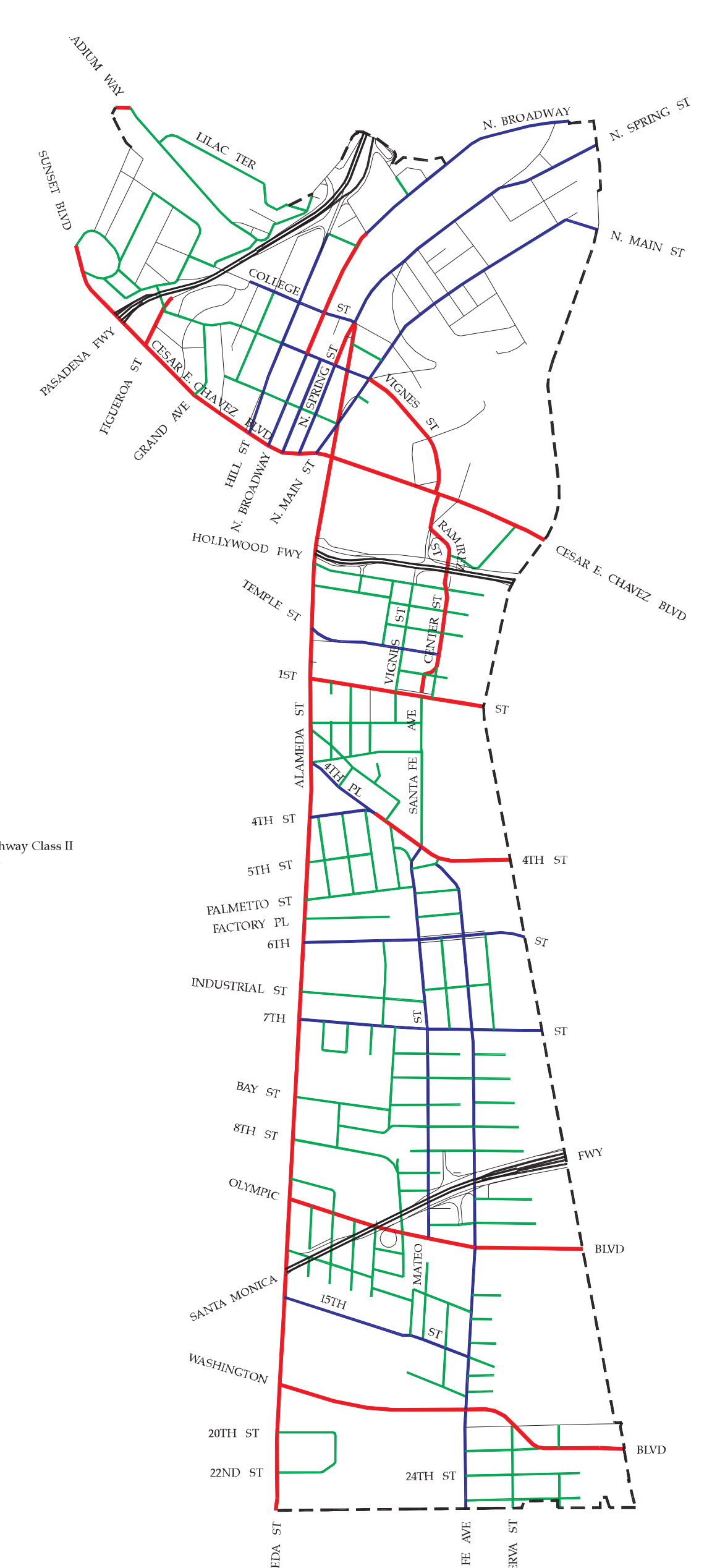
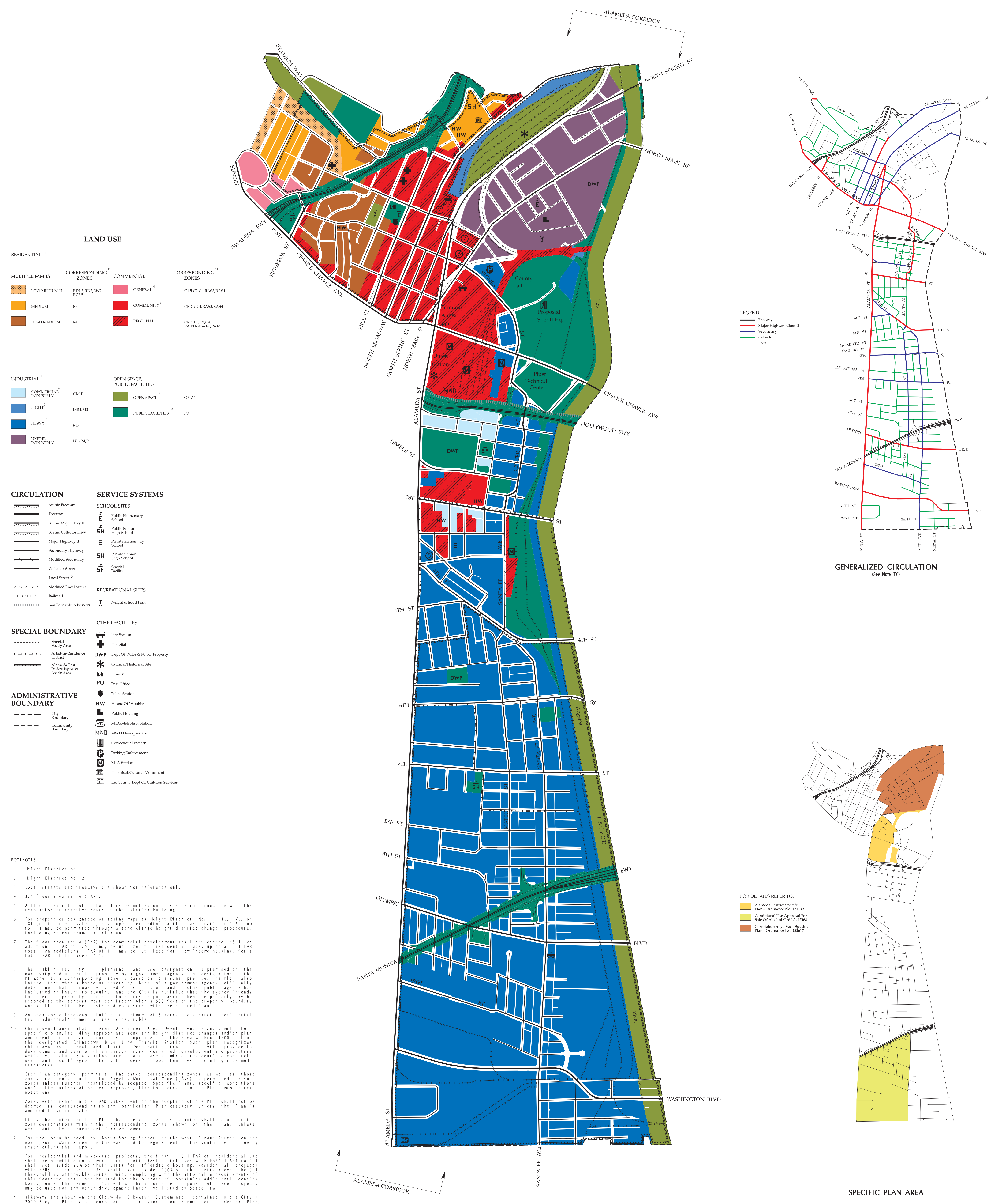


