



LAX NORTHSIDE PLAN

DESIGN GUIDELINES AND STANDARDS

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MAY 2014

May 2014

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LAX NORTHSIDE

DESIGN GUIDELINES AND STANDARDS

An aerial, black and white photograph of a city, likely Los Angeles, with a dense urban landscape in the foreground and middle ground. In the background, a range of mountains is visible under a clear sky. The image is used as a background for a title page.

LAX NORTHSIDE

DESIGN GUIDELINES & STANDARDS

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ADMINISTRATIVE & DEFINITIONS

DESIGN GUIDELINES & STANDARDS

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01&02



01

ADMINISTRATIVE

The overall purpose of the Los Angeles International Airport (LAX) Northside Design Guidelines and Standards is to provide a framework for appropriately scaled development that is consistent with airport needs and neighborhood conditions. These guidelines and standards have taken into consideration Federal Aviation Administration (FAA) regulations, market conditions, sustainability, and the context of the LAX Northside, which includes an active airfield and residential neighborhoods. These design guidelines and standards will direct land uses and address issues of urban design, architecture, landscape materials and design, pedestrian infrastructures, and signage.

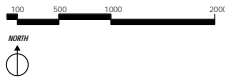
OVERVIEW

The LAX Northside Design Guidelines and Standards are intended to supplement Section 11 LAX Northside Sub-Area of the LAX Specific Plan with detailed development guidelines and standards for the LAX Northside. The design guidelines and standards are organized to address three specific geographic districts : the LAX Northside Center District, the LAX Northside Campus District and the LAX Northside Airport Support District. These districts are outlined in Figure 1.1.

The context for the LAX Northside project area is described in Chapter 3, providing insight into both the regional and local influences on the LAX Northside project area. The vision and overall design intent for the project area is articulated in Chapter 4, which includes graphics and illustrations intended to help facilitate the understanding and implementation of the guidelines and standards.

Chapters 5 through 9 contain guidelines and standards as follows: Urban Design Guidelines, Architectural Design Guidelines, Landscape Design Guidelines, Paseo, and Signage and Graphics. The guidelines and standards are formatted in a checklist manner to help facilitate use, provide clarity, and standardize the review process.

FIGURE 01.1
DISTRICT MAP



LEGEND

BOUNDARIES

- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY
- DISTRICT BOUNDARY

LAX NORTHSIDE DESIGN GUIDELINE DISTRICTS

- LAX NORTHSIDE CAMPUS
- LAX NORTHSIDE CENTER
- LAX NORTHSIDE AIRPORT SUPPORT

01.2 RELATIONSHIP to OTHER DOCUMENTS

The LAX Northside is located in the City of Los Angeles, and development of the site is governed by the City's land use policy and related ordinances. The City of Los Angeles Citywide General Plan Framework defines the City's long-range comprehensive growth strategy, and sets forth policies, goals, and objectives to guide land use regulations for Community Plans. The City of Los Angeles General Plan Land Use Element consists of 35 local Community Plans that set forth land use regulations and zoning for specific areas. The LAX Plan is the City of Los Angeles General Plan Land Use Element for LAX, including the LAX Northside. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the Airport in an orderly and flexible manner within the context of the City and region. Finally, the The LAX Specific Plan implements the goals and objectives of the LAX Plan through zoning and development standards, and contains specific provisions for the LAX Northside. This document supplements the LAX Specific Plan with design guidelines and standards for the LAX Northside.

Relevant documents and ordinances that have established the development pattern for the the LAX Northside are summarized here:

- 1984 Zoning Ordinances (159,526; 169,254; and 169,768) and Final Tract Map No. 34836: Permit up to 4.5 million square feet of commercial development. These entitlements were incorporated into the 2004 LAX Specific Plan.
- 2004 LAX Plan: Provides the long-range land use policy framework and serves as the land use element for Los Angeles' General Plan for LAX, including the LAX Northside. The currently adopted LAX Plan land use designation for the Project site is LAX Northside. This land use designation provides for the development of a variety of uses that are consistent with airport needs and neighborhood conditions. The primary allowable uses within the LAX Northside include: commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; schools and community facilities; open space; bicycle paths; and greenway buffers.
- 2004 LAX Master Plan: Sets forth the comprehensive development program for LAX properties, including runway and taxiway system modernization, redevelopment of terminal areas, airport access improvement, and passenger safety, security, and convenience enhancements.
- 2004 LAX Specific Plan: Implements the goals and objectives of the LAX Plan through zoning and development standards, and contains specific provisions for the Project site. The currently adopted LAX Specific Plan zoning for the Project site is Los Angeles International Airport Northside Zone (LAX-N Zone). The purpose of the LAX-N Zone is to provide for development that is consistent with airport needs and neighborhood conditions.
- Los Angeles World Airports (LAWA) Sustainable Airport Planning, Design, and Construction Guidelines: Provides a comprehensive set of performance standards applicable to airports that can be utilized to integrate sustainable practices into airport planning, design, and construction for both on-airport and off-airport facilities, including the LAX Northside.
- Los Angeles Municipal Code: Includes regulatory provisions for development within the City of Los Angeles, including building regulations, noise standards, specific plans, and zoning.
- Coastal Transportation Corridor Specific Plan: Regulates phased development of land uses to ensure that transportation infrastructure can accommodate uses, and establishes programs and fees to reduce trips, encourage public transportation, and fund transportation improvements.
- Coastal Bluffs Specific Plan: Intended to protect, maintain, enhance and where feasible, restore the overall quality of the coastal environment and its natural and cultural resources through specific development and environmental regulations tailored to the particular conditions and circumstances of the Playa del Rey Bluffs, located northeast of the LAX Northside.
- Federal Aviation Administration Guidelines: Several Federal regulations intended to guide and control aviation noise, building heights, and uses adjacent to airports apply to the LAX Northside. These include, but are not limited to, Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning and FAR Part 77, Obstructions to Navigation.

- Los Angeles County Airport Land Use Plan: Intended to protect the public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports.

01.3 DESIGN REVIEW and IMPLEMENTATION

AUTHORITY

The Executive Director shall have the authority to review each Project for compliance with the requirements of this Specific Plan, and if in compliance, to issue a Project Plan Compliance.

Rights Granted Under Project Plan Compliance. The issuance of a Project Plan Compliance indicates compliance the LAMC Section 12.16.2, but does not in any way indicate compliance with other applicable provisions of the LAMC Chapter 1 (Planning and Zoning Code), nor with Chapter IX (Building Code.)

PROCEDURES

Applications for Project Plan Compliance shall be filed with the Executive Director, upon such forms and accompanied by the applicable fees, a site plan drawn to scale and other information prescribed by the Executive Director. The property owner shall verify the application and submit a title report indicating the record owner at the time of submission of the application and that the Applicant is either the property owner or the agent of the property owner.

02

DEFINITIONS

The following define terminology and words associated with the design guidelines and standards.

Address Sign

Any sign that is used to communicate the numerical or alphanumerical identification of a given business or development's address on a street.

Airport Support District

The southernmost district in the LAX Northside that is defined by the following boundary: Westchester Parkway to the North and the active airfield to the South. This districts includes Areas 4, 5, 6, 7 8, 9 and 10.

Airport Surveillance Radar (ASR)

Radar system used to detect and display aircraft positions in the terminal area. The current ASR locations are in Parcel 9 in the southwest corner along McConnell Avenue between Westchester Parkway and Lincoln Boulevard, and in parcel 12B in the southwest corner along Westchester Parkway.

Ancillary Building

A building or structure that is incidental and related to the primary permitted use building.

Area

A geographic division of the LAX Northside Districts as depicted in Figure 01.1 of these design guidelines and standards, which includes Areas 1, 2 (A, B, C, D, and E), 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B, and 13.

Area Designation Sign

Signs that are ancillary to Tenant Identification Signs that provide wayfinding, or ascribe use for both vehicular and pedestrian convenience.

Bioswales

Bioswales are landscape elements designed to remove silt and pollution from surface runoff water, consisting of a swaled drainage course with gently sloping sides of less than six percent and filled with vegetation.

Bollard

A vertical freestanding short post used as a barrier to traffic.

Building Frontage

The projection of the building walls upon the street used for street frontage.

Building Setback

The distance from a fixed point, such as a property line or existing street right-of-way, that prohibits the placement of buildings but allows such activities as landscape and parking.

Channel Letters

Individually cut letters, numbers or figures, illuminated or non-illuminated, affixed to a building or structure.

District

A geographic division of the LAX Northside as depicted in Figure 01.1 of these design guidelines and standards, which includes the LAX Northside Airport Support, Campus, and Center Districts.

Floor Area

The area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.

Identification Sign (Tenant Identification Sign)

A wall sign that is limited to a company logo, generic type of business, or the name of a business or building.

Landscape Buffer

A secured landscaped area that is defined by a certain dimension taken from a fixed point, such as a property line, that prohibits the placement of buildings, parking or the entry of the general public.

Landscape Setback

A landscaped area that is defined by a certain dimension from a fixed point, such as the edge of a building or a property line, that requires the introduction of plant materials to help differentiate boundaries within the development. A Landscape Setback does not prohibit the placement of parking or the entry of the general public.

LAX Northside

The LAX Northside Sub-Area as depicted on Map 2 of the LAX Specific and Figure 01.1 of these design guidelines and standards.

LAX Northside Campus District

The northwesternmost district in the LAX Northside that is defined by the following boundary: Lincoln Boulevard on the East, 91st Street to the north, Westchester Parkway to the South and Pershing Drive on the West. This district includes Parcels 1, 2 and 3.

LAX Northside Center District

The northeasternmost district in the LAX Northside that is defined by the following boundary: the intersections of

Sepulveda Westway, La Tijera Boulevard and Westchester Parkway on the east, and Lincoln Boulevard on the West. This district includes Parcels 11, 12A East, 12A West and 13.

Low Impact Design (LID)

Environmentally friendly, sustainable practices that reduce our impact on the environment and conserve natural resources through the focus on a site’s hydrological capacity to ensure that post-development runoff does not exceed pre-development runoff.

Major Intersection / Entrance

Characterized by a signalized intersection that allows for both right and left turn entry.

Minor Intersection / Entrance

Characterized as a right turn only entry way into developments that does not require a signalized entrance way.

Paseo

Permits an open space pedestrian pathway that is open to the sky, publicly accessible, and connects an open space or right of way. Vehicular traffic shall be prohibited within any paseo.

Project

The construction, erection, addition to, or structural alteration of any building or structure, or use of building or land, or change of use of building or land, subject to the exclusions in Section 5 of the LAX Specific Plan.

Sub-Area

The primary geographic division of the LAX Specific Plan, which includes the Airport Airside Sub-Area, Airport Landside Sub-Area, and LAX Airport Northside Sub-Area, as depicted on Map 2 of the LAX Specific Plan.

Temporary Sign

Any sign that is to be maintained for no longer than 180 days, including paper signs and other signs that are not permanently affixed to the ground or building. Temporary signs include, but are not limited to construction related signage, lease signs, flags, banners and pennants.



CONTEXT

The LAX Northside, Westchester, Playa Del Rey & the Surrounding Areas



03

CONTEXT

The LAX Northside is comprised of approximately 340 acres within Los Angeles, located approximately 15 miles southwest of downtown Los Angeles. The LAX Northside vicinity includes the Westchester community of Los Angeles to the immediate north, the City of El Segundo and unincorporated community of Del Aire to the south of LAX, the City of Inglewood and unincorporated community of Lennox to the east of LAX, the Los Angeles community of Playa del Rey to the immediate west, and the Pacific Ocean further west. Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State Park to the west, LAX to the south, and Interstate 405 to the east.

The LAX Northside is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and generally 91st Street, Manchester Avenue, and 88th Street to the north. Westchester Parkway runs from east to west through the LAX Northside. Westchester Parkway was completed

in 1993 in anticipation of up to 4.5 million square feet of development and as a requirement of the original entitlements for the LAX Northside.

The LAX Northside vicinity includes a diverse mix of low- to medium-density commercial, residential, and industrial development. To the north of the LAX Northside are single- and multi-family residences in Westchester and Playa del Rey. Further northeast are the Playa del Rey Bluffs. Directly to the south are airfields, terminals, and LAX airport support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. The residential community of Playa del Rey is located to the west, and further west are beaches and the Pacific Ocean.

Open space, educational, public, and community-serving uses are also located near the LAX Northside and include Otis College of Art and Design, Westchester Recreation Center, St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Visitation School, Playa del Rey Care and Rehabilitation Center, several churches, and Carl E. Nielsen Park. The Westchester Golf Course exists within the LAX Northside and Westchester Parkway is used for biking, walking, and jogging.



FIGURE 03.1 // LOS ANGELES INTERNATIONAL AIRPORT (LAX)
The distinctly lit LAX Gateway Pylons located at Century Boulevard and Sepulveda Boulevard.



FIGURE 03.2 // WESTCHESTER NEIGHBORHOOD
Typical single-family houses and tree-lined streets throughout the Westchester neighborhoods.

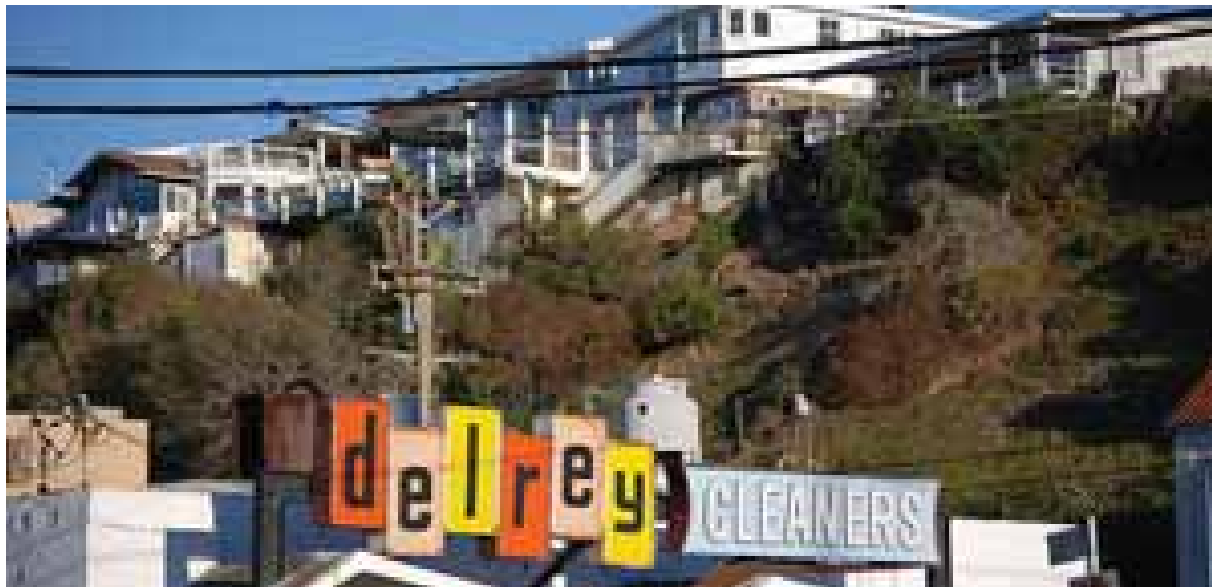


FIGURE 03.3 // PLAYA DEL REY
View of the bluffs and residences that characterize Playa Del Rey.



FIGURE 03.4 // WESTCHESTER BUSINESS DISTRICT
Aerial view of Sepulveda Boulevard looking north at Westchester Parkway.



