

FOOTNOTES

1. Development of Lands located in hillside areas may be limited by the suitability of the geology of the area for development and the steepness of the natural topography of the various parts of the area. In areas designated for minimum density housing the dwelling units density shall not exceed that allowed by the following formula:

$$D = (50 - S) / 35$$

Where: D = the maximum number of dwelling units per gross acre allowable, and S = the average natural slope of the land in percent

The density permitted in a subdivision or a planned development project shall be 0.05 dwelling units per gross acre or greater as allowed by the above formula. In general, lands designated as privately owned open space are considered to be in the minimum density residential category. Density transfers shall be allowed in areas designated in the minimum density category as long as the total number of dwelling units indicated in any development is not increased and adequate access is available from two or more directions.

2. These designations include associated parking.
3. Height District No. 1 VL (3 stories or 45 feet) unless otherwise specified on the Plan map.
4. Height District No. 2 (six times buildable area of lot).
5. Open space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
6. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety, welfare and attractiveness of the district.
7. Boxed symbol denotes the general location of a potential facility. The symbol does not designate any specific property for acquisition.
8. Hillside roads may be developed to hillside or lesser standards as indicated by terrain or environmental factors, provided that minimum safe access is maintained for emergency vehicles.
9. Local streets and freeways are shown for reference only.
10. Sunset Boulevard is designated as a major highway, but is not to be widened for the purpose of increasing capacity during the twenty year life of the Plan.
11. Deviations in Plan land use locations are permissible as long as they conform to the Coastal Commission approval and the overall permitted density (a total of 740 dwelling units, a commercial site and an institutional site for

Headland Properties in the land covered by Coastal Permit No. 381-78).

12. 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.
13. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
14. 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.

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