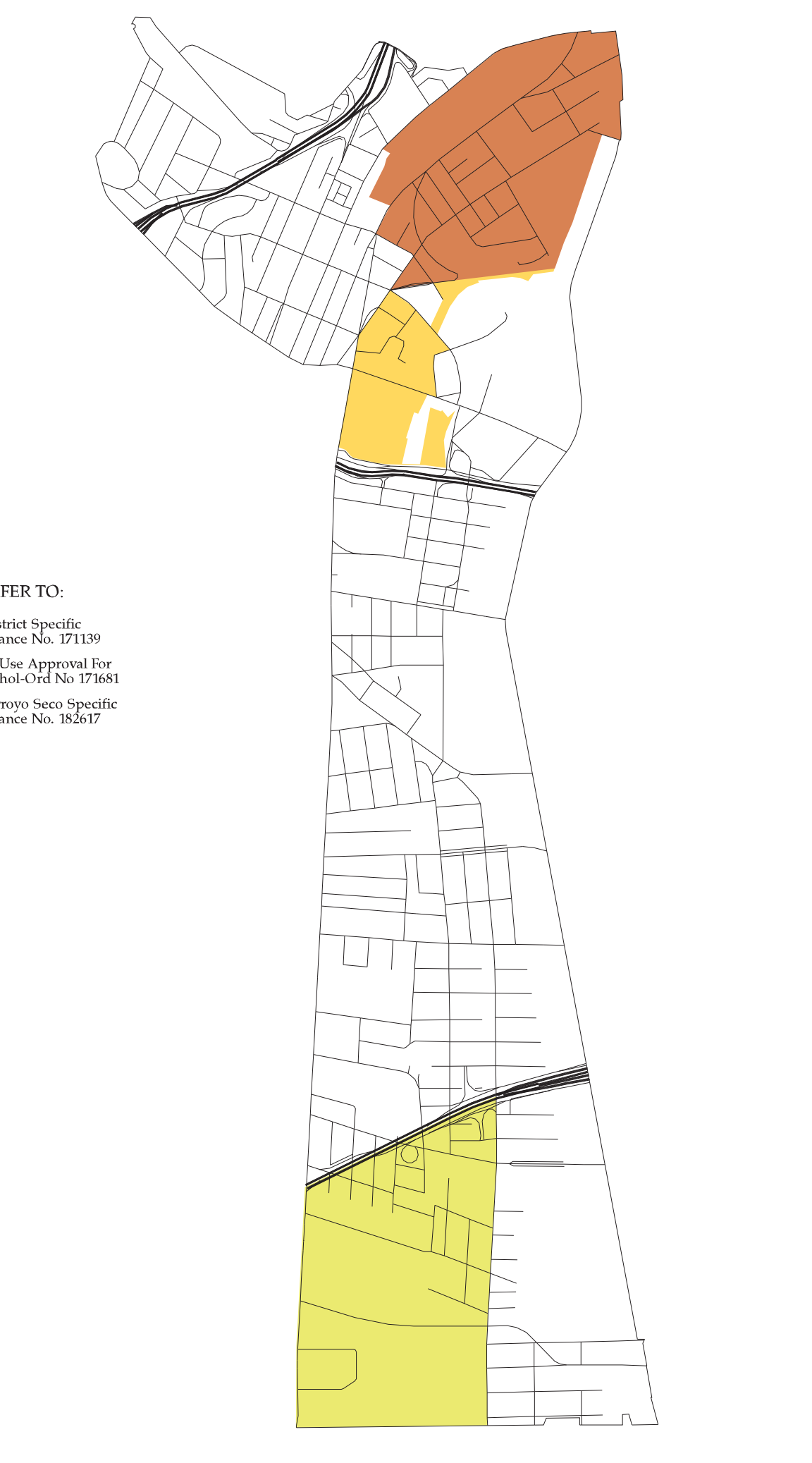
EXHIBIT A.2: Existing General Plan Land Use Map

