

FOOTNOTES

1. Height District No. 1
2. Height District No. 2
3. Local streets and freeways are shown for reference only.
4. 3.1 floor area ratio (FAR).
5. 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.
6. 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 1:5:1 up to 3:1 may be permitted through a zone change height district change procedure, including an environmental clearance.
7. The floor area ratio (FAR) for commercial development shall not exceed 1:5:1. An additional FAR of 1:5:1 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.
8. 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 zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
9. An open space landscape buffer, a minimum of 8 acres, to separate residential from industrial/commercial use is desirable.
10. 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 recognizes Chinatown as a Local and Tourist Destination Center and will provide for development and uses which encourage transit-oriented development and pedestrian activity, including a station area plaza, paseos, mixed residential/ commercial uses, and local/regional transit ridership opportunities (including intermodal transfers).

11. 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.

12. For the Area bounded by North Spring Street on the west, Ronout Street on the north, North Main Street in the east and College Street on the south the following restrictions shall apply:

For residential and mixed-use projects, the first 1.5:1 FAR of residential use shall be permitted to be market rate units. Residential uses with FARS 1.5:1 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.