VISION

DESIGN CONCEPTS for the LAX NORTHSIDE



04 VISION

The LAX Northside Design Guidelines and Standards were developed through an extensive stakeholder engagement process that resulted in a comprehensive vision for the future of the LAX Northside. These guidelines and standards seek to address concerns about preserving sight lines and neighborhood privacy, controlling light spillage, creating better buffers between functioning active airfields and adjacent neighborhoods, controlling wildlife near airfields, and improving aesthetics and landscape in the LAX Northside.

Input was sought from a variety of community groups, resident organizations, business associations, environmental leaders, recreation advocates, the development community, and regulatory agencies, including the FAA and other stakeholders. The overall vision is composed of three main components: (1) reshaping the topography of the LAX Northside and introducing low-scale development to reinforce the LAX Northside as a buffer area between LAX and surrounding uses, (2) introducing a consolidated pedestrian infrastructure for passive and active recreation

to preserve and enhance an already vibrant recreation culture, and (3) implementing an appropriate landscape palette that promotes sustainability and livability in overt and specific ways.

04.1 RESHAPING THE LAND AS A BUFFER

The LAX Northside Design Guidelines and Standards seek to ensure that all future development is compatible with the safe operation of aircraft at LAX today and into the future. Building heights and grading strategies accomplish two primary goals. The first goal is to ensure that building heights comply with applicable FAA restrictions for the safety of individuals adjacent to an active airfield. The second goal is to better connect the LAX Northside with Westchester Parkway, while buffering and creating compatible transitions with existing residences to the north.

The LAX Northside Design Guidelines and Standards provide a grading strategy that will better align future development along Westchester Parkway, provide marketable building frontages, and lower the grade of development on the LAX Northside relative to existing residential neighborhoods to the north. Grading the LAX Northside achieves the vision of the area as a buffer between LAX and adjacent uses and ensures that future development is sensitive to the surrounding context and compatible with aircraft operations.

04.2 THE LAX NORTHSIDE PASEO

Westchester Parkway currently provides a substantial pedestrian infrastructure that is capable of accommodating both active and passive forms of recreation. The main unifying design feature of the LAX Northside will be a pedestrian accessible paseo that connects all areas of the LAX Northside Center District and Campus District from east to west along Westchester Parkway. Starting in Area 11, adjacent to the existing Sepulveda Business District and downtown Westchester, the paseo will continue west along Westchester Parkway until it reaches Pershing Drive, where it will connect with an existing recreation path to the beach. This nearly three (3) mile stretch will

accommodate active and passive forms of recreation using a variety of appropriate materials. The paseo will be composed of the existing ten (10) feet of concrete sidewalk intended for walking and a twelve (12) foot wide path of stabilized decomposed granite intended for various forms of recreation.

Continuity of the pedestrian experience will be maintained by minimizing vehicular entries and breaks in the paseo. Pedestrian safety will be promoted with appropriate pedestrian crosswalk signage and specific finish materials to reinforce crossing areas. Streetscape lighting will enhance pedestrian awareness and safety at all hours of the day.

Activity along the paseo will be promoted with the introduction of entry plazas and shared common spaces that complement adjacent land uses. These could include outdoor restaurant patios, additional features such as fountains and green space, potential for a community farmer’s market, or plaza spaces that connect buildings to the pedestrian realm along Westchester Parkway. Landscape materials shall be introduced along the paseo that foster a dynamic sense of color and annual bloom, while being resilient enough for the high pedestrian traffic in the area.

Aside from supporting an existing active recreation culture throughout the Westchester Community, the introduction of the paseo will consolidate pedestrian traffic and activity in the LAX Northside away from residential neighborhoods. This critical aspect to the design and location of the paseo reinforces the overall concept of the LAX Northside serving as a buffer between LAX and adjacent neighbors. By focusing pedestrian activity along Westchester Parkway and restricting access from the north and into adjacent neighborhoods, a safe environment will be maintained that does not infringe on the security of the airfield to the south, or the comfort and privacy of the communities to the north.

04.3 CREATING AN APPROPRIATE AND SUSTAINABLE LANDSCAPE

A primary goal for landscaping at the LAX Northside is to create a sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses. The LAX Northside Design Guidelines and Standards allow landscaping that unifies the site, is compatible with aircraft operation per FAA guidelines, is sustainable, and responds to the local plant palette. Landscaping at the LAX Northside must not promote the proliferation of wildlife that may disrupt or endanger the functioning of the airfield. As such per consultation with the US Fish and Wildlife Service, plant materials are restricted to those that: 1) have a sparse to moderately dense foliage growth, 2) do not produce fruits or seeds, 3) and do not require extensive maintenance to maintain an appropriate foliage. Additional requirements, such as tree spacing and the prohibition of casting and spraying of seed for sod installation will further reduce the possibility of attracting flocking birds. To help implement these approaches consistently across the LAX Northside, landscape zones have been established to help isolate materials to their appropriate locations.

Landscaping is also designed to advance sustainability. Drought-tolerant plant materials are allowed to preserve water resources. Storm water will be managed in all surface parking lots through the integration of permeable materials in parking spaces and in the medians that separate them. The LAX Northside Design Guidelines and Standards also require the use of bioswales to remove silt and pollution from surface runoff water.

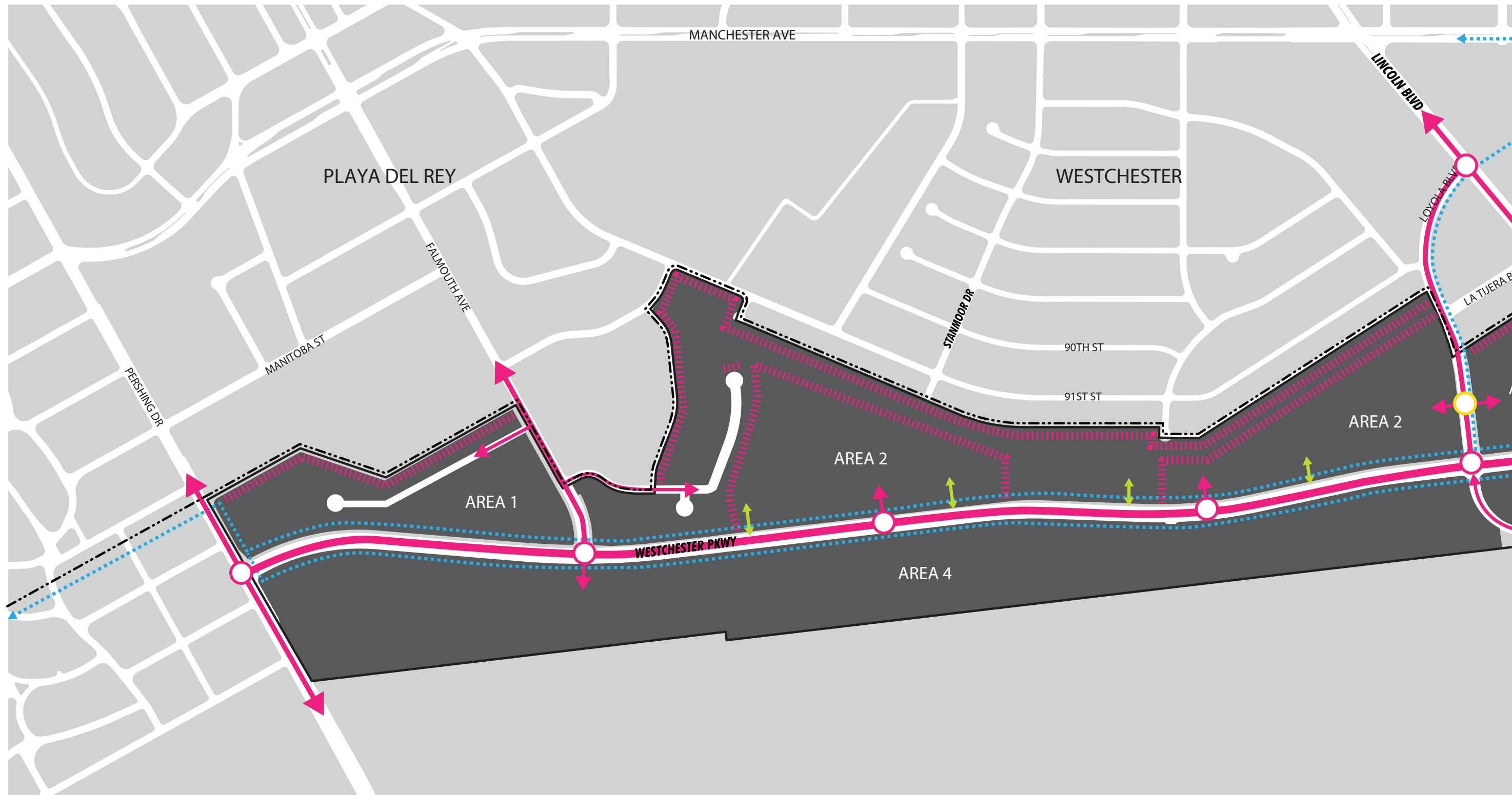
Finally, the planting palettes presented as a part of these guidelines seek to respond to native plant communities. Planting materials that are locally native to the surrounding coastal area (in comparison to native to the Southern California region) have been considered, and where appropriate, integrated into the required plant palettes. Additionally, native and non-native species are allowed to provide increased flexibility for project development.

The following drawings, illustrations, and images depict the overall vision for the LAX Northside.





FIGURE 04.1.1
ILLUSTRATIVE SITE PLAN



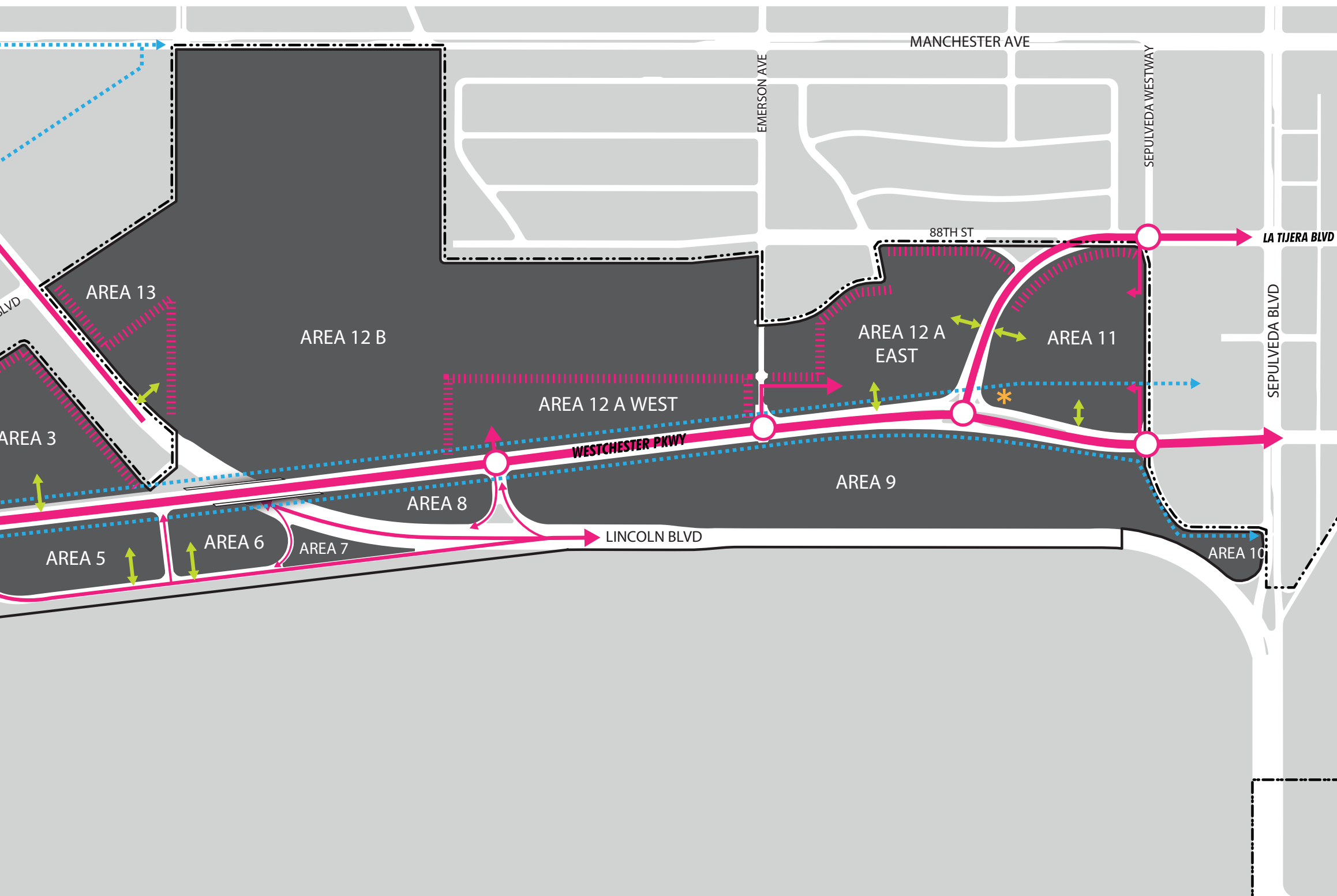
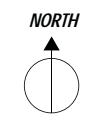


FIGURE 04.1.2

CIRCULATION & ACCESS

This Figure provides depicts vehicular entrances, access points, and circulation paths.