CPC-2017-432-CPU, CPC-2014-1582-CA
For consideration by the City Planning Commission

June 17, 2021



GENERALIZED CIRCULATION (See Note 10)



SPECIFIC PLAN AREA

LAND USE

MULTIPLE FAMILY ZONES	CORRESPONDING ¹¹ COMMERCIAL ZONES	CORRESPONDING ¹¹ INDUSTRIAL ZONES
LOW MEDIUM DENSITY	GENERAL ⁴	COMMERCIAL INDUSTRIAL
MEDIUM DENSITY	COMMUNITY ²	LIGHT ⁶
HIGH MEDIUM DENSITY	REGIONAL	HEAVY ⁶
		HYBRID INDUSTRIAL

CIRCULATION

Scenic Freeway	Public Elementary School
Freeway	Public Senior High School
Scenic Major Hwy II	Private Elementary School
Scenic Collector Hwy	Private Senior High School
Major Highway II	Special Facility
Secondary Highway	
Modified Secondary	
Collector Street	
Local Street	
Modified Local Street	
Railroad	
San Bernardino Bypass	

SPECIAL BOUNDARY

Special Study Area	Fire Station
Artist In-Residence District	Hospital
Alameda East Redevelopment Study Area	DWP Dept Of Water & Power Property
	Cultural/Historical Site
	Library
	Post Office
	Police Station
	House Of Worship
	Public Housing
	MTA/MetroLink Station
	MWD Headquarters
	Correctional Facility
	Parking Enforcement
	MTA Station
	Historical/Cultural Monument
	LA County Dept Of Children Services

