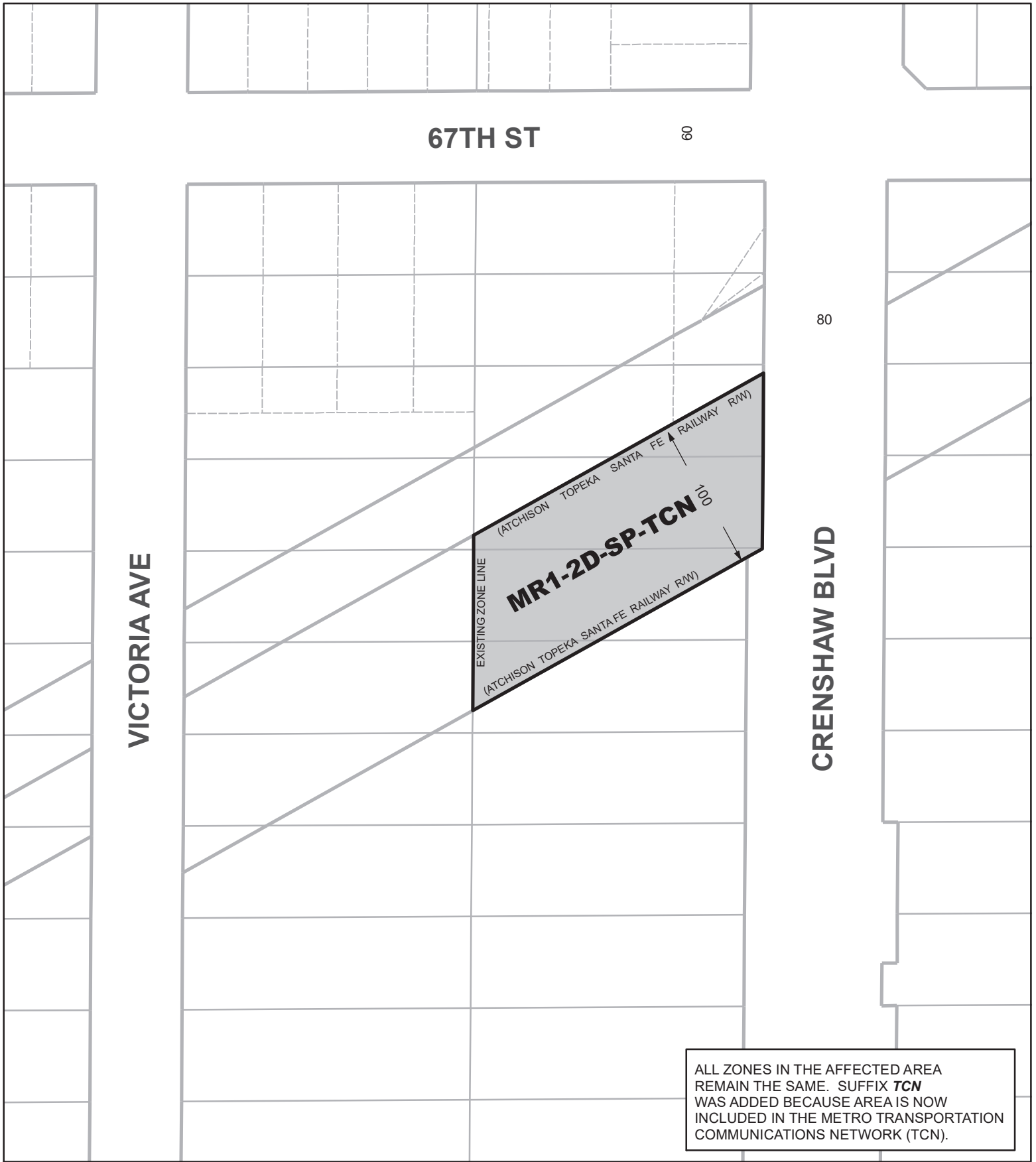


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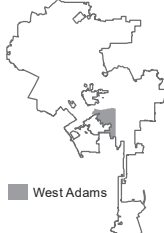