LEGEND

BOUNDARIES

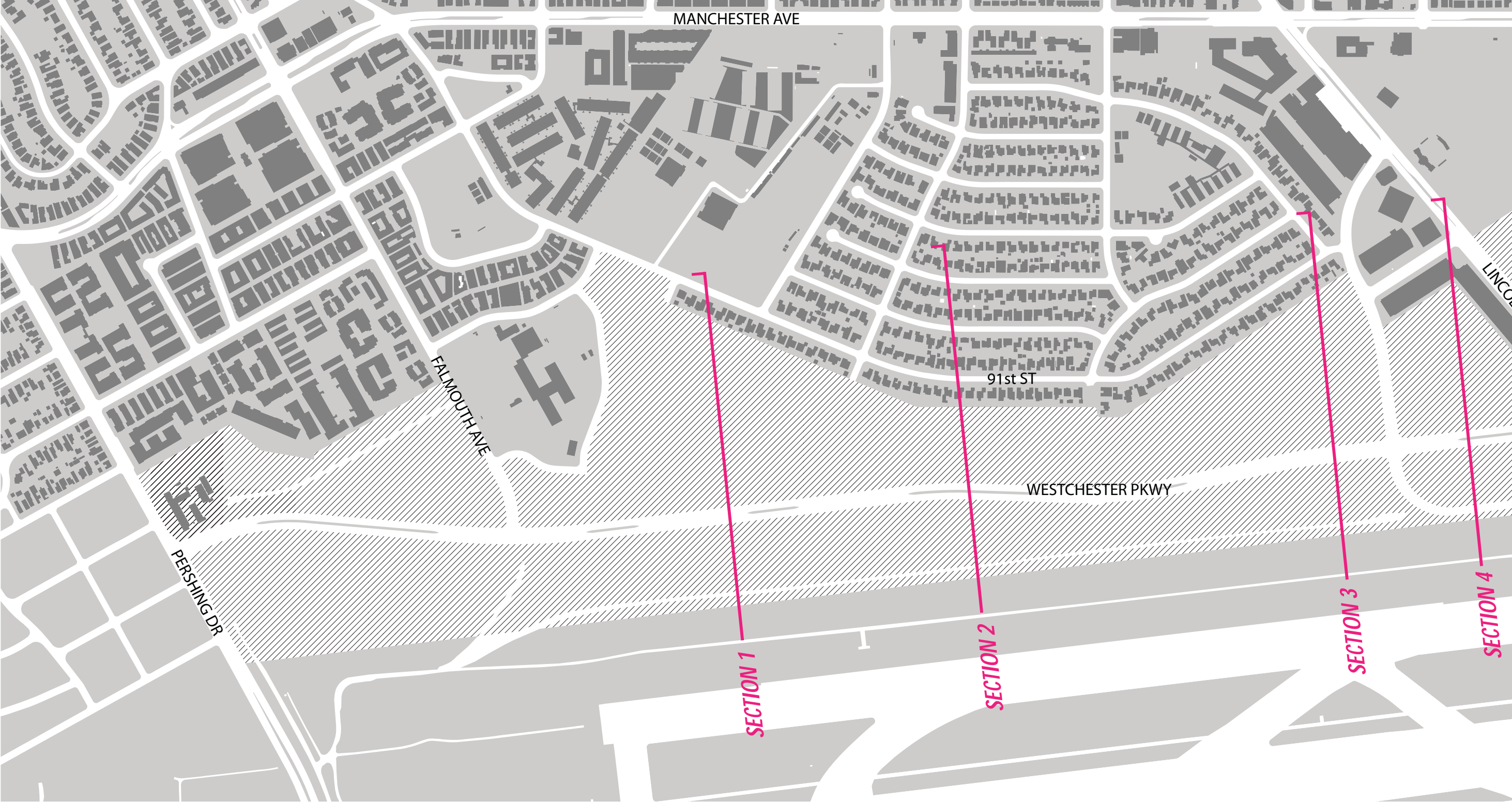
- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY

VEHICULAR ACCESS

- ↔ MAJOR ACCESS
- ↔ MINOR ACCESS
- ⋯ PROHIBITED ACCESS
- ↔ BIKE and ALTERNATIVE MOVEMENT
- * FUTURE PUBLIC TRANSIT LOCATION

INTERSECTION TYPES

- ◯ SIGNALIZED INTERSECTION
- ◯ STOP-CONTROLLED INTERSECTION



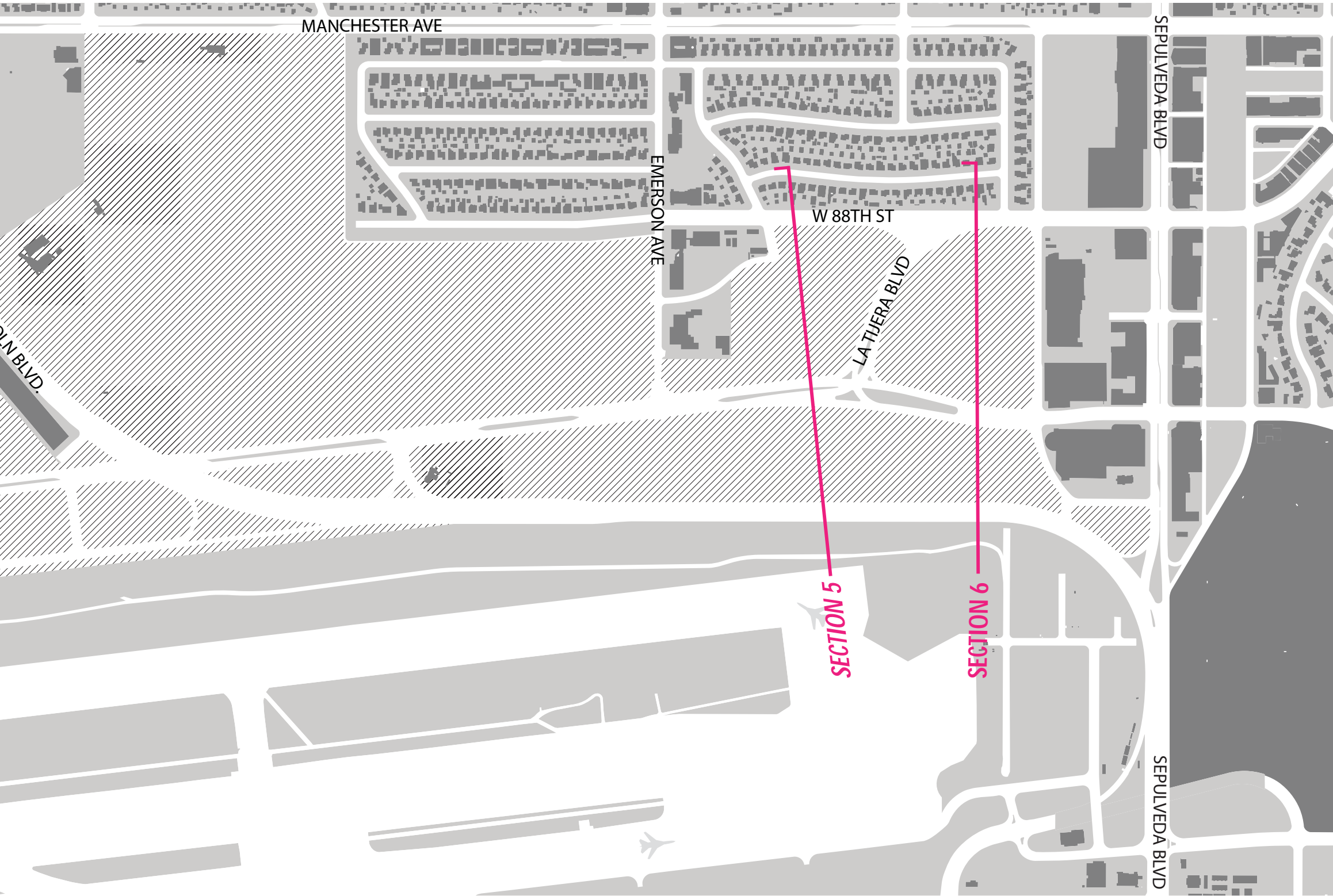


FIGURE 04.1.3

KEY PLAN

This Figure provides information specific to the location of section cuts in the LAX Northside Design Guidelines and Standards.

FIGURE 04.1.3-1
SECTION 01 / Along Cum Laude Avenue

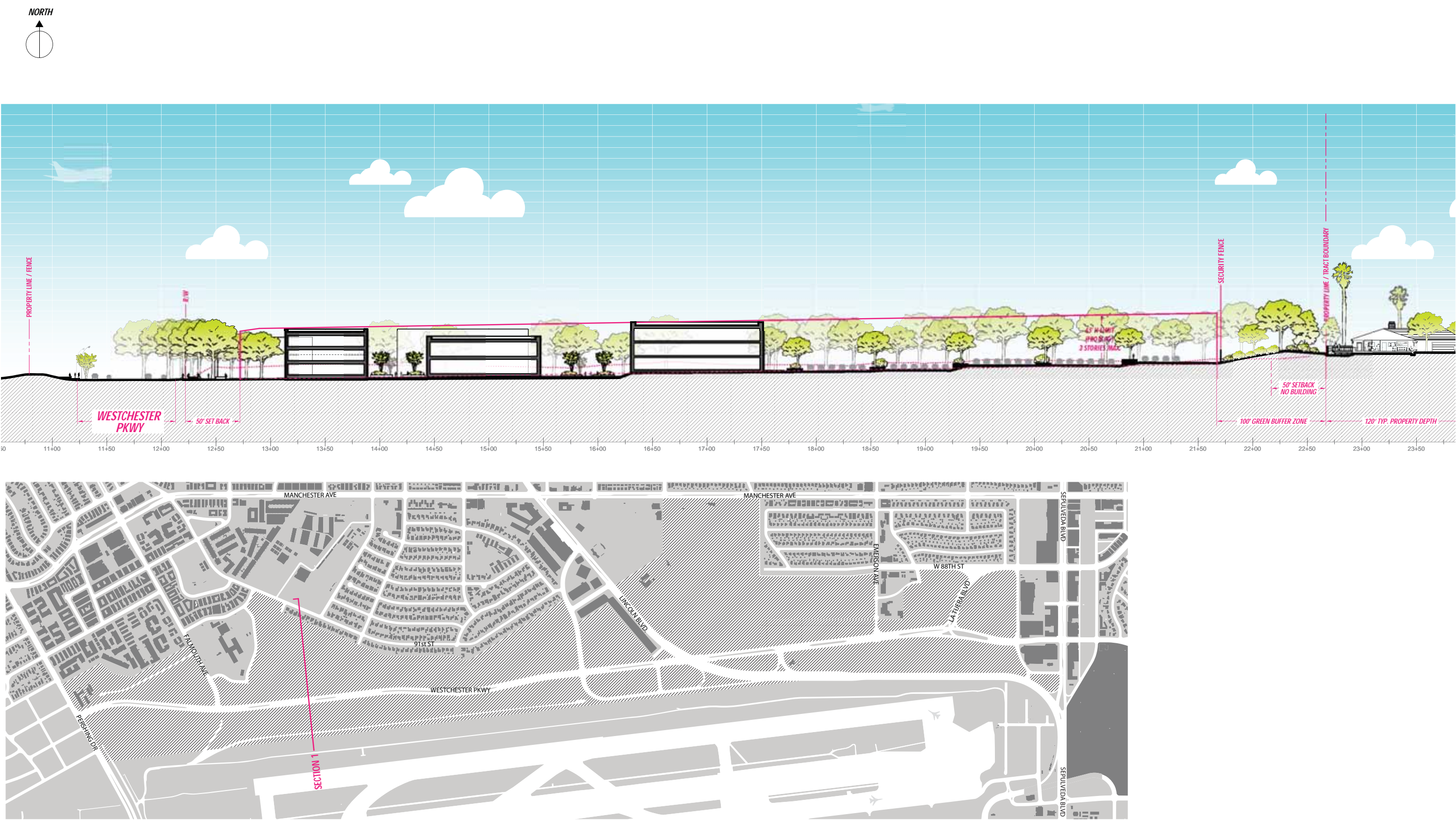


FIGURE 04.1.3-2
SECTION 02 / Along Stanmoor Drive

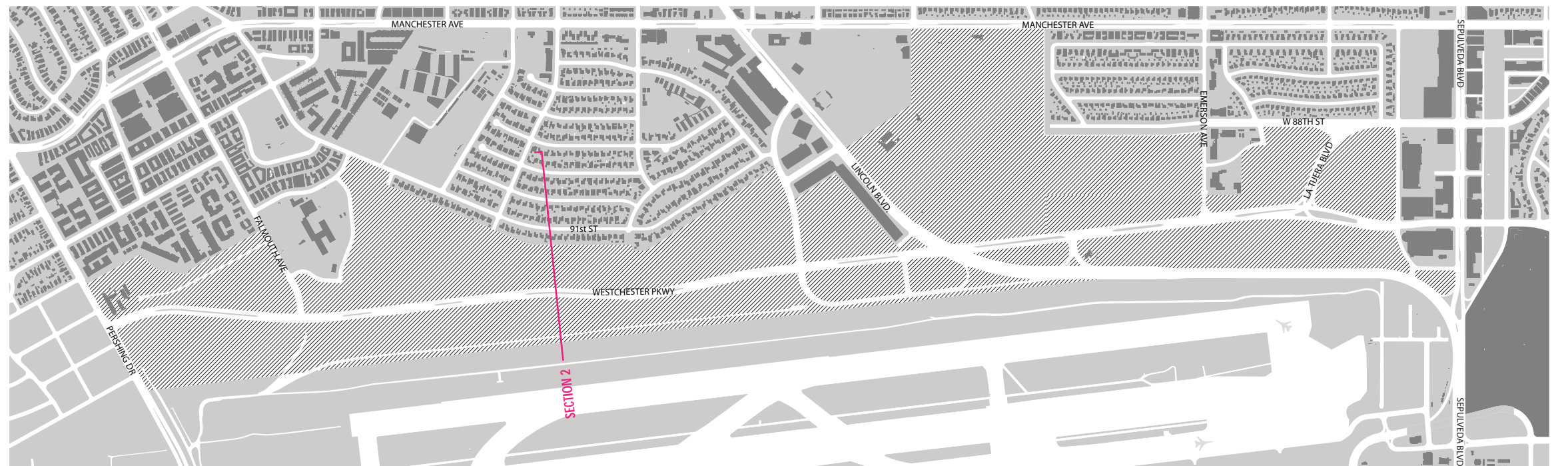
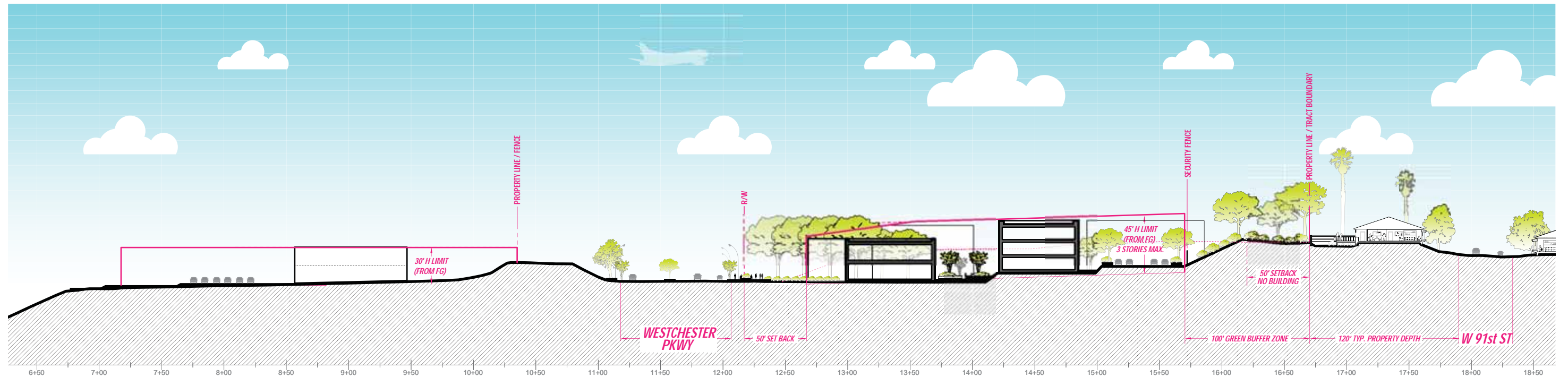
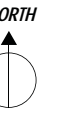