ADMINISTRATIVE BOUNDARY

City Boundary
Community Boundary

FOOTNOTES

- Height District No. 1
- Height District No. 2
- Local streets and freeways are shown for reference only.
- 3:1 floor area ratio (FAR).
- A floor area ratio of up to 4:1 is permitted on this site in connection with the renovation or adaptive reuse of the existing building.
- For properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 3:1 up to 4:1 may be permitted through a zone change height district change procedure, including an environmental clearance.
- The floor area ratio (FAR) for commercial development shall not exceed 3:1. An additional FAR of 1:1 may be utilized for residential uses up to a 3:1 FAR total. An additional FAR of 1:1 may be utilized for low income housing, for a total FAR not to exceed 4:1.
- The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zoning most consistent with 500 feet of the property boundary and still be considered consistent with the adopted Plan.
- An open space landscape buffer, a minimum of 8 acres, to separate residential from industrial/commercial use is desirable.
- Chinatown Transit Station Area. A Station Area Development Plan, similar to a specific plan, including appropriate zone and height district changes and/or plan amendments or similar actions, is appropriate for the area within 1500 feet of the designated Chinatown Blue Line Transit Station. Such plan amendments shall be developed and approved by the City Council. Such plan amendments shall provide for development and uses which encourage transit-oriented development and pedestrian activity, including a station area plaza, paved, mixed residential/commercial uses, and local/regional transit ridership opportunities (including intermodal transfers).
- Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

- For the Area bounded by North Spring Street on the west, Renouf Street on the north, North Main Street on the east and College Street on the south the following restrictions shall apply:

For residential and mixed-use projects, the first 3:1 FAR of residential use shall be permitted to be market rate units. Residential uses with FARs 3:1 to 3:1 shall set aside 20% of their units for affordable housing. Residential projects with FARs in excess of 3:1 shall set aside 100% of the units above the 3:1 threshold as affordable units. Units complying with the affordable requirements of this footnote shall not be used for the purpose of obtaining additional density bonus, under the terms of State law. The affordable component of these projects may be used for any other development incentive listed by State law.

Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

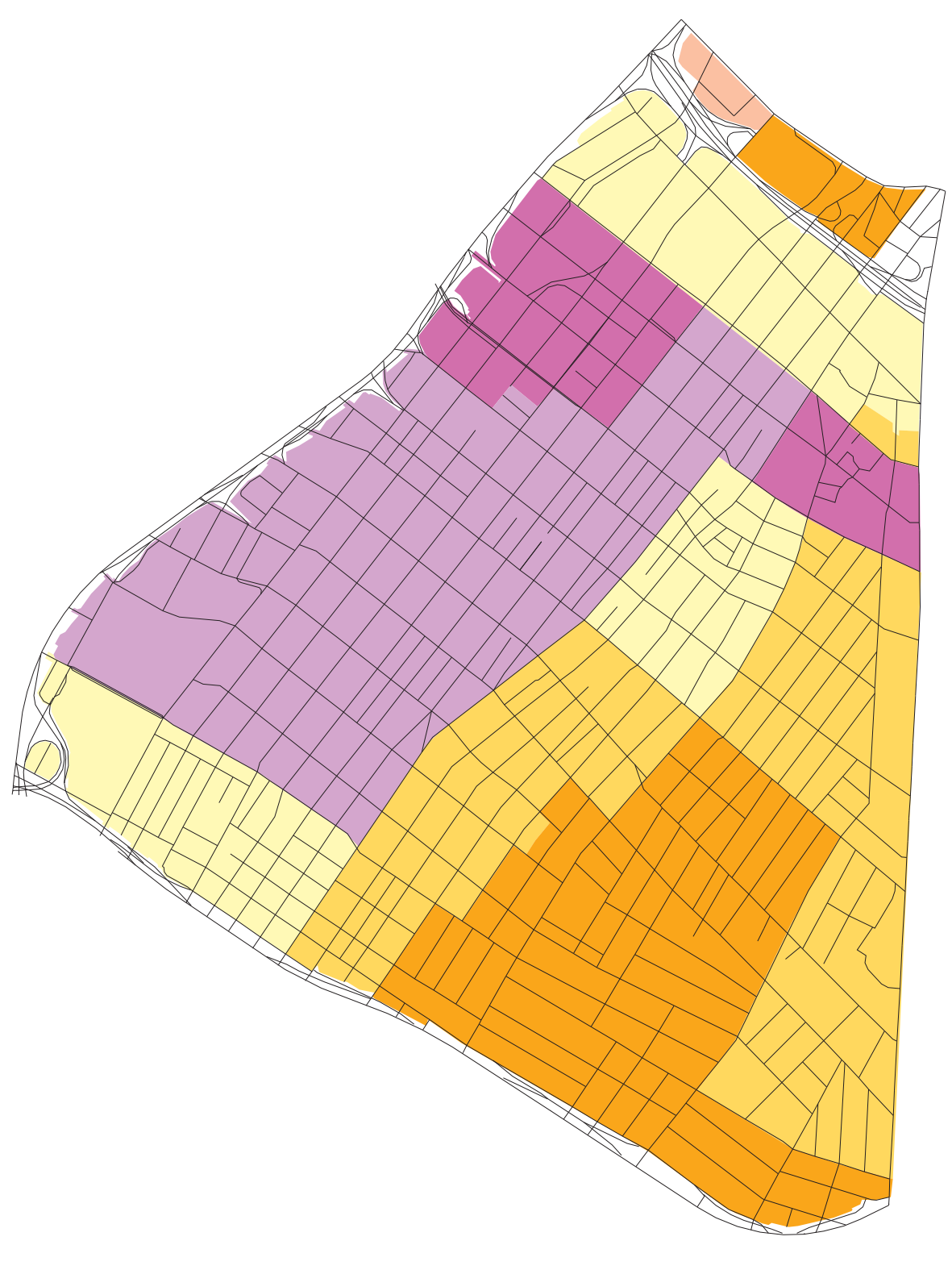
FOR DETAILS REFER TO:

- Alameda District Specific Plan - Ordinance No. 171139
- Conditional Use Approval for Sale of Alameda (C/A No. 17388)
- Cornfield Arroyo Speco Specific Plan - Ordinance No. 182617

Notes:

- The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
- Other Special Area Maps may not be included in this document.
- Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
- Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

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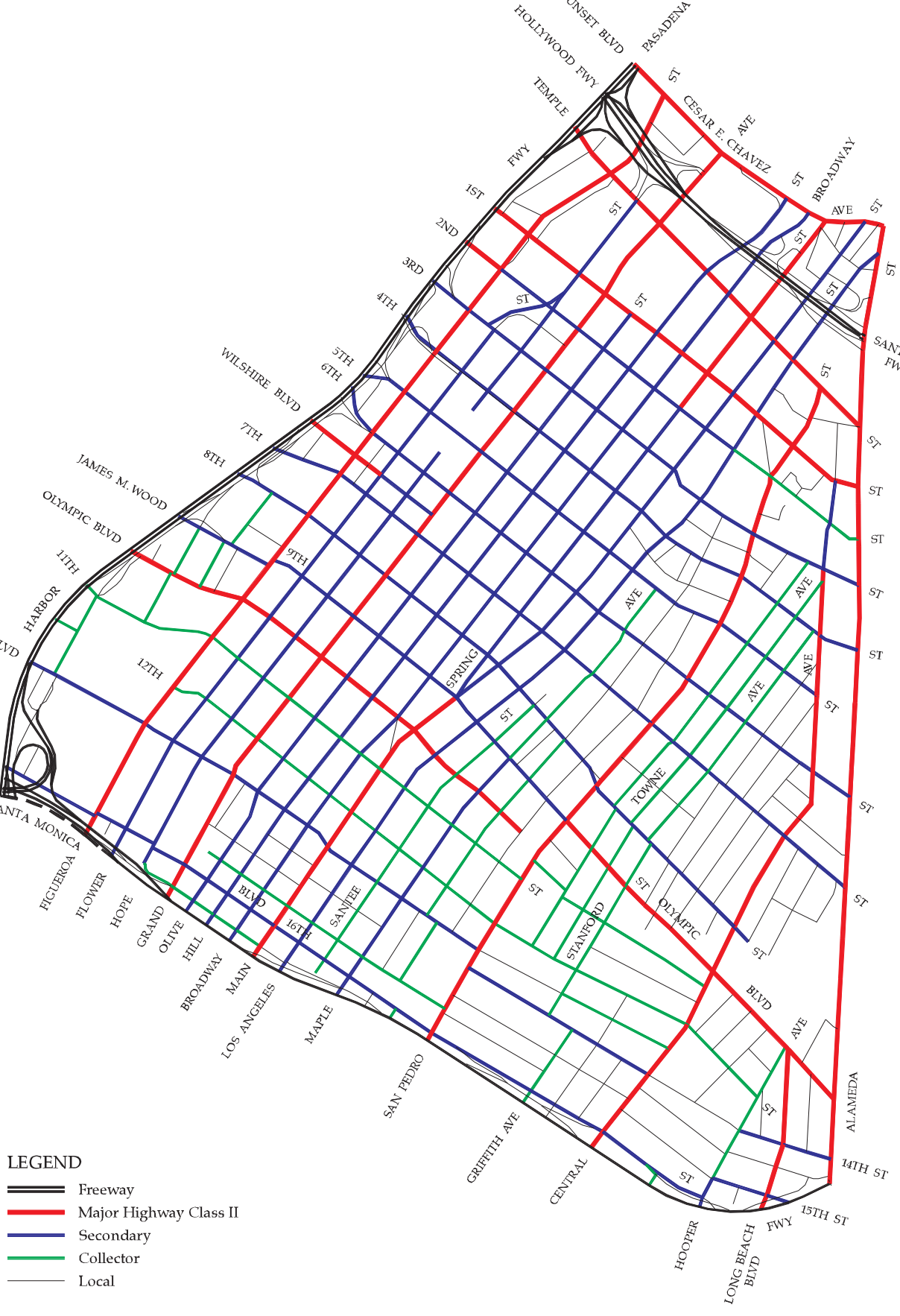