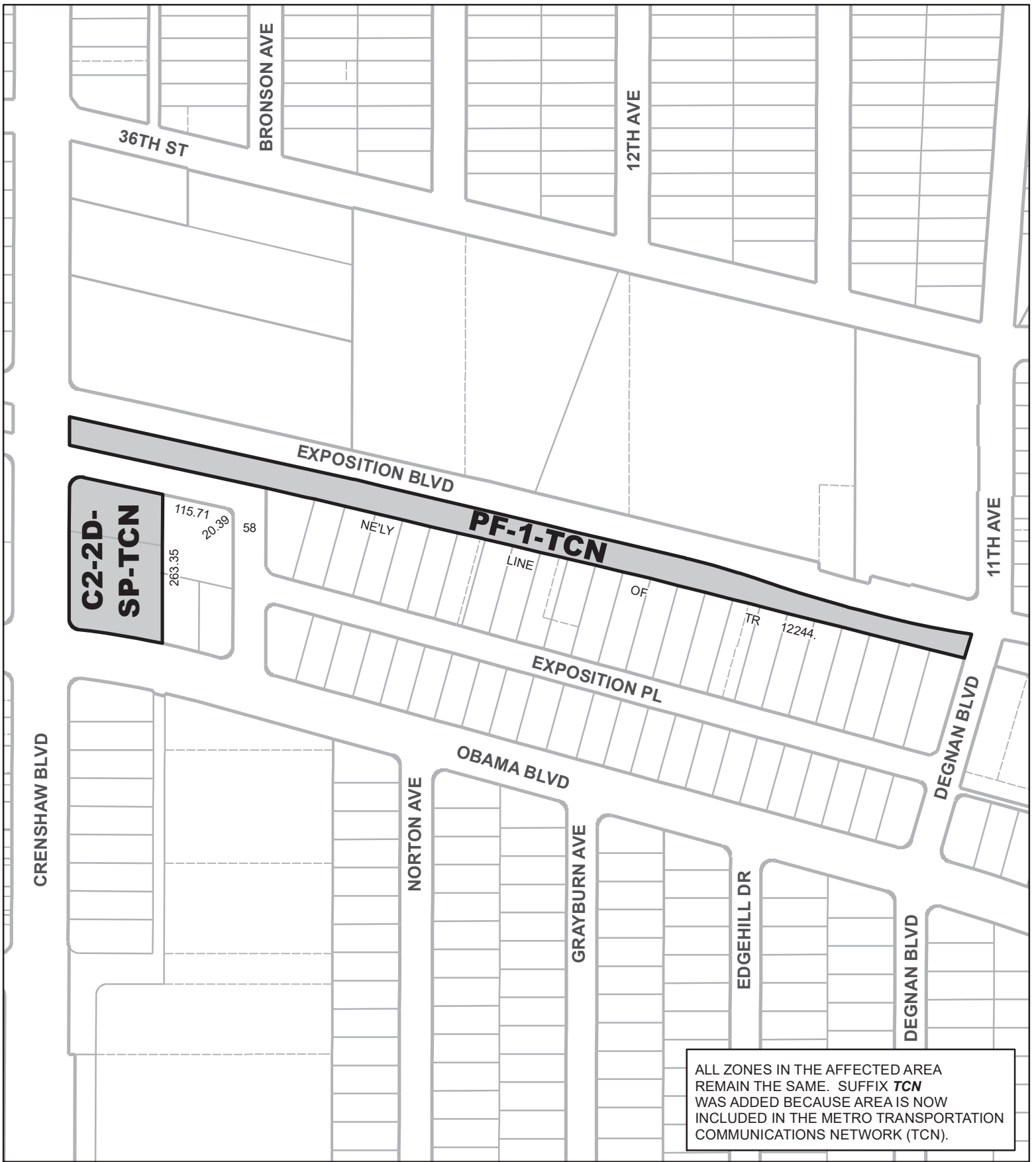
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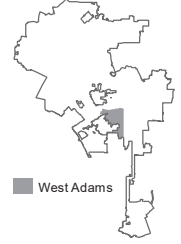