FIGURE 04.1.3-3

SECTION 03 / West of Loyola



FIGURE 04.1.3-4

SECTION 04 / East of Loyola Boulevard

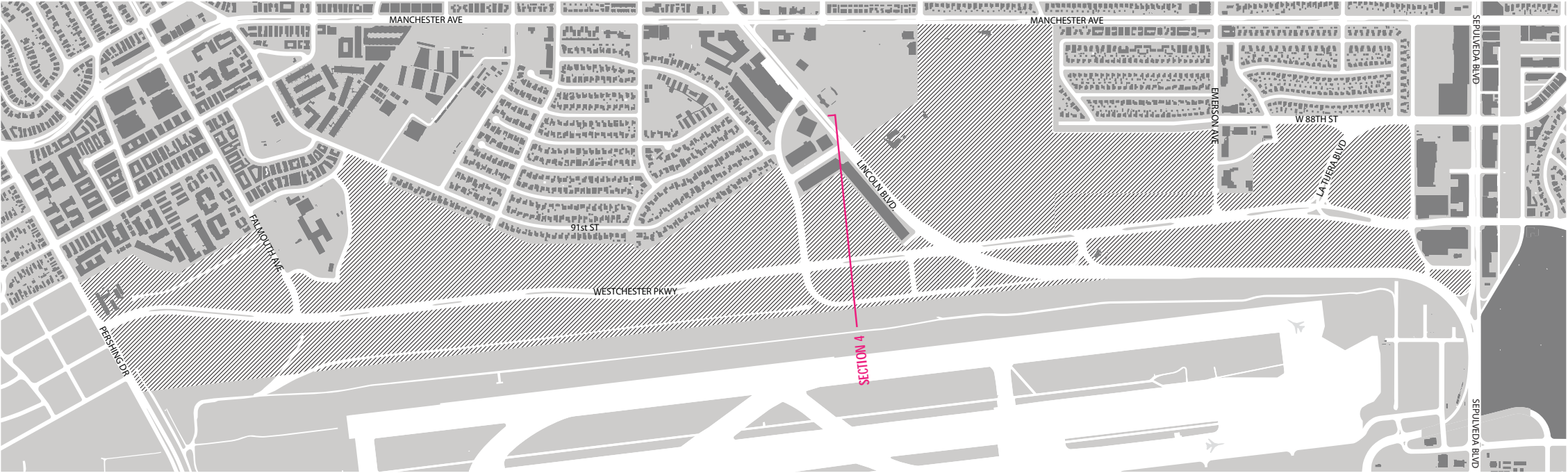
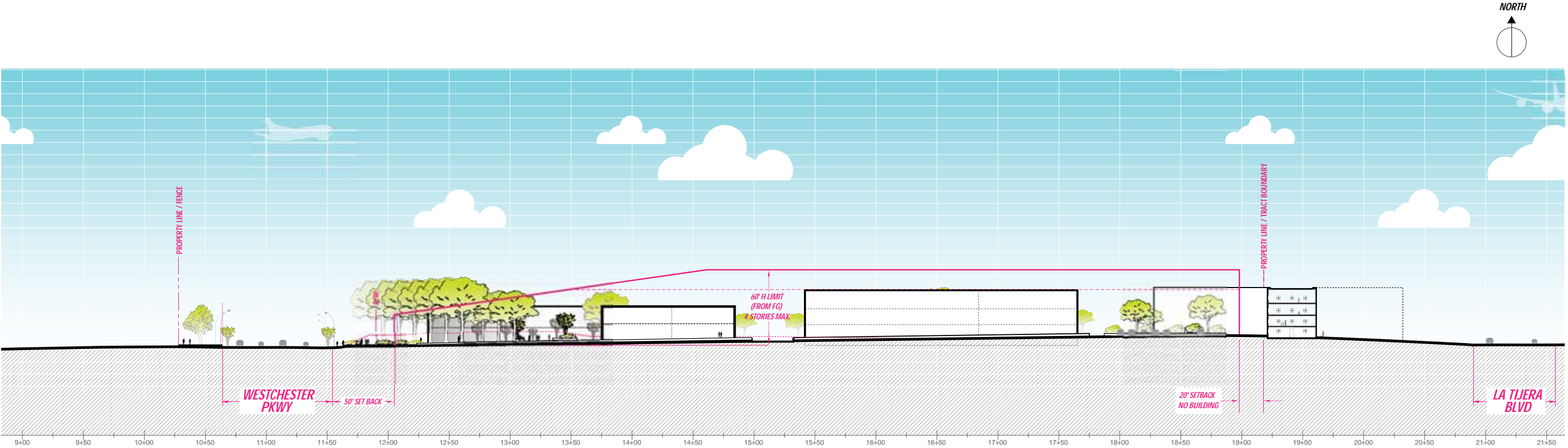


FIGURE 04.1.3-5
SECTION 05 / La Tijera West

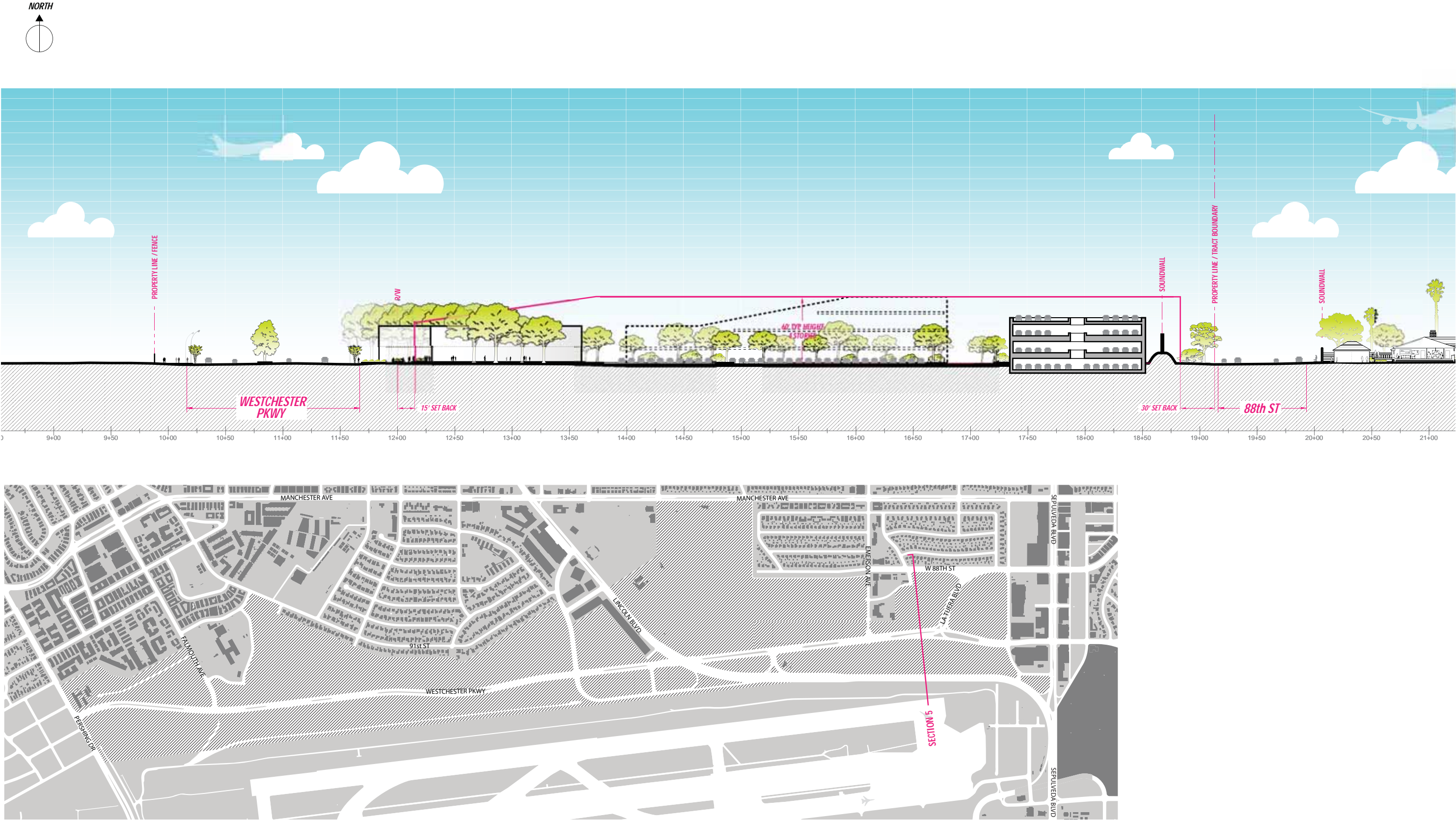


FIGURE 04.1.3-6

SECTION 06 / Sepulveda Westway

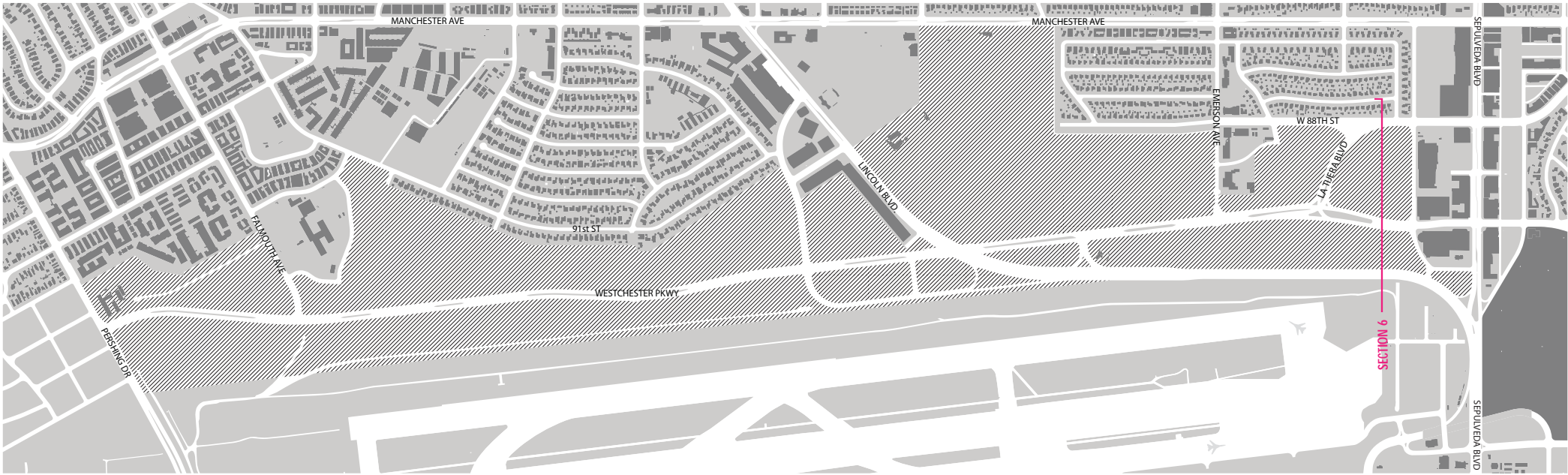
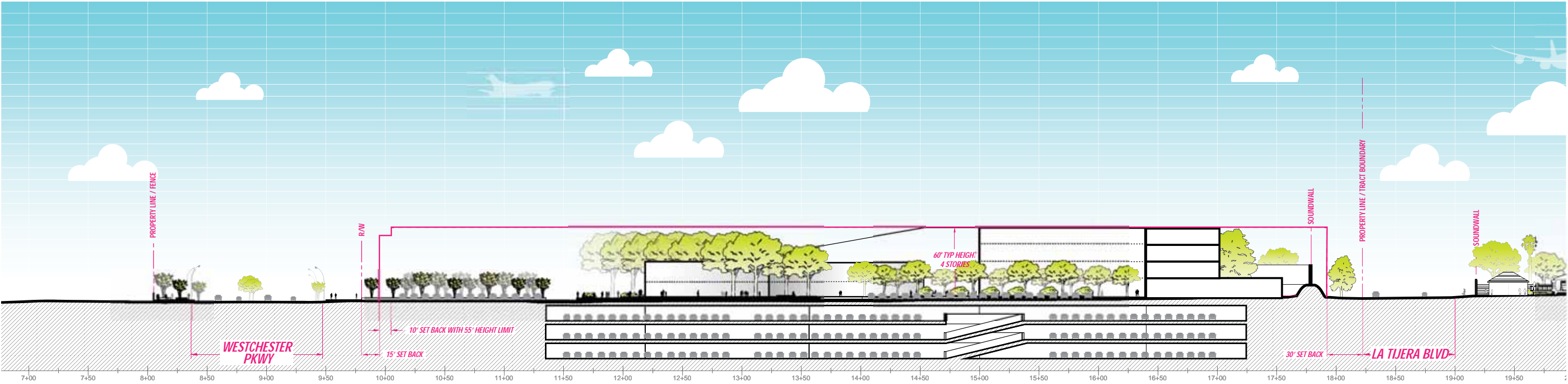
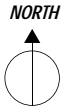


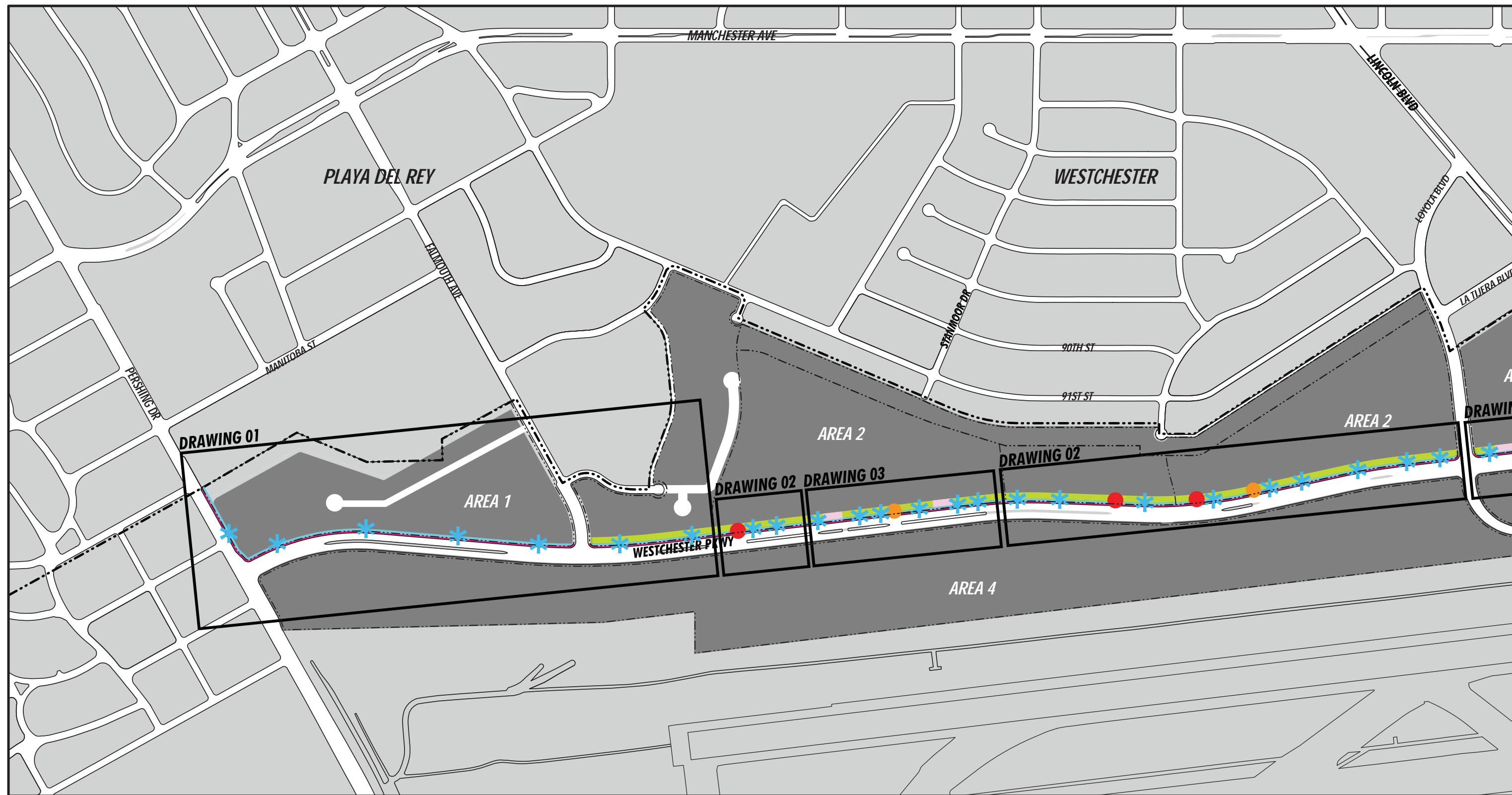




FIGURE 04.2.1

LAX NORTHSIDE CENTER - PASEO

This Figure presents a conceptual rendering of the LAX Northside Center Paseo experience, including appropriate planting materials for the specific location, in addition to pedestrian amenities such as benches, trash receptacles and pathway lighting.



