

The map describes regional focal points and areas, major transportation corridors and facilities, major urban and non-urban areas and other form features.

REGIONAL FOCAL POINTS AND AREAS

A. Centers

These provide, or are expected to provide one or more major functions for all, or some substantial portion of the metropolitan area. The map shows a total of 117, of which 44 are multipurpose and the remainder single purpose.

1. Multipurpose Centers

These serve two or more major functions for all, or a major portion of the metropolitan area. They are divided into three levels:

Level 1 — Provides several functions for all of the metropolitan area and contains a major concentration of high rise buildings. It is the principal focus of the regional transportation network and the major regional employment center.

Level 2 — Provides two or more major functions to a substantial part of the metropolitan area. It contains, or is expected to contain, a significant amount of floor space in medium and/or high rise buildings and is a major regional employment center located on, or near, the regional transportation network.

Level 3 — Provides two or more major functions to a substantial part of the metropolitan area, but does not necessarily contain a significant amount of floor space in high rise structures. It need not be located on the regional transportation network and may not be a regionally significant employment center.

2. Single Purpose Centers

These provide only one major regional function. They are divided into two classes:

Commercial or Office — Serves as a regional retail shopping center or as a significant office center for a substantial portion of the metropolitan area. The map shows 23, divided into two levels:

Level 1 — Either a major shopping facility, containing or expected to contain three or more major department stores; or a center with a significant amount of medium and/or high rise office space.

Level 2 — Either a major commercial shopping center, containing one or two major department stores, or an office node that may include some high rise structures.

Institutional, Cultural, Recreational — Provides some specialized service, other than regional retail or commercial office space, for all, or a substantial part of the metropolitan area. Examples are universities, hospitals, recreational facilities (other than outdoor recreation), and cultural facilities of regional significance.

B. Core and Linear Activity Areas

These include concentration of regional facilities and activities dispersed over large areas and forming patterns of development that cannot be treated as centers.

1. **Core** — A very large area of predominantly high intensity and diversified activities, containing a concentration of regional centers and linear (corridor) development. It is the major concentration of public and private headquarters as well as the principal focal point for regional retail, educational, entertainment and medical facilities in Southern California.

2. **Linear** — A linear pattern of high intensity land use serving one or more regional functions and connecting two or more regional centers.

MAJOR TRANSPORTATION CORRIDORS AND FACILITIES

Shown are major transportation corridors and facilities as they relate to regional focal points and areas. The intent is to illustrate the interrelation between regional systems. It does not represent official transportation policy contained in the Transportation Element.

A. Major Transportation Corridors (Existing & Proposed)

These serve, or are expected to serve, one or more land transportation modes and provide linkages among regional centers and to regions outside of metropolitan Los Angeles.

B. Terminal Facilities

Major transportation terminal facilities such as harbors, commercial airports and railroad stations.

MAJOR URBAN AND NON-URBAN AREAS

These are generalized representations of urban and non-urban areas.

A. Urban Areas

Areas that are presently urban or where urban development may take place by the year 2000.

B. Non-Urban Areas

Major open space, rural communities, potential agricultural preserves and other non-urban areas.

OTHER FORM FEATURES

A. Natural Edges

Major natural boundaries that have special visual significance in defining urban form. Urban development decisions and designs should recognize and reinforce these boundaries.

B. Entryways

Major entryways and exits of metropolitan Los Angeles. Special design treatment should be encouraged at such locations.