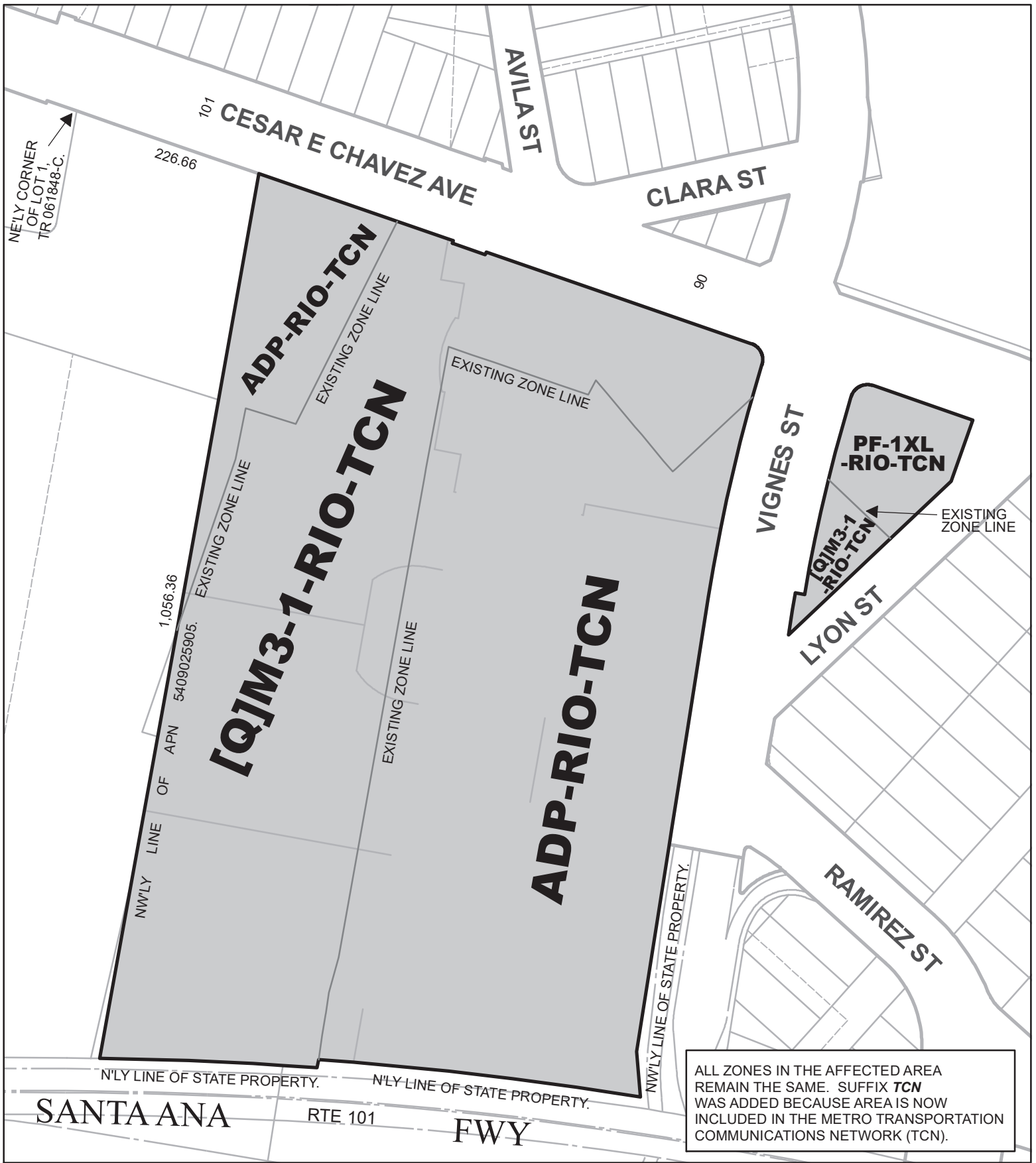
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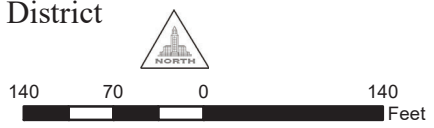
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