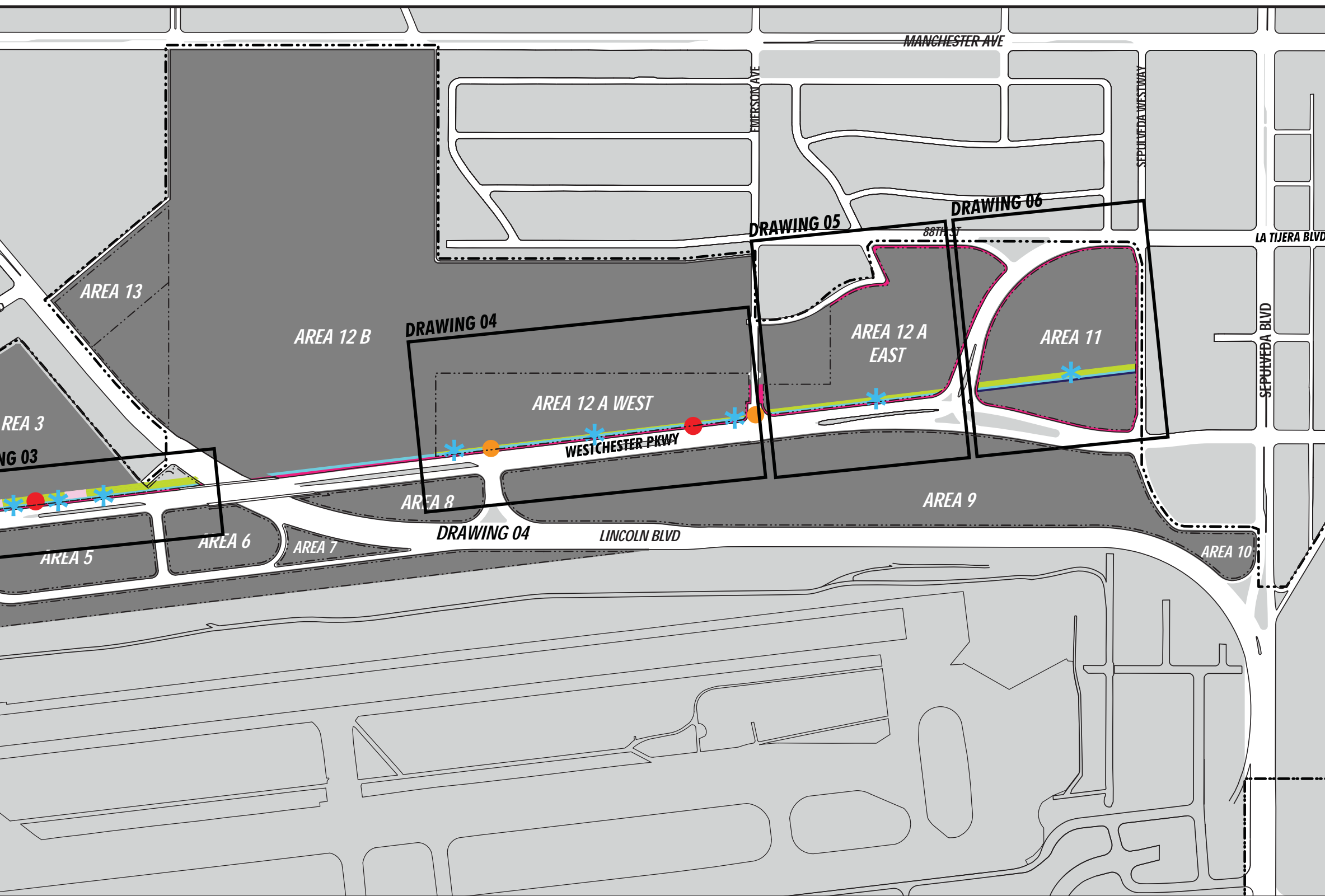
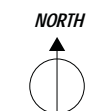


FIGURE 04.2.2

PASEO CONDITIONS & LOCATIONS

The following figure provides information specific to the location and condition types that define the pedestrian accessible paseo in the LAX Northside Plan.



LEGEND

- EXISTING Sidewalk
- ADDITIONAL Sidewalk
TOTAL AREA : 7,720 sq. ft.
- ADDITIONAL Decomposed Granite
TOTAL AREA : 145,350 sq. ft.
- ADDITIONAL Space Remaining in Setback
- Landscaping
- Parking (Double Row)
- * PLAZA Entry / RESPITE Area
Additional Finish Material & Streetscape Amenities
- MAJOR Development Entry
Signalized
- MINOR Development Entry
Right-Turn only

FIGURE 04.2.2-1

PASEO / AREA 1 and 2A - Recreation
Drawing 01

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



STROLLING



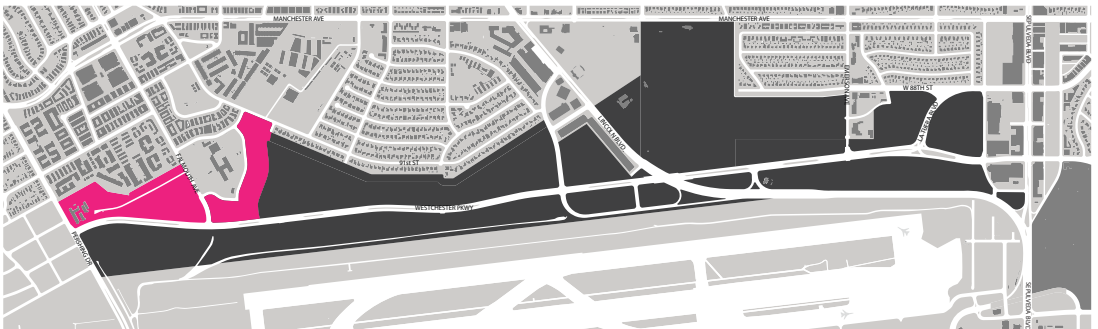
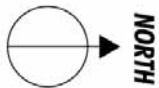
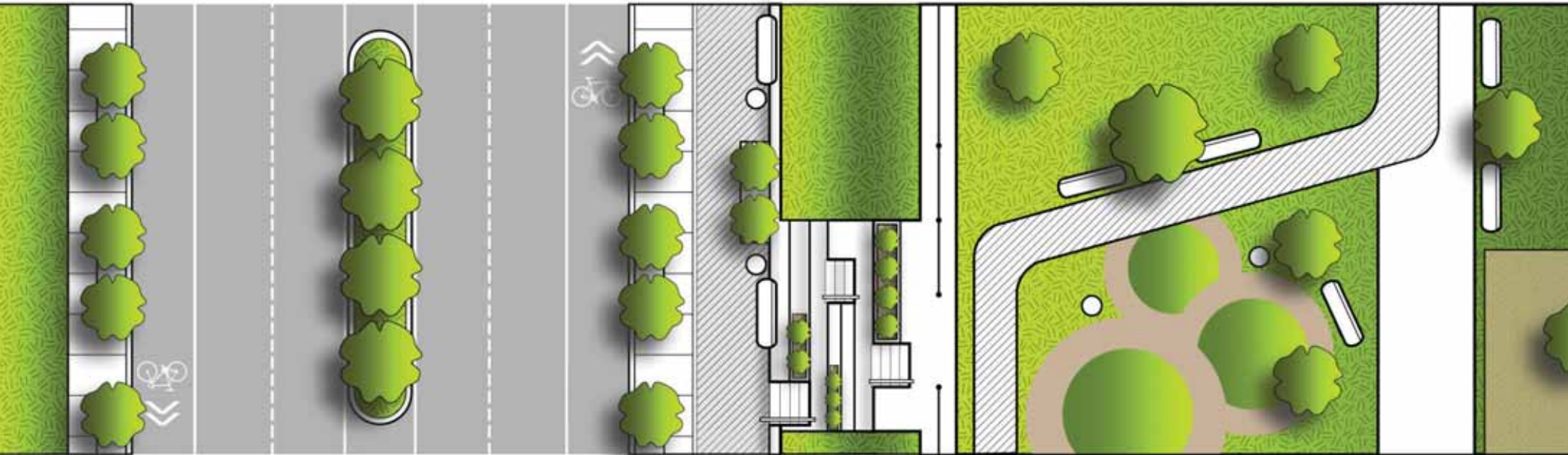
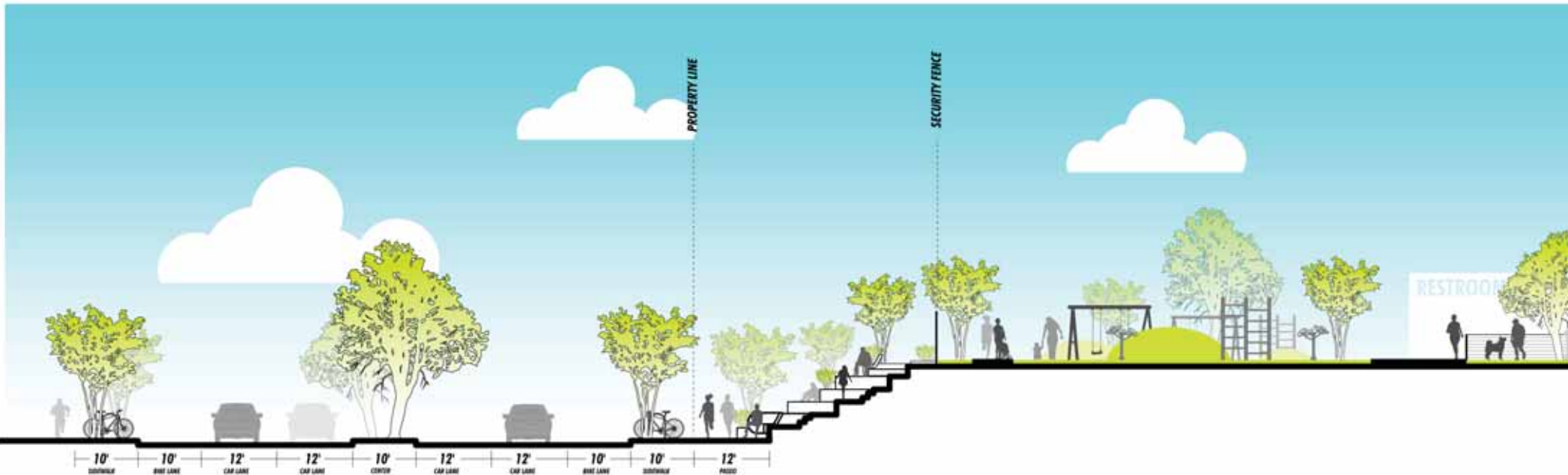
EXERCISE



OUTDOOR SEATING



ALTERNATIVE MOVEMENT



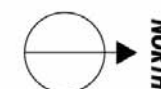
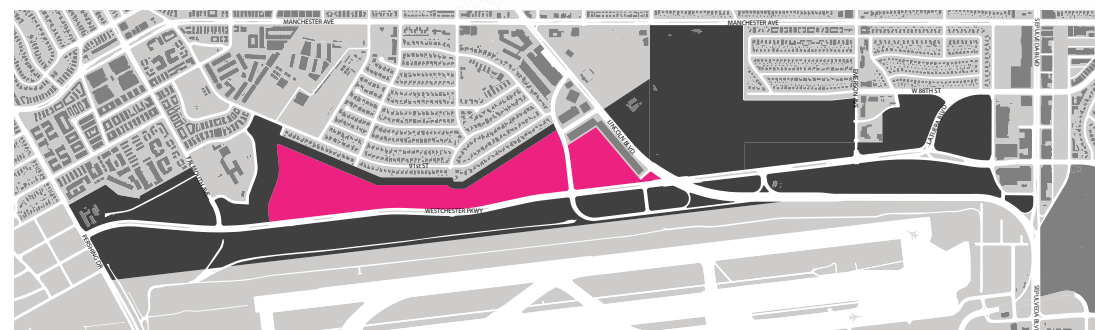
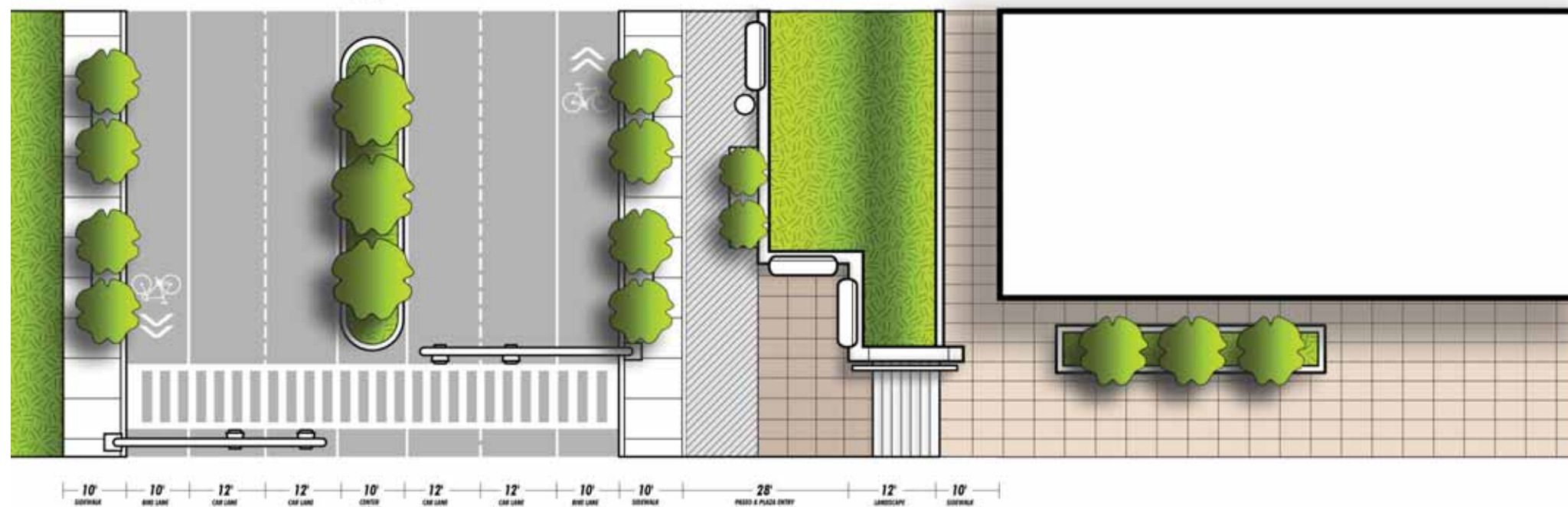
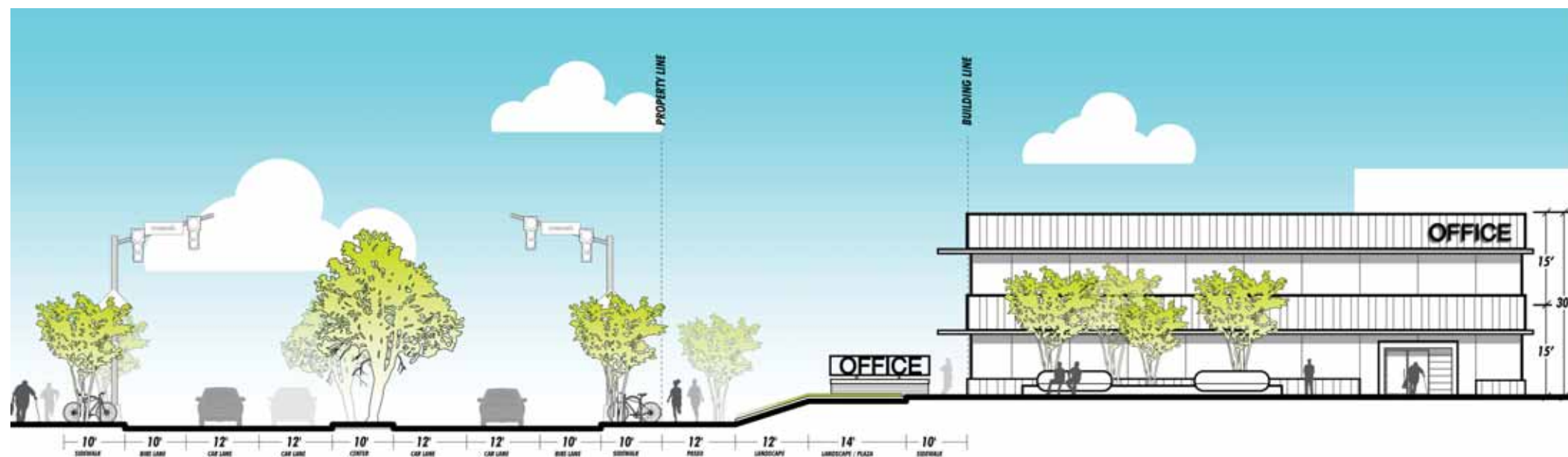


