









Conversion of Existing Sign (North Structure)  
South-Facing Display

Existing Sign Height  
(Approx. 52')

Converted/New Sign Height  
(Not to exceed 65')

Existing Sign  
(Approx. 56')

**Note:** Height change needed to accommodate new north-facing display, to align with higher freeway grade from southbound 405 Freeway approach.



**Conversion of Existing Sign (North Structure)  
New North-Facing Display**

New Sign Height

Existing Sign Height

**Note:** Height change needed to accommodate new north-facing display, to align with higher freeway grade from southbound 405 Freeway approach.



**Conversion of Existing Sign (North Structure)  
New North-Facing Display**

Existing Sign  
(Approx. 54')

Converted/New Sign Height  
(Not to exceed 65')

Existing Sign Height  
(Approx. 52')



**Note:** Height change needed to accommodate new north-facing display, to align with higher freeway grade from southbound 405 Freeway approach.



**New Sign (South Structure)  
South-Facing Display**

Existing Sign  
(Approx. 56')

New Sign Height  
(Not to exceed 55')

Existing Sign Height  
(Approx. 44')





**New Sign (South Structure)  
South-Facing Display**

Existing Sign Height  
(Approx. 56')

New Sign Height  
(Not to exceed 55')

Existing Sign Height  
(Approx. 44')





**New Sign (South Structure)  
North-Facing Display**

Existing Sign Height  
(Approx. 56')

New Sign Height  
(Not to exceed 55')

Existing Sign Height  
(Approx. 44')





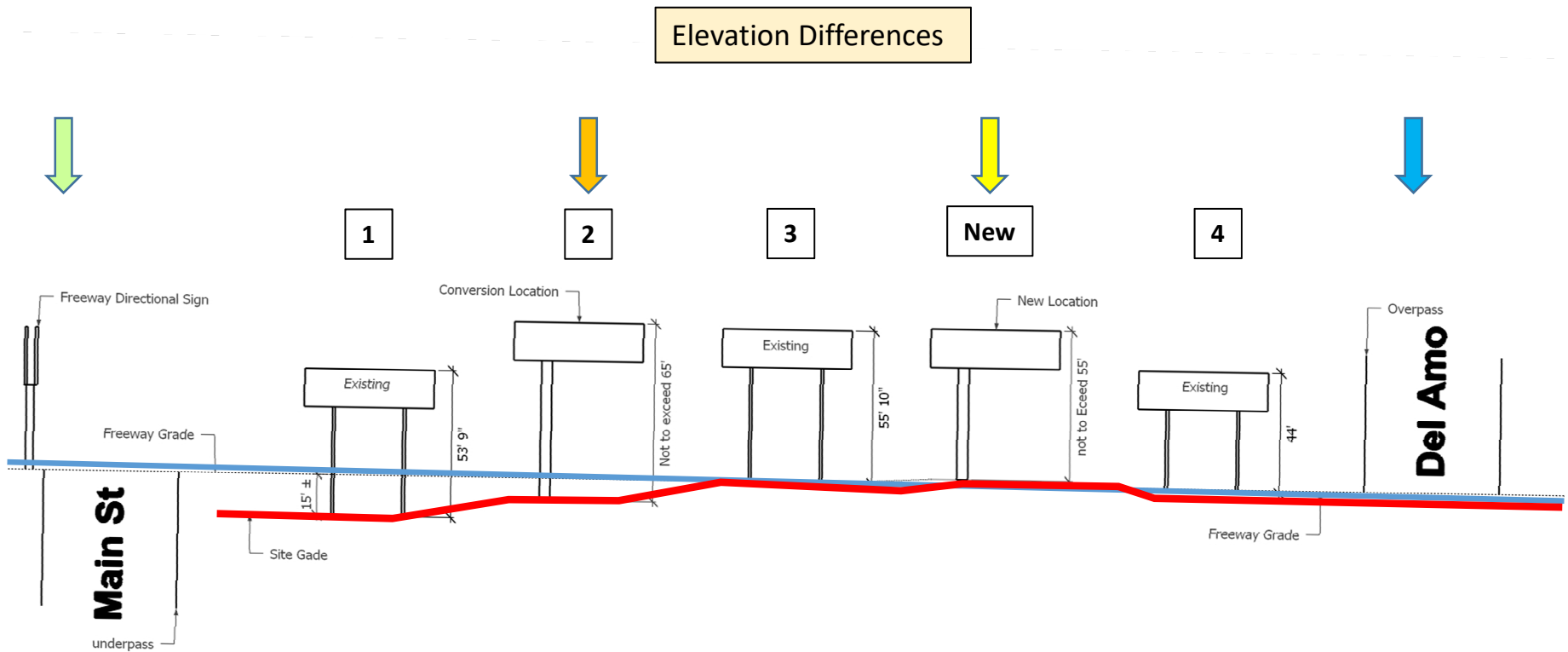
**New Sign (South Structure)  
North-Facing Display**

Existing Sign Height  
(Approx. 56')

New Sign Height  
(Not to exceed 55')







- **Freeway Grade**    Going northbound on the 405 Freeway, the freeway grade gradually slopes upward from under the Del Amo bridge northerly, then a steeper slope up and over the Main Street bridge that continues over the 110 Freeway over crossing..
- **Site Grade**    The site grade slopes downward from the Del Amo bridge northerly, down and level to Main Street

The exiting bookend signs (1 & 4) are built at a lower height because location 4's approach is obstructed by the Del Amo bridge and location 1's approach is obstructed by freeway signage. The view corridor for these two sign locations has to fit underneath the visual obstructions.

The exiting sign (3) site grade is the nearest to the freeway grade and is roughly level. The conversion location (2) and the New location will be at heights similar to this existing height.



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South-Facing Display



NORTHBOUND / CONVERSION  
Conceptual Rendering Only



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**Conversion of Existing Sign (North Structure)  
New North-Facing Display**



SOUTHBOUND / CONVERSION

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New Sign (South Structure)  
South-Facing Display



NORTHBOUND / NEW  
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**New Sign (South Structure)  
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SOUTHBOUND / NEW



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