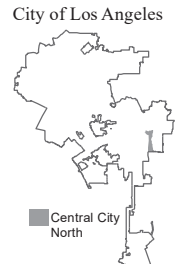
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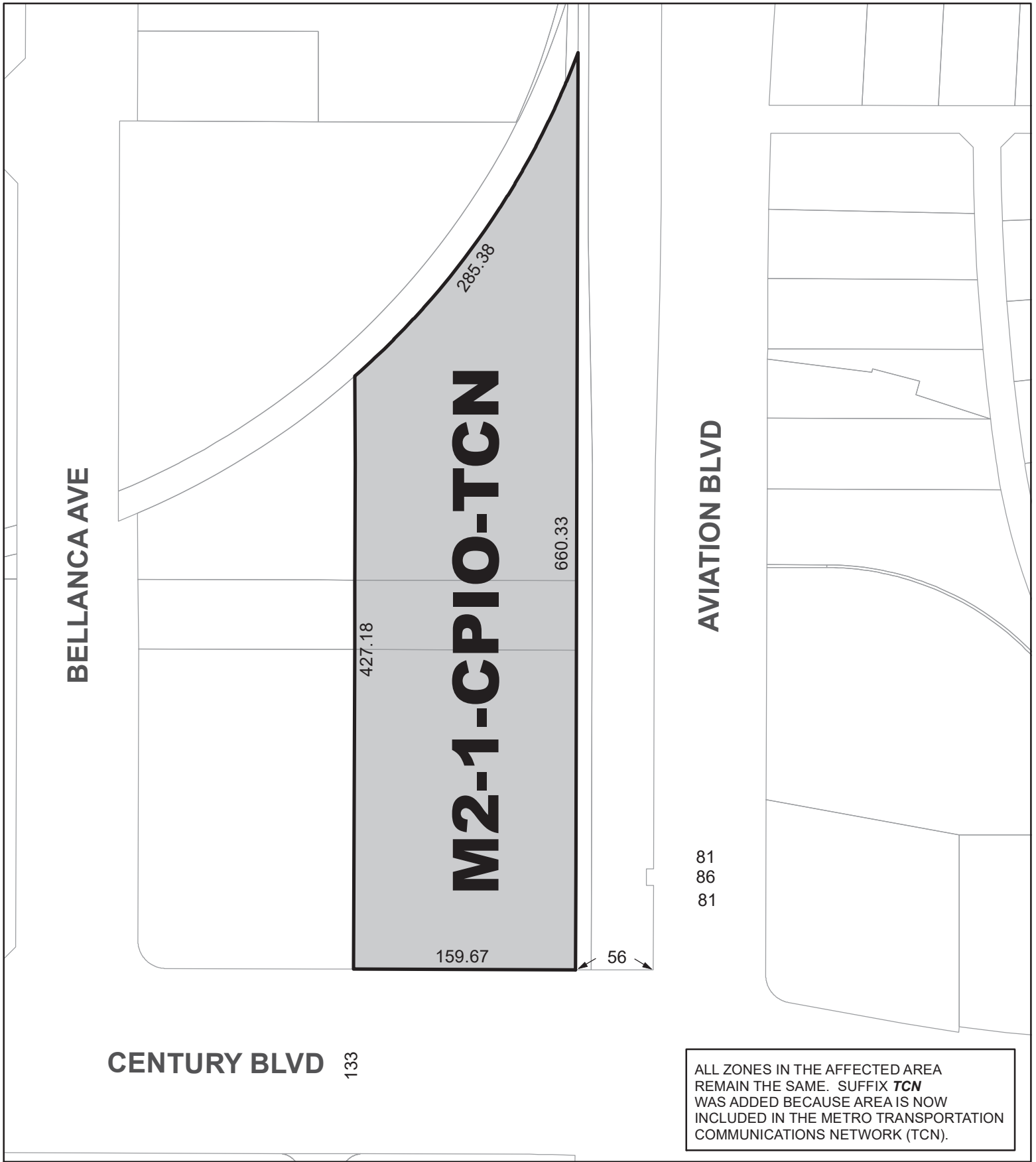