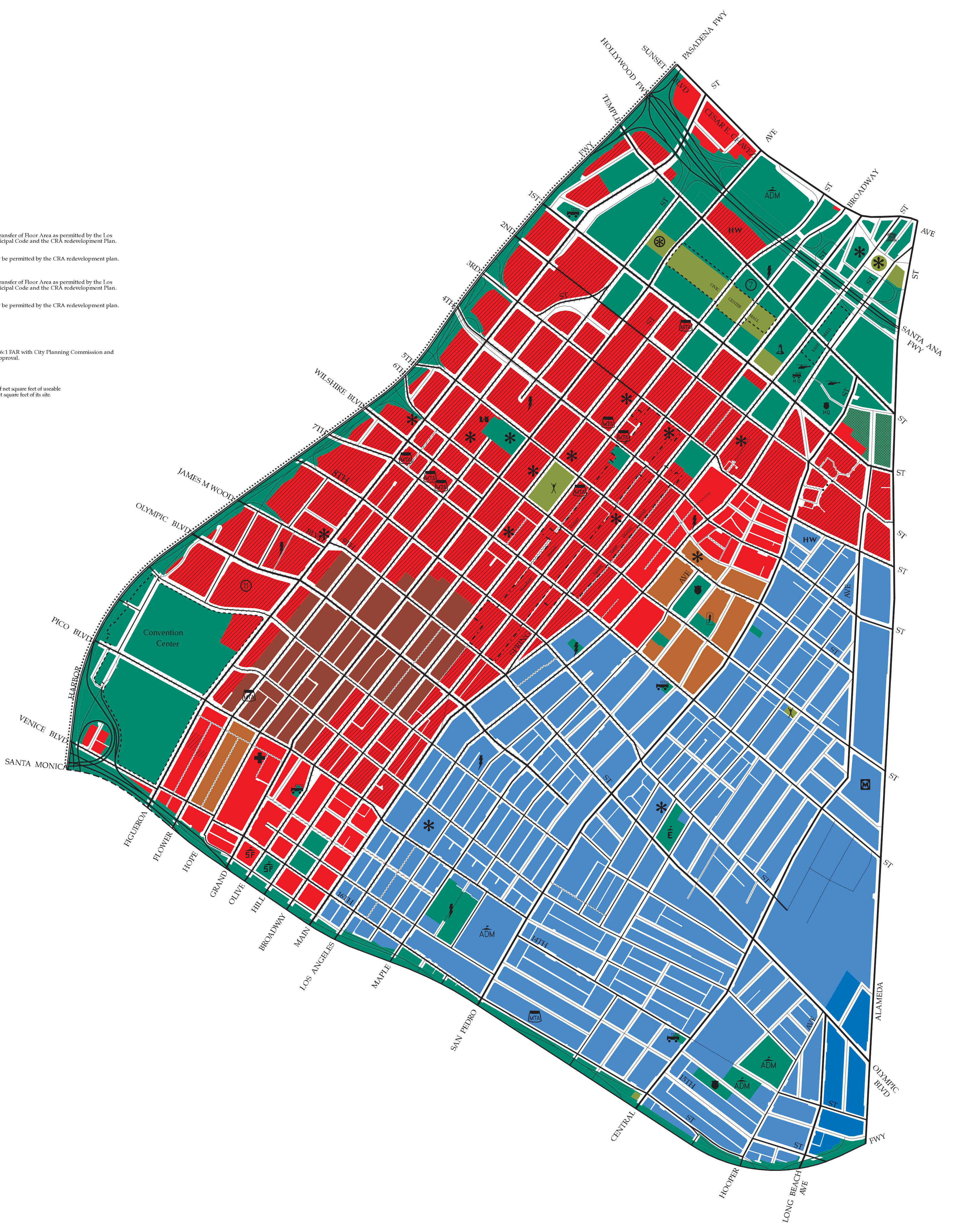


LEGEND:

- 6:1 FAR except with Transfer of Floor Area as permitted by the Los Angeles Municipal Code and the CRA redevelopment plan.
- 3:1 FAR except as may be permitted by the CRA redevelopment plan.
- 3:1 FAR except with Transfer of Floor Area as permitted by the Los Angeles Municipal Code and the CRA redevelopment plan.
- 3:1 FAR except as may be permitted by the CRA redevelopment plan.
- 3:1 FAR
- 3:1 FAR not to exceed 6:1 FAR with City Planning Commission and CRA Board approval.