FIGURE 04.2.2-2

PASEO / AREAS 2C, 2E & 3 - Office
Drawing 02

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



STROLLING



EXERCISE



OUTDOOR SEATING



ALTERNATIVE MOVEMENT

FIGURE 04.2.2-3

PASEO / AREAS 2C, 2E & 3 - Office
Drawing 02 - Plaza Entry

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



BIKE RENTAL



SMALL PARKS



LARGER GROUPS



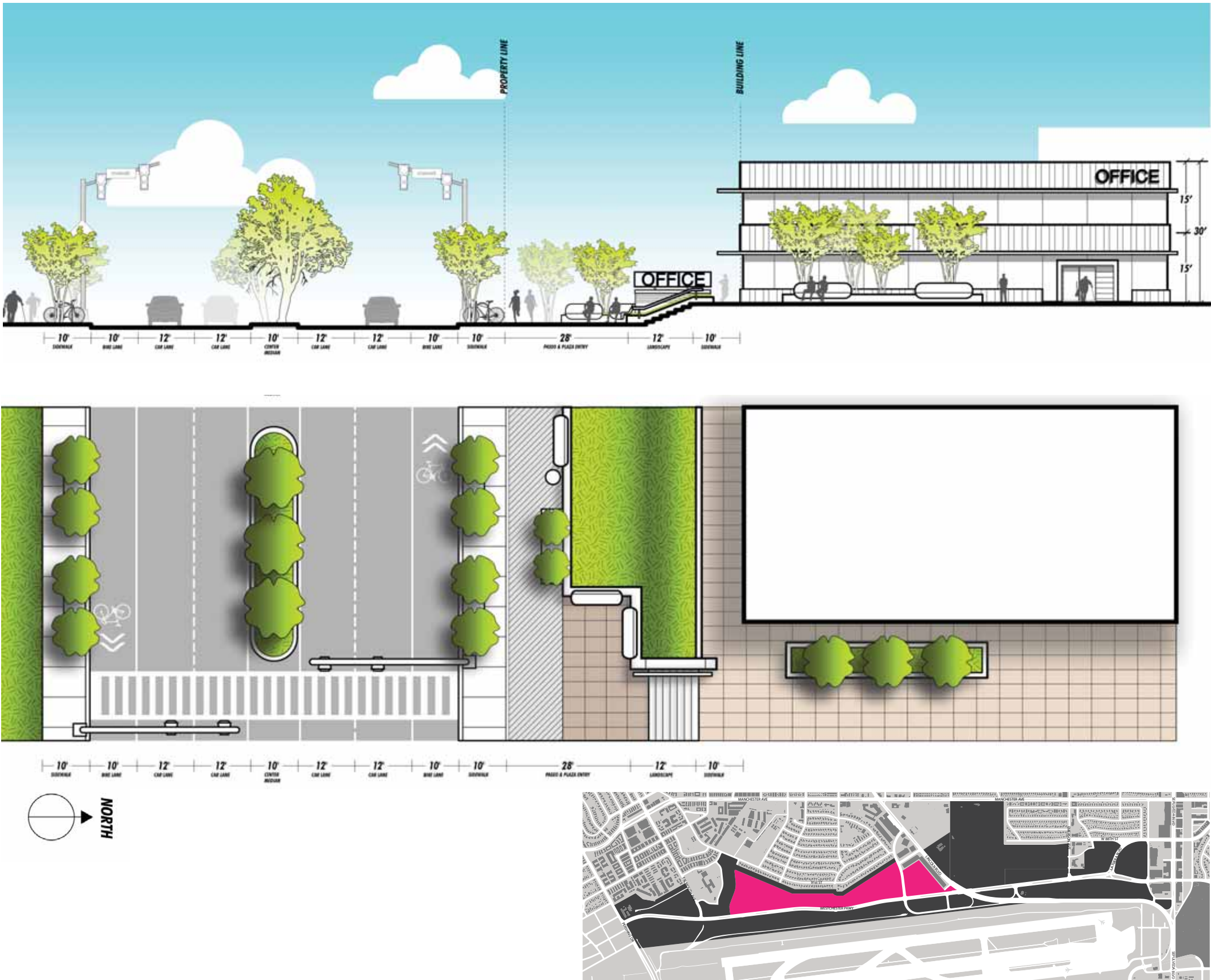
WATER FEATURES



AIRPORT VIEWING



PUBLIC EVENTS



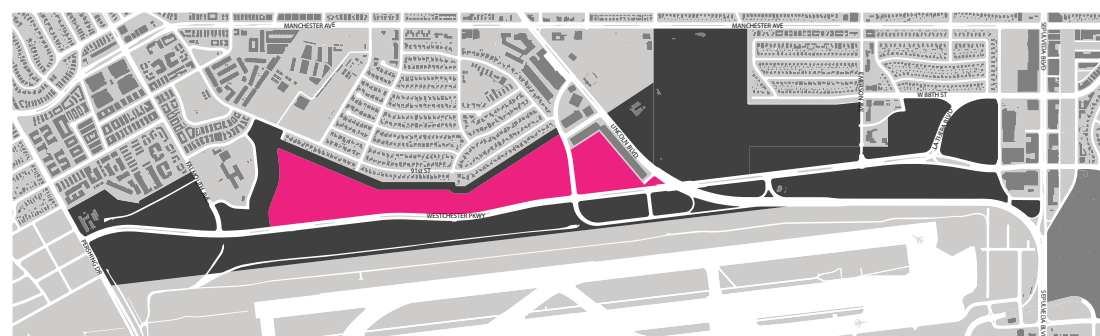
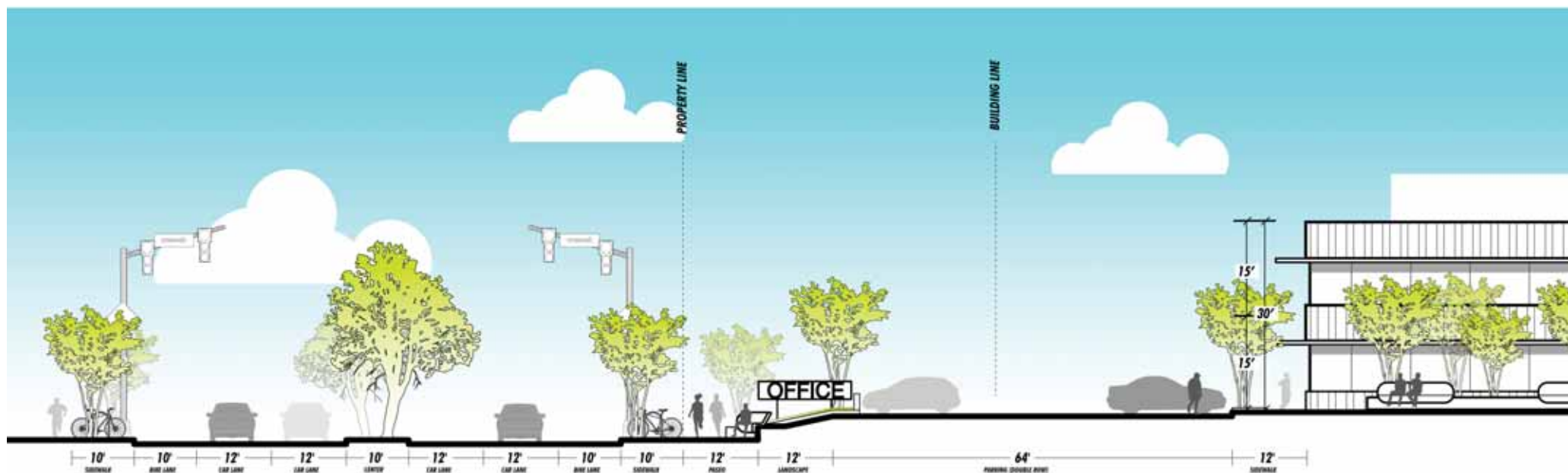


FIGURE 04.2.2-4

PASEO / AREAS 2C, 2E & 3 - Office
Drawing 03 - Double Row of Parking

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



STROLLING



EXERCISE



OUTDOOR SEATING



ALTERNATIVE MOVEMENT

FIGURE 04.2.2-5

PASEO / AREAS 2C, 2E & 3 - Office
Drawing 03 - Single Row Parking and
Plaza Entry

This Figure provides additional context
for the requirements associated with the
design and implementation of the paseo.

PROPOSED ACTIVITIES



BIKE RENTAL



SMALL PARKS



LARGER GROUPS



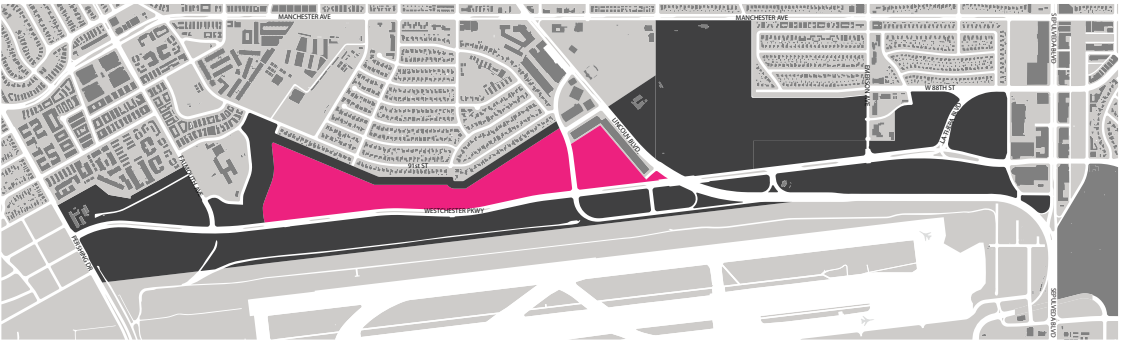
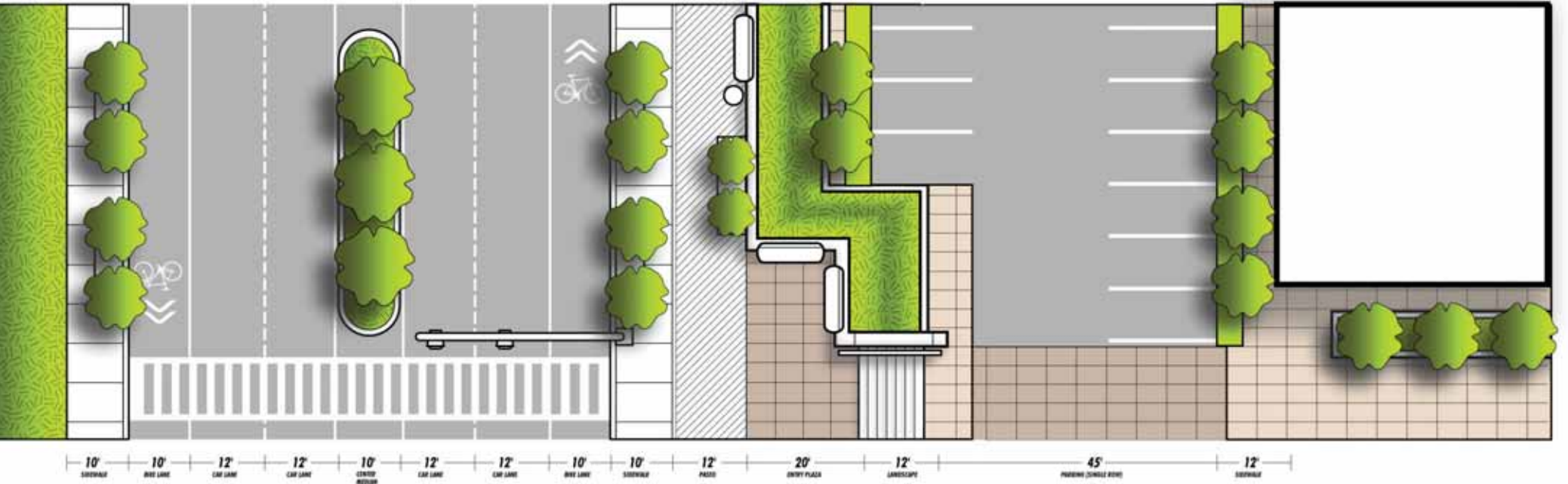
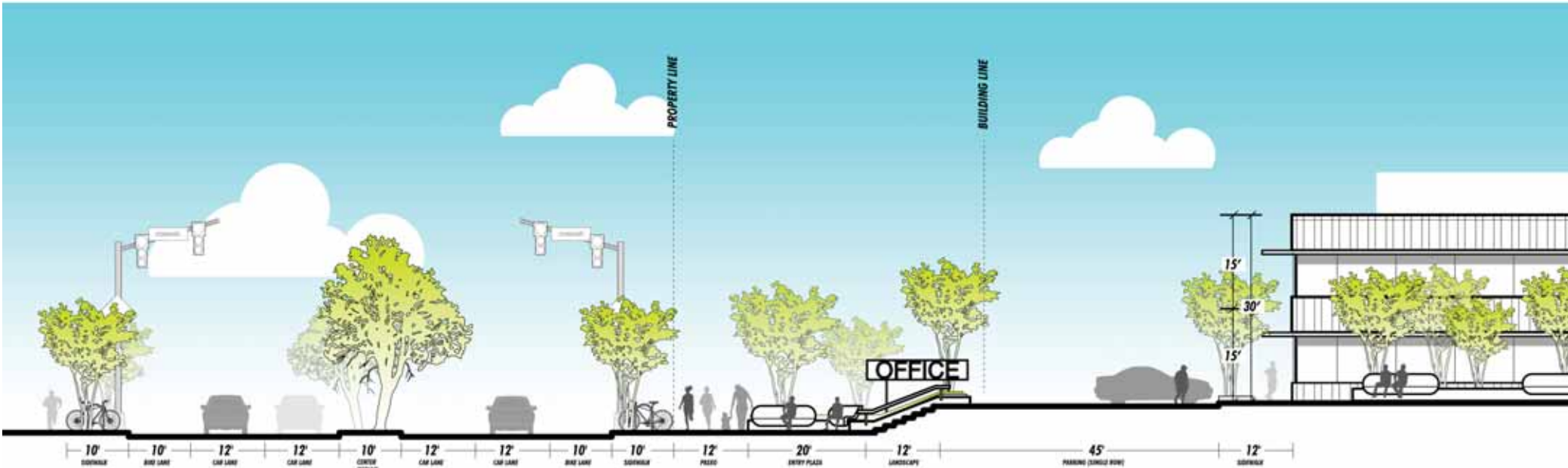
WATER FEATURES