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Transportation Communications Network (TCN) District

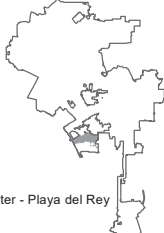


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Westchester - Playa del Rey

SANTA MONICA BLVD 90

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C2-1 D-TCN

60.57

VERMONT AVE

100

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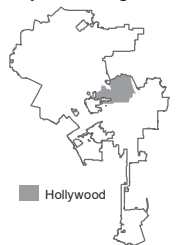


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Transportation Communications Network (TCN) District

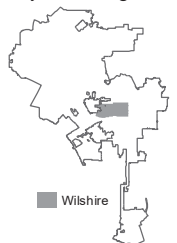


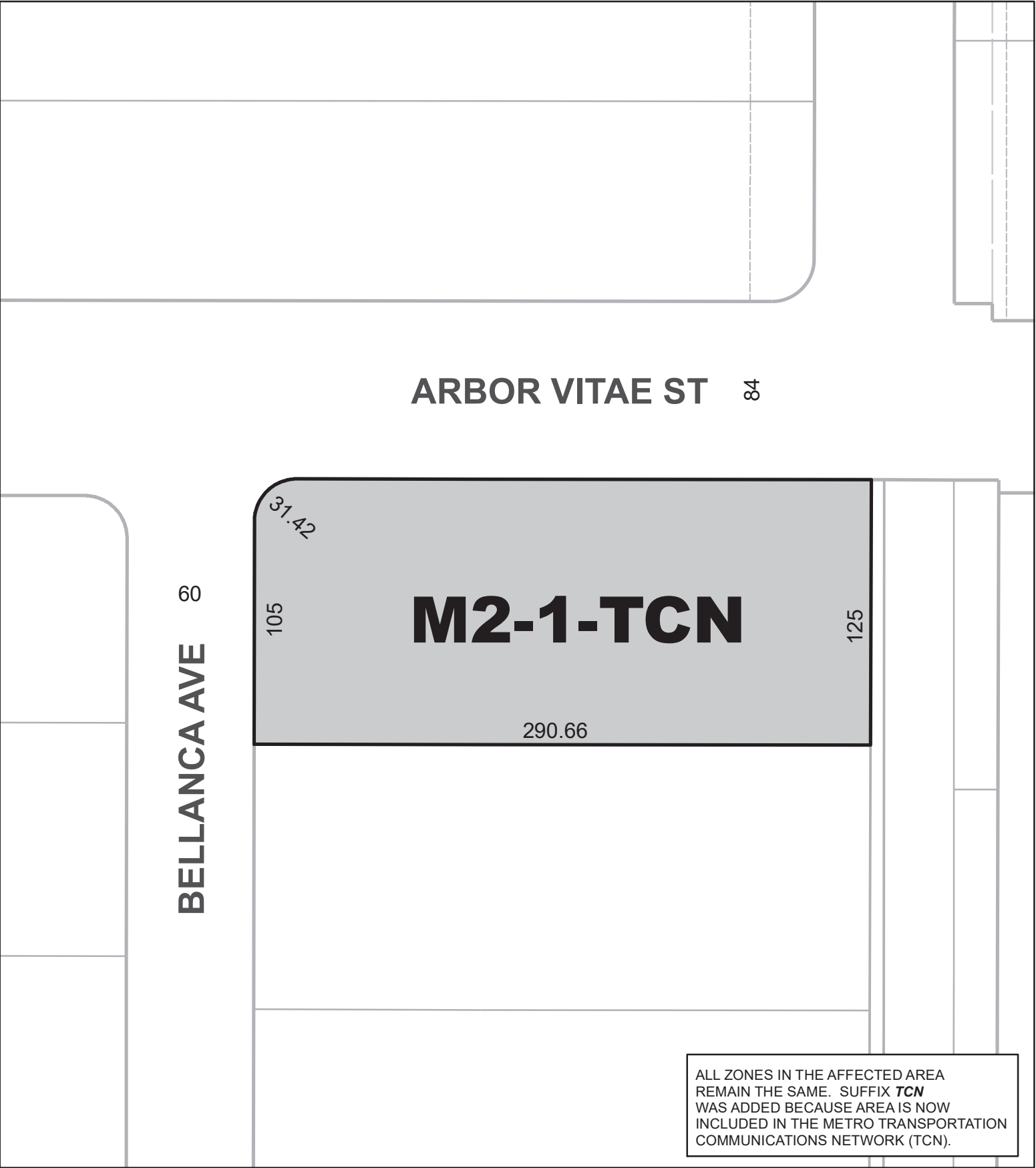
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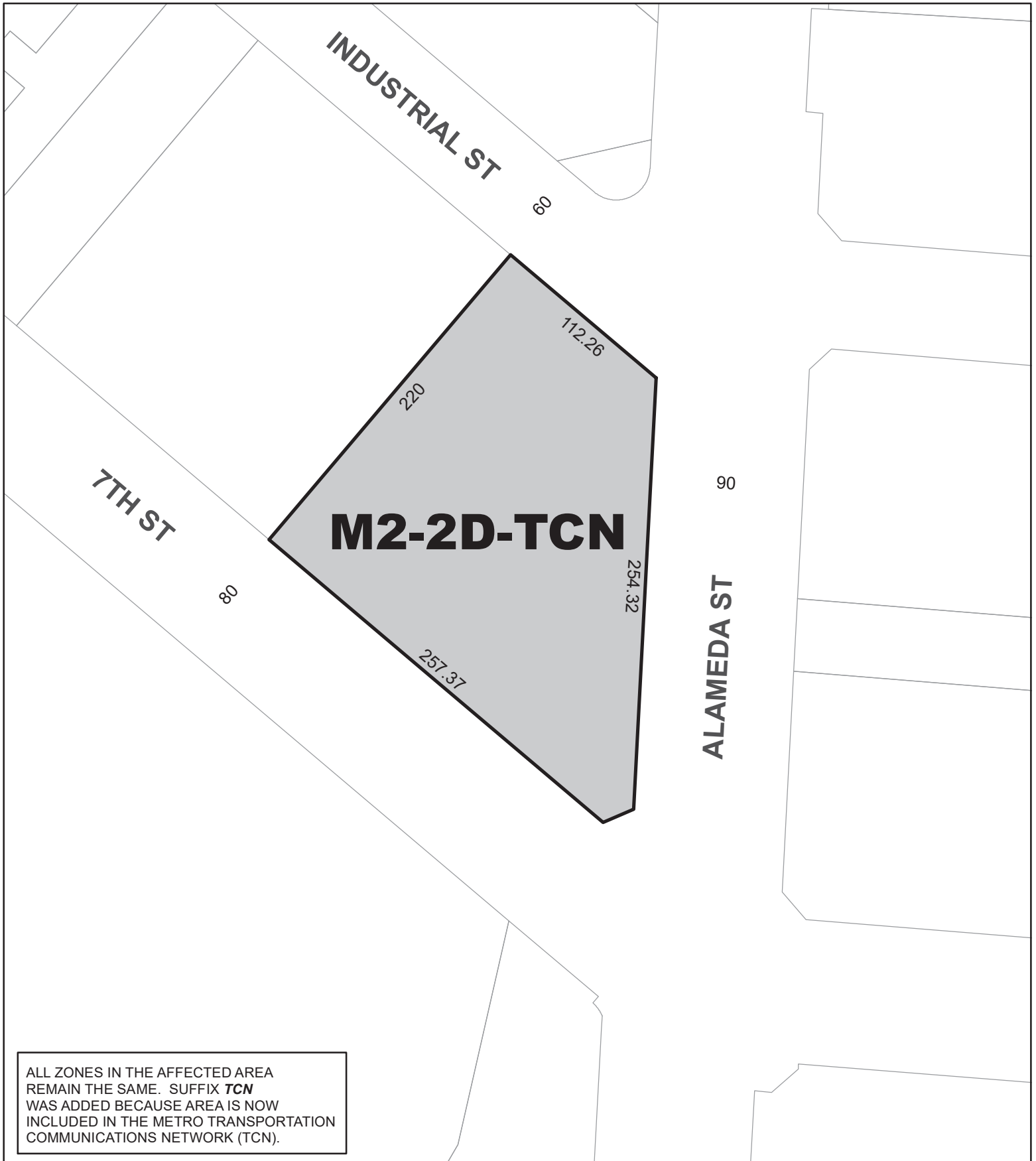
Transportation Communications Network (TCN) District