NOTE:
Floor Area Ratio is the ratio of net square feet of usable floor space in a building to net square feet of its site.

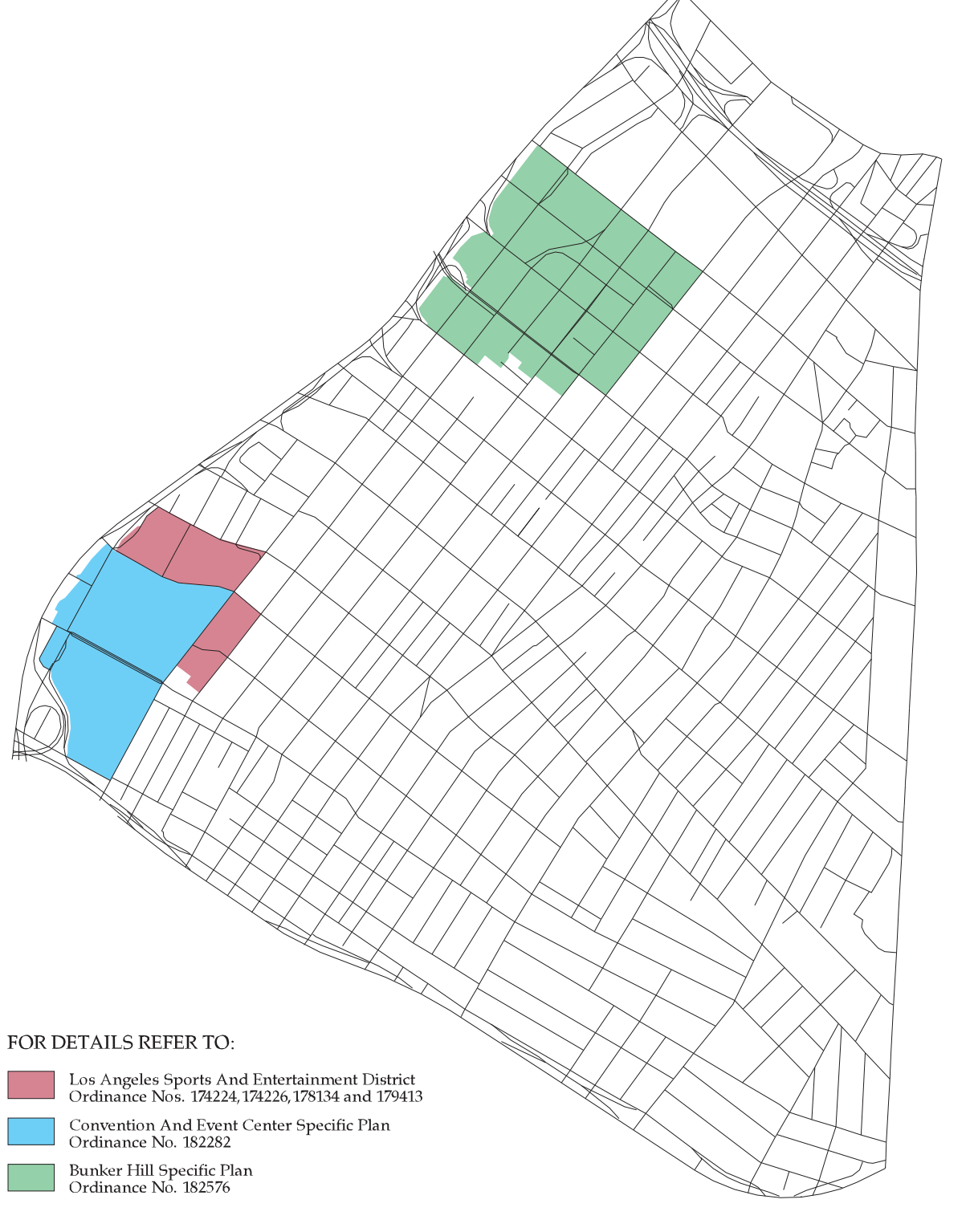
FLOOR AREA RATIO
(See individual FAR limitations, Ordinance No. 164307)



LEGEND:

- Freeway
- Major Highway Class II
- Secondary
- Collector
- Local

GENERALIZED CIRCULATION
(See Note 'D')