AIRPORT VIEWING



PUBLIC EVENTS



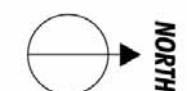
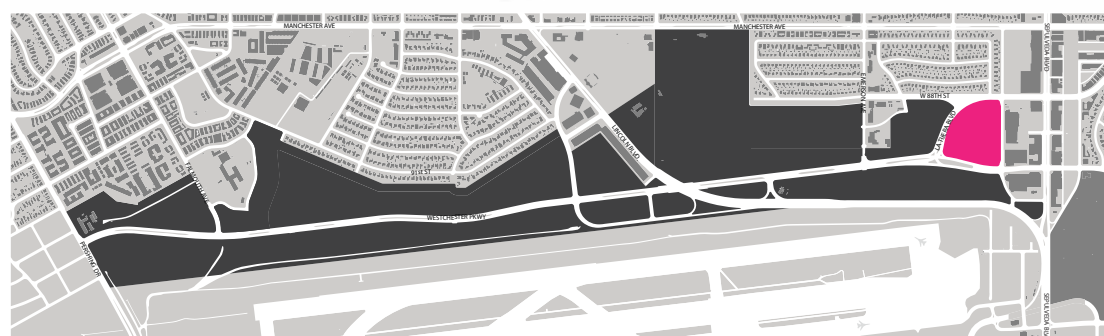
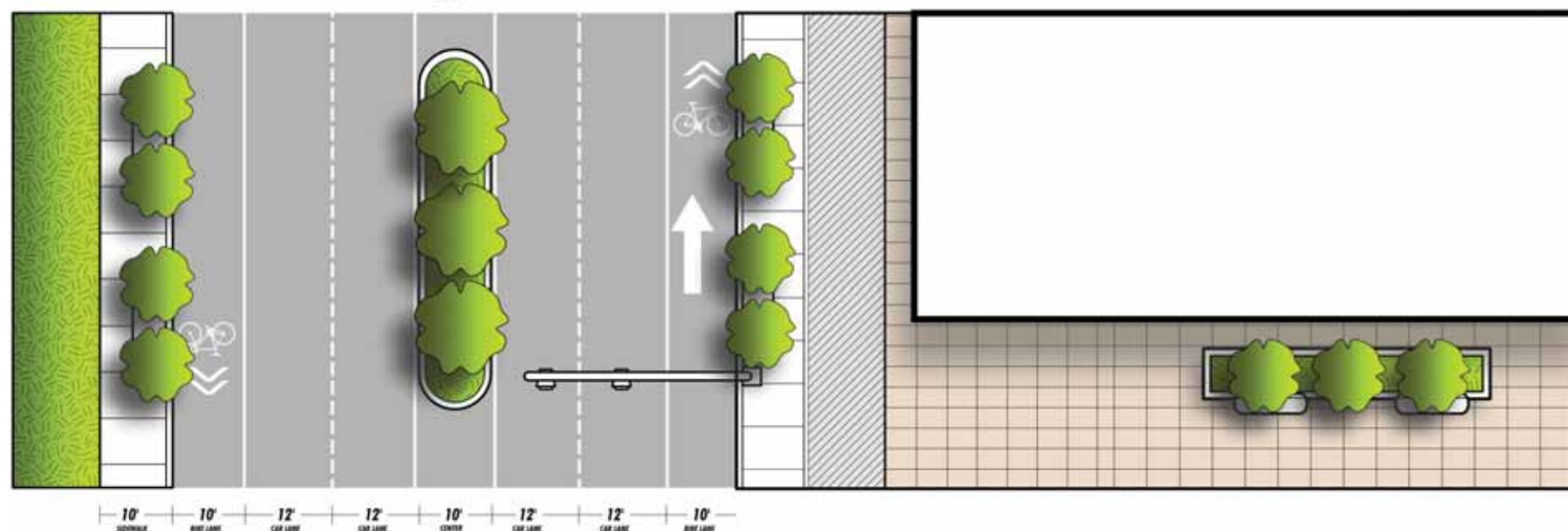
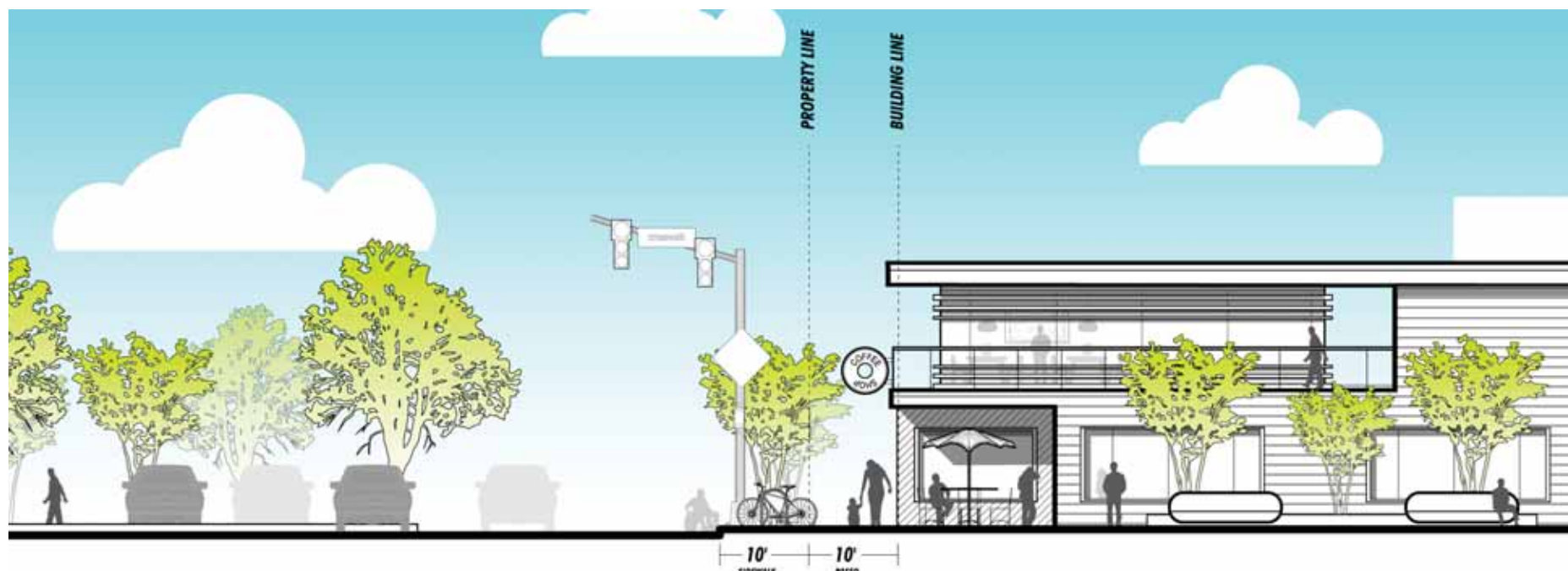


FIGURE 04.2.2-6

PASEO / AREA 12A West - Center
Drawing 04 - Civic Use / Open Space

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



STROLLING



EXERCISE



OUTDOOR SEATING



ALTERNATIVE MOVEMENT

FIGURE 04.2.2-7

PASEO / AREA 12A East - Center
Drawing 05 - Office and Retail

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



CAFE SPACE



SIDEWALK SALES



SMALL MARKETS



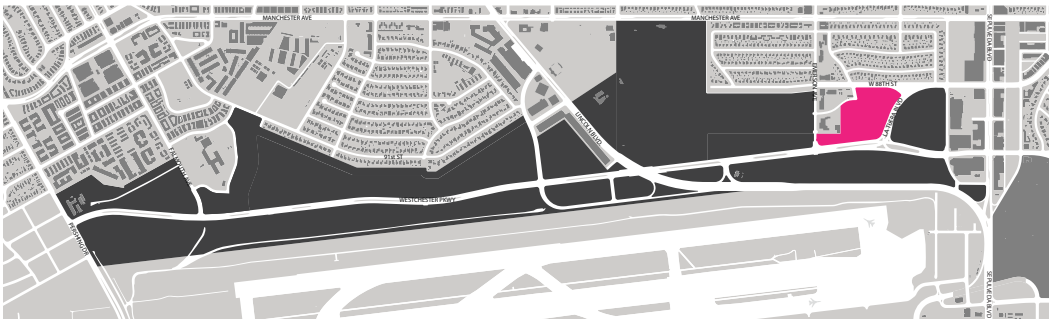
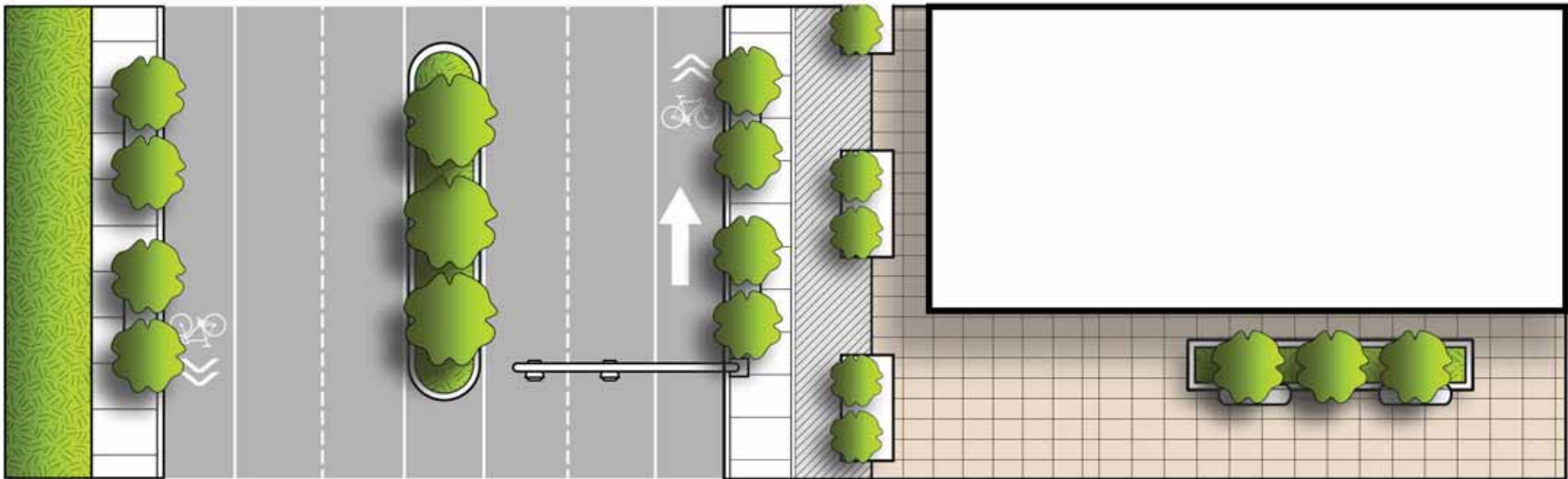
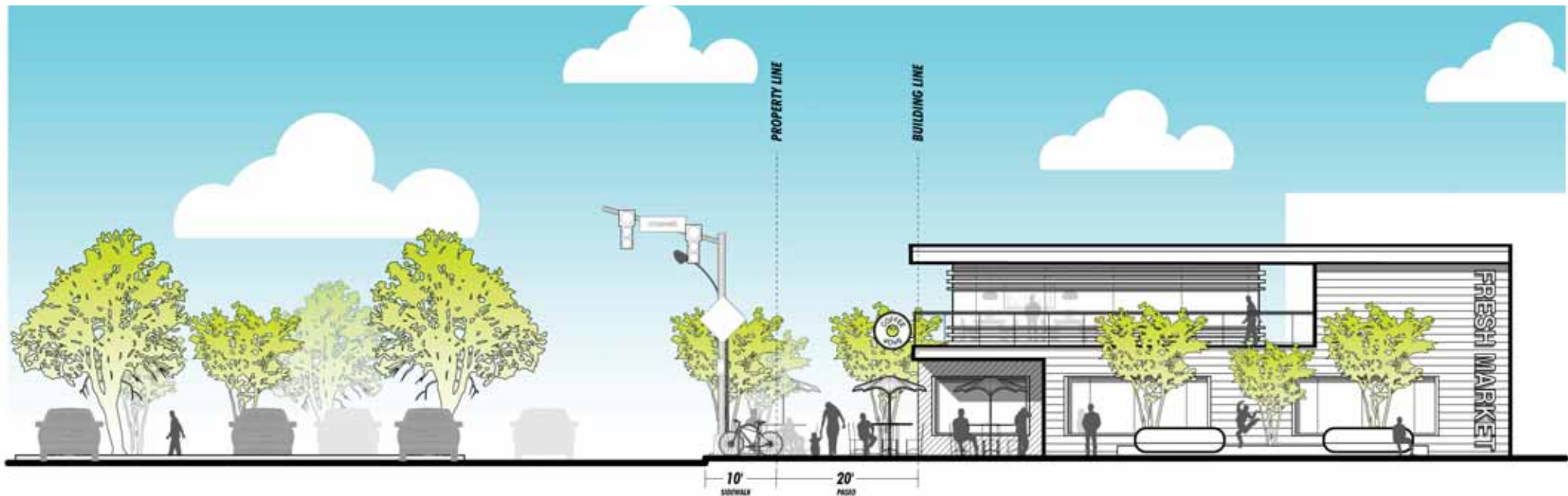
ADDITIONAL PLANTINGS



AIRPORT VIEWING



BICYCLISTS



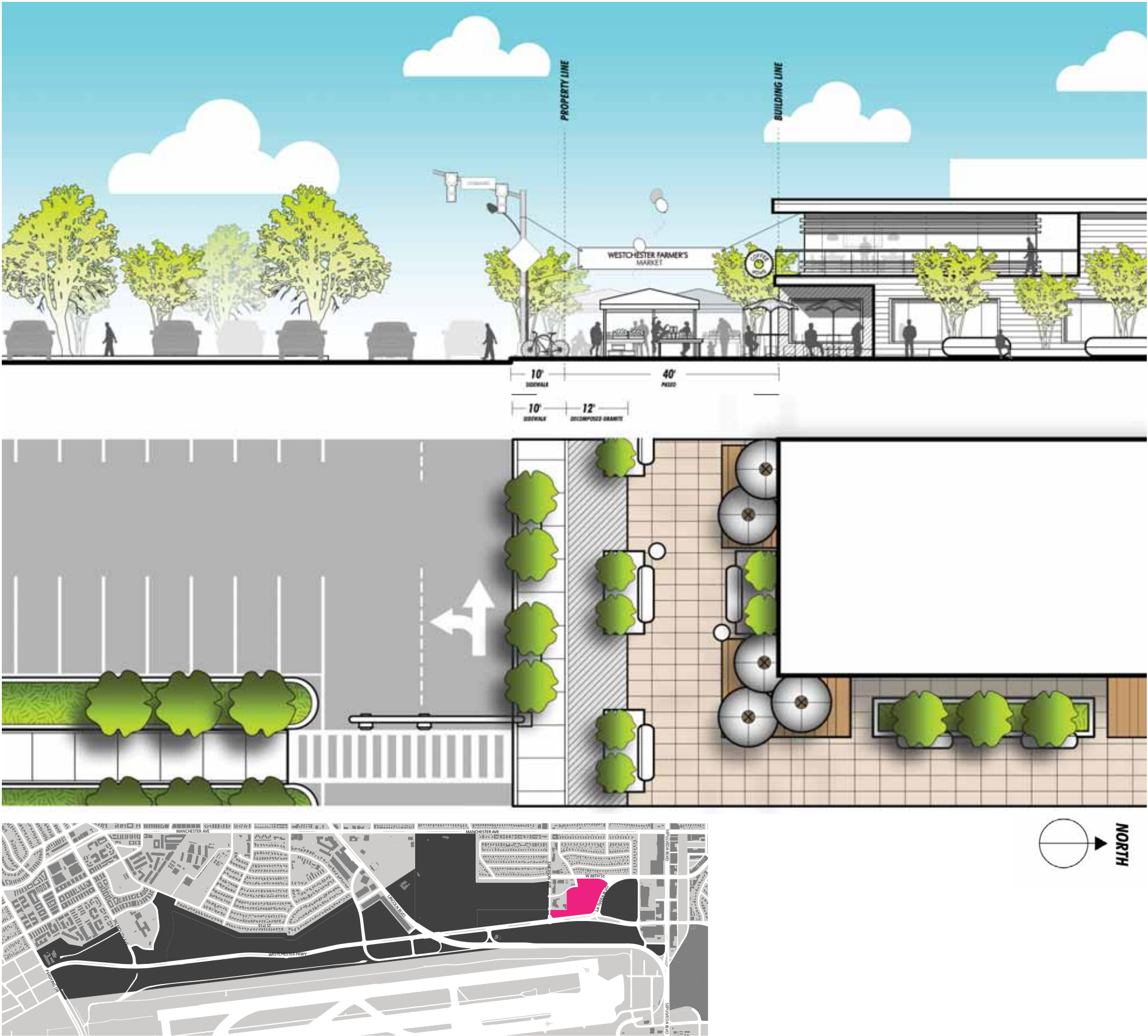


FIGURE 04.2.2-8

PASEO / AREA 11 - Center

Drawing 06 - Retail

This Figure provides additional context for the requirements associated with the design and implementation of the paseo.

PROPOSED ACTIVITIES



KIOSKS



BIKE RENTAL



SMALL PARKS



LARGER GROUPS



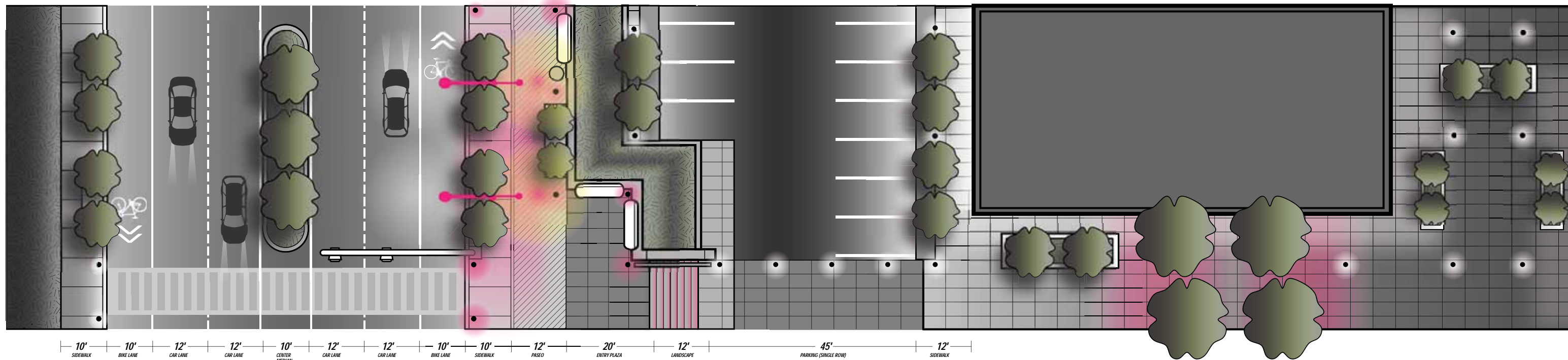
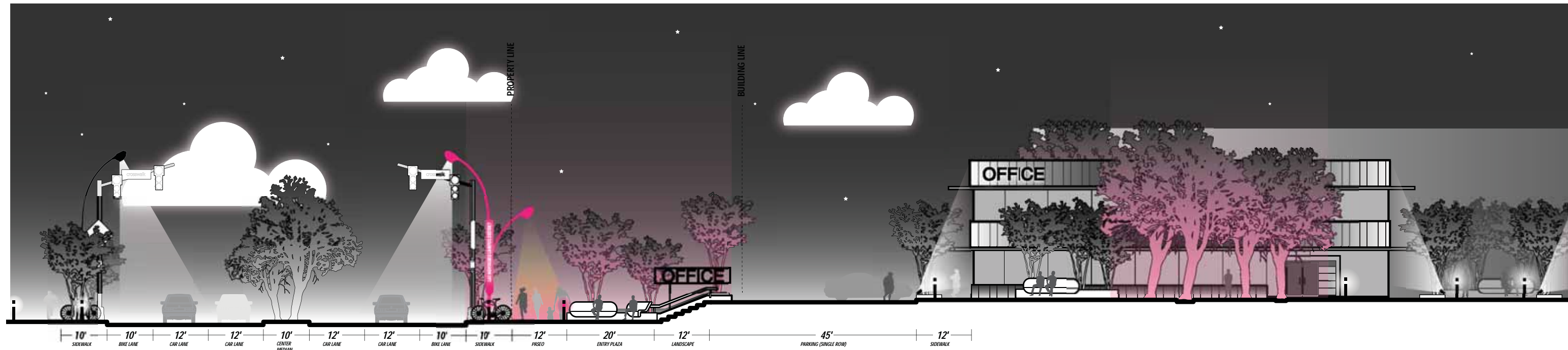
WATER FEATURES



FOOD TRUCKS



PUBLIC EVENTS



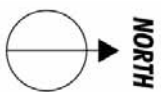
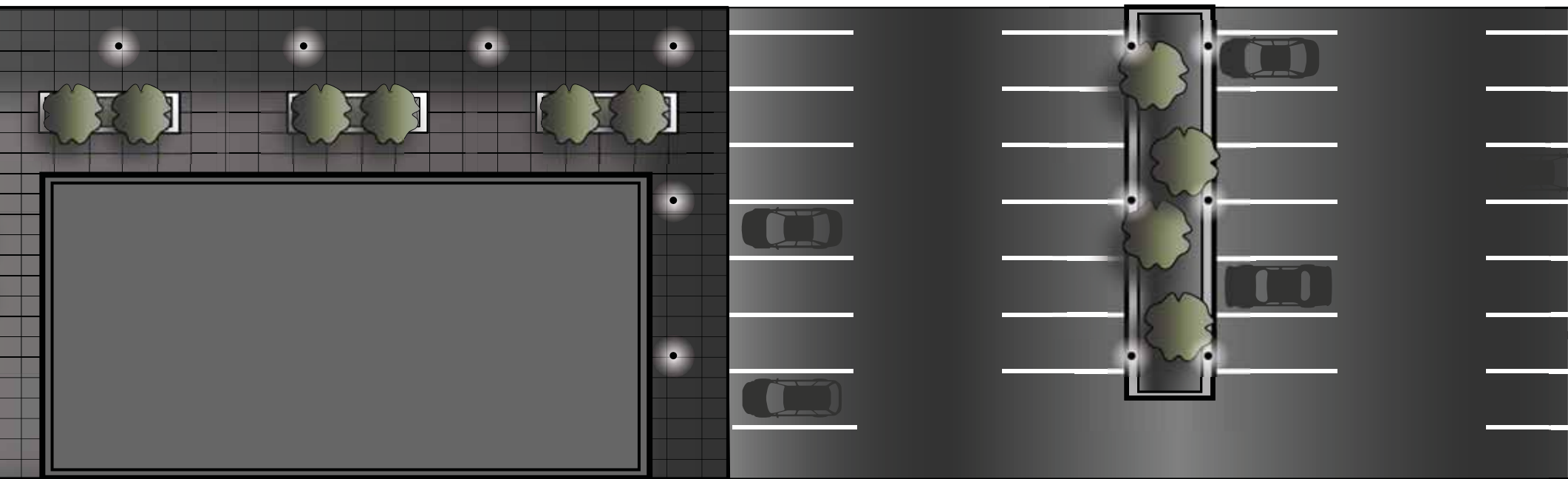
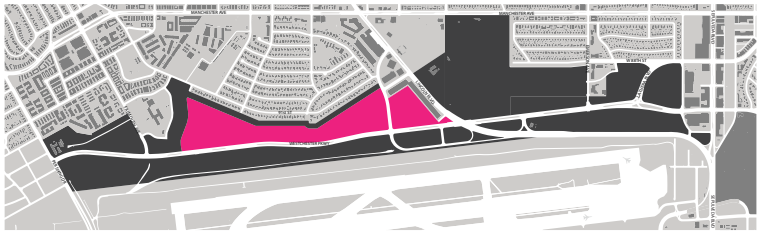


FIGURE 04.2.3

SITE LIGHTING - CAMPUS EXAMPLE

This Figure provides an example of site lighting in the LAX Northside Campus District.



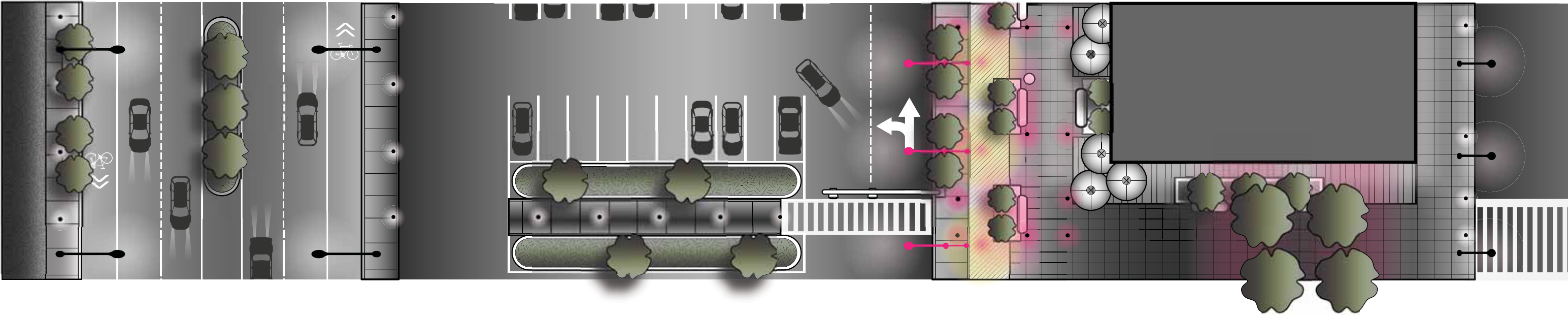


FIGURE 04.2.3

SITE LIGHTING - CENTER EXAMPLE

This Figure provides an example of site lighting in the LAX Northside Center District.

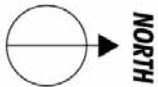
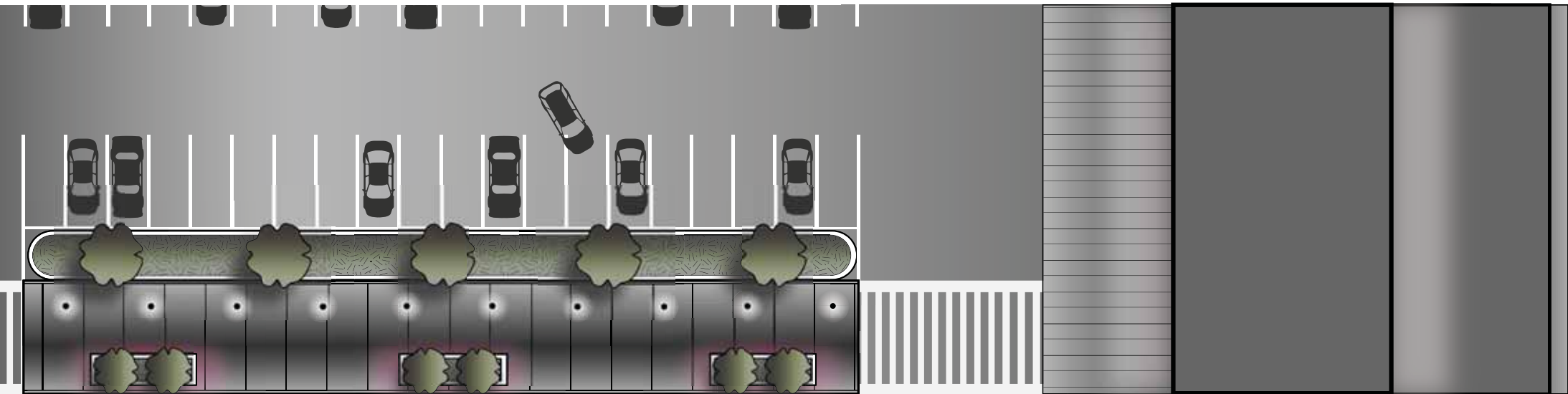
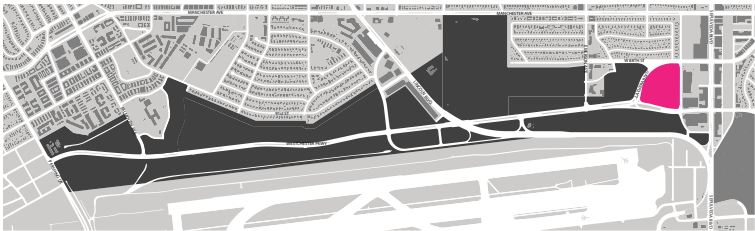
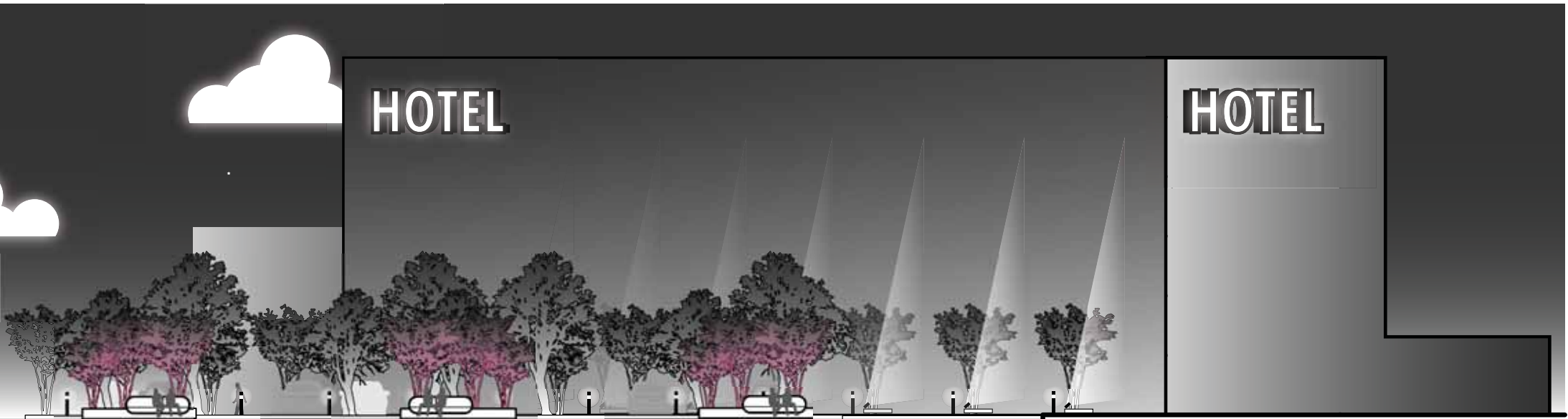