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Transportation Communications Network (TCN) District



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FINDINGS

(As Amended by the City Planning Commission at its meeting on September 14, 2023)

Land Use Findings

In accordance with **City Charter Section 556**, the proposed Los Angeles Metropolitan Transportation Authority (Metro) Transportation Communication Network (TCN) Ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice. The proposed ordinance furthers the following objectives and policies of the General Plan:

Framework Element ([Chapter 7 Economic Development](#))

Policy 7.8.1 Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.

The proposed Metro TCN Ordinance would allow Metro to erect up to 46 digital display structures throughout the City as part of their TCN project. These digital displays, which will be located along freeways and major intersections, will be used for off-site advertising, as well as to show traffic and public transit information, travel alternatives, and public safety messaging. In January 2022, Metro and the City signed a Memorandum of Agreement (MOA) which outlines both Metro's and the City's responsibilities related to the TCN project. Under the MOA, the City and Metro will each receive 50 percent of net revenue generated from off-site advertising by TCN digital displays located within City boundaries for 20 years. The funds will be overseen by the Los Angeles Department of Transportation (LADOT), and will be utilized solely for transportation related projects and amenities near transit. According to its January 2023 Metro Board report, Metro staff estimate the TCN project will generate between \$300 million and \$500 million over the 20-year term of the MOA. As such, the proposed Metro TCN Ordinance and project will generate a net fiscal surplus for the City that can be utilized for transportation infrastructure and amenities freeing up other unrestricted funds for other priorities and programs within the City.

Mobility Element ([Mobility Plan 2035](#))

Policy 2.15 Allocation of Transportation Funds: Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.

The proposed Metro TCN Ordinance will consist of up to 46 digital display structures, which would display off-site advertising, in addition to traffic and public transit information and public messaging. Under the MOA, the City and Metro will each receive 50 percent of the net revenue generated from off-site advertising. The funds will be overseen by LADOT. The MOA further requires the City to spend this revenue exclusively on transportation-related projects, services, equipment, and studies. Among these projects, as noted in the MOA, are those that may promote pedestrian and cyclist safety in the general vicinity of transit stops and that benefit bus

riders in the City, with a focus on low-income persons of color. Bus ridership in Los Angeles is highest among low-income persons of color and essential service workers. In addition, the takedown of static billboards as agreed upon in the MOA will reduce blight within Equity Focus Communities (EFCs). EFCs, as defined by Metro in its 2018 Equity Platform, are communities with higher concentrations of resident and household demographics associated with mobility barriers, such as low-income households, people of color, and lack of car ownership. As such, the Metro TCN Ordinance and project directly expand funding to improve the built environment for people who walk, bike, take transit, and for other roadway users.

Policy 4.1 New Technologies: Support new technology systems and infrastructure to expand access to transportation choices.

Aside from digital displays, the TCN structures will also contain new technology systems to collect transportation data, promote Metro's services, and plan for future road improvements utilizing data collected by each TCN structure. The TCN structures will assist Metro and the City in increasing the quantity and speed of data collection of real-time travel and traffic data, which will be shared with different governmental agencies. This data will be anonymized and no identifying information will be collected. This data could be used to support improved traffic signaling timing and facilitate signal priority for buses. Relevant traffic and transit updates and travel alternatives, including public transit alternatives, will also be shared with drivers and commuters. The TCN structures will also include 5G technology and live video and security feeds to supplement the limited number of existing cameras on freeways and street corridors. The TCN project will be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.

Policy 4.2 Dynamic Transportation Information: Support a comprehensive, integrated transportation database and digital platform that manages existing assets and dynamically updates users with new information.