FOR DETAILS REFER TO:

- Los Angeles Sports and Entertainment District Ordinance Nos. 179224, 179226, 179134 and 179413
- Convention and Event Center Specific Plan Ordinance No. 182282
- Harbor Hill Specific Plan Ordinance No. 182576

SPECIFIC PLAN AREA

LAND USE		CORRESPONDING ZONES	
RESIDENTIAL ¹⁰	CORRESPONDING ZONES	COMMERCIAL	CORRESPONDING ZONES
MULTIPLE FAMILY		COMMUNITY ²⁴	CR, C2, C4, R3SS, R4S4
HIGH MEDIUM ²⁴	R4	REGIONAL ²⁴	CR, C1, C2, C4, C5 ¹² , R3, R4, R5, R3SS, R4S4
HIGH ¹	R5		
INDUSTRIAL		OPEN SPACE, PUBLIC/ QUASI-PUBLIC	
LIGHT ²⁴	MR2M2	OPEN SPACE	OS, A1
HEAVY ²⁴	M3	PUBLIC FACILITIES	PF
		OTHER PUBLIC OPEN SPACE*	

* Properties designated as Public/Quasi-Public on this map still need to be corrected in accordance with AB283 (General Plan/Zoning Consistency) requirements.

CIRCULATION		SERVICE SYSTEMS	
Freeway ⁸	Public Elementary School	SCHOOL SITES	
Scenic Freeway	Special School Facility		
Major Highway II	School District Headquarters	RECREATIONAL SITES	
Modified Major Highway II		Neighborhood Park	
Secondary Highway		OTHER FACILITIES	
Modified Secondary Hwy	Cultural and Historical Site	Health Center	
Collector Street	City Hall	Police Station	
Modified Collector Street	Police Station	Police Headquarters	
Local Street	Heliport	Fire Station	
Local Street	Fire Station	Fire Headquarters	
Modified Local	Power Receiving Station	Power Distribution Station	
Pedestrian Walk	Community Library	House Of Worship	
Alley	Historical/Cultural Monument	Historical/Cultural Monument	
Modified Alley	Performing Arts Center	Performing Arts Center	
	Metro Rail Station	Metro Rail Station	
	MTA Station	MTA Station	

- FOOTNOTES**
- Gross acreage includes streets.
 - Corresponds to Height District No. 2-D for commercial, industrial and public facilities zones; D limitation to 3:1 FAR, except for transfer of floor area up to 6:1 FAR.
 - Corresponds to Height District 3-D and 4-D. D limitation to 6:1 FAR, except for transfer of floor area up to 10:1 or 13:1, respectively.
 - Corresponds to Height District No. 2.
 - Corresponds to Height District No. 4.
 - Local streets and freeways are shown for reference only.
 - Appropriate land uses in the Civic Center (the area generally bounded by the Hollywood Freeway, Alameda St., First St. and the Harbor Freeway) include the following:
 - Government activities, on publicly owned land;
 - Activities and uses related to the government complex, such as office space, retail stores, restaurants, clubs, hotels, etc., on privately owned land; and,
 - Joint public-private uses, such as parking garages above or below retail stores.
 - Permitted floor area ratio for development projects in the absence of a transfer of floor area pursuant to Section 14.5.1 of the LAMC.
 - Maximum floor area ratio for development projects with a transfer of floor area pursuant to Section 14.5.1 of the LAMC.
 - The Plan contemplates that certain commercial uses may be allowed under Section 12.22-A.18 of the Los Angeles Municipal Code. The type and intensity of such commercial uses should be controlled by appropriate "Q" conditions or other means. Whenever possible, commercial uses should be located at street level, with residential uses on the upper levels.
 - FAR in the Los Angeles Sports and Entertainment District Specific Plan area may exceed 6:1 up to 13:1 pursuant to the provisions of the transfer of floor area provisions of the specific plan.
 - The CS Zone shall be limited to the area generally bounded by Fifth Street, Spring Street, Ninth Street and Olive Street.
 - Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted, by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval. Plan footnotes or other Plan map text notations.
 - Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designation within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Plan Amendment.
 - The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
 - The Convention and Event Center Specific Plan Zone (CEC) shall be a corresponding zone with respect to the Public Facilities land use designation and, notwithstanding the above footnotes, the FAR, height, and other development standards within the Convention and Event Center Specific Plan area zoned CEC shall be those set forth in the Convention and Event Center Specific Plan.
 - Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

Notes:

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GENERAL PLAN LAND USE MAP (as of July 07 2009)

CENTRAL CITY COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

