

## FOOTNOTES

1. Desirable Open Space is privately or publicly owned land possessing 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. Conservation of these characteristics is needed to ensure the usefulness, safety, and desirability of adjacent lands, and to maintain the overall health, safety, welfare, and attractiveness of the community.
2. Area is appropriate for horse keeping as an accessory use to residential uses on suitable size lots as indicated in the Los Angeles Municipal Code (LAMC). Riding should be possible along the street or on grade separated trails. Street improvements and subdivision design should be compatible with the semi-rural character of the neighborhood.
3. These highways and streets should be designed in a manner so as to least disrupt the scenic qualities of the areas they traverse. They should provide scenic and recreation facilities such as: scenic view turn-outs; bicycle, hiking, and equestrian trails; access to parks, campgrounds and natural preserves. Specific standards for these roads are to be developed as part of the Circulation Element of the General Plan.
4. Local streets and freeways are shown for reference only.
5. Development of land located in a Very Low I, Very Low II designation with a 15% natural slope or greater shall not exceed 1.0 D.U./acre.
6. For any properties located within the area bounded by Tampa Avenue on the east, Corbin Avenue on the west, Topham Street on the north and Martha Street on the south, which are designated as Low II Residential Density, and classified in the RE20 Residential Estate and the RA Suburban Zones, the minimum lot size shall not be less than 20,000 square feet. Additionally, for each new division of land, the Advisory Agency shall consider the modification or waiver of recommendations to requirements by the Bureau of Engineering regarding street improvements such as but not limited to curbs, gutters, minimum street width, and street lighting. This action shall also take into consideration public safety needs of the proposed project.
7. 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.

8. Boxed symbols denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
9. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
10. 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.

11. Includes associated parking.
12. Height District No. 1VL.
13. Height District No. 1L.
14. Height District No. 1.
15. Floor Area Ratio 1:1.
16. Floor Area Ratio 1.5:1.
17. Floor Area Ratio 2:1.
18. Floor Area Ratio 3:1.

\* 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