The TCN structures will be located along freeways and major intersections and be used to broadcast relevant traffic and public transit updates and public messaging, alongside off-site advertising. Traffic and public transit updates will provide drivers and commuters with real-time information to help maximize the City's road network efficiency. Furthermore, these updates will increase the visibility and accessibility of Metro's services, such as its bus and rail network. The digital displays will also allow the City and Metro to maximize efficiency of the road network by promoting public awareness of travel alternatives. These alternatives may include alternative driving routes, carpooling alternatives, and public transit opportunities.

Policy 4.7 Performance Evaluation: Evaluate performance of new transportation strategies through the collection and analysis of data.

The TCN structures will contain new technology systems to collect transportation data and plan for future road improvements. The TCN structures will assist Metro and the City in increasing the quantity and speed of data collection of real-time travel and traffic data, which will be shared

with different governmental agencies. This data could be used to support improved traffic signaling timing and facilitate signal priority for buses. The TCN project will be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras. The proposed ordinance also contains provisions that would allow the City, namely LADOT, to evaluate structures after they have been in operation for five years during a required Plan Approval process. During this review, traffic and collision data collected near the non-freeway sites may result in future operational changes within the TCN project.

Policy 4.11 Cohesive Regional Mobility: 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.

The Metro TCN project is a collaborative effort between the City and Metro to broadcast pertinent traffic and public transit information and public safety messaging, collect comprehensive traffic data, and generate revenue for transportation projects. This collaboration began with a signed MOA in January 2022, which outlines the City's and Metro's role in the Metro TCN project. The broadcasting of traffic and public transit information will help maximize the efficiency of the road network and improve the visibility and accessibility of Metro's services, such as its bus and rail network. The TCN structures will also collect real-time traffic data which will be shared among Metro, the City, and other government agencies to improve the City's traffic and transportation systems. In addition, once the proposed ordinance is adopted, Metro will have to undergo approval processes with the City in order to start building the structures. Lastly, revenue generated through these structures will be used for transportation projects, which will fund and help plan and operate a cohesive regional mobility system.

Environmental Findings

CEQA Findings

Approval of the proposed Metro TNC Ordinance is supported by the Final Environmental Impact Report (ENV-2022-5286-EIR) prepared and approved by Metro, the lead agency for the Transportation Communication Network Project ("Project"), in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Below is a list of the key determinations that were included in the initial Draft EIR analysis:

- *Impacts Considered Less than Significant:* The Draft EIR found that the Project would result in a "less than significant" impact with no mitigation required for: Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Transportation, and Electric Power.
- *Impacts Considered Less than Significant with Mitigation Measures Incorporated:* The Draft EIR found that impacts to Biological Resources, Archaeological Resources, Paleontological Resources, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources would be reduced to a "Less Than Significant Level" with mitigation

measures incorporated. With the mitigation measures identified in the EIR, the Project was found to be less than significant in these CEQA resource areas.

- *Impacts Considered Significant and Unavoidable:* The Draft EIR found that the Project would have “Significant and Unavoidable” environmental impacts related to a subset of the TCN Structures for the following resource areas: Aesthetics, Historical Resources, and Land Use and Planning. Specifically, four site locations (NFF-2, NFF-3, NFF-16, and NFF-21) would result in significant impacts associated with views, visual character, and setting of historical resources.

Review of potential measures to reduce the Project’s significant impacts, such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Rather, the primary way to substantially reduce these impacts would be to eliminate or relocate the subset of the site locations that are associated with these significant and unavoidable impacts. The Draft EIR included Alternatives that would eliminate the significant and unavoidable impacts:

- Alternative 1 - No approval of the Project.
- Alternative 2 - Elimination of impacts relating to historical resources.
- Alternative 3 - Elimination of all significant and unavoidable impacts.

Final EIR

Section 15088 of the CEQA Guidelines requires the lead agency, Metro, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The Notice of Availability (NOA) of the Draft EIR was circulated for public comment from September 9, 2022 to October 24, 2022. The lead agency received written comments on the Draft EIR and responses to all comments received during the comment period are included in the Final EIR. The Metro Board of Directors voted unanimously to certify the EIR, with Alternative 3 to eliminate the four aforementioned signs with impacts to historical resources and aesthetics as well as removing one sign near the Ballona Wetlands Preserve due to coastal proximity (FF-29), on January 26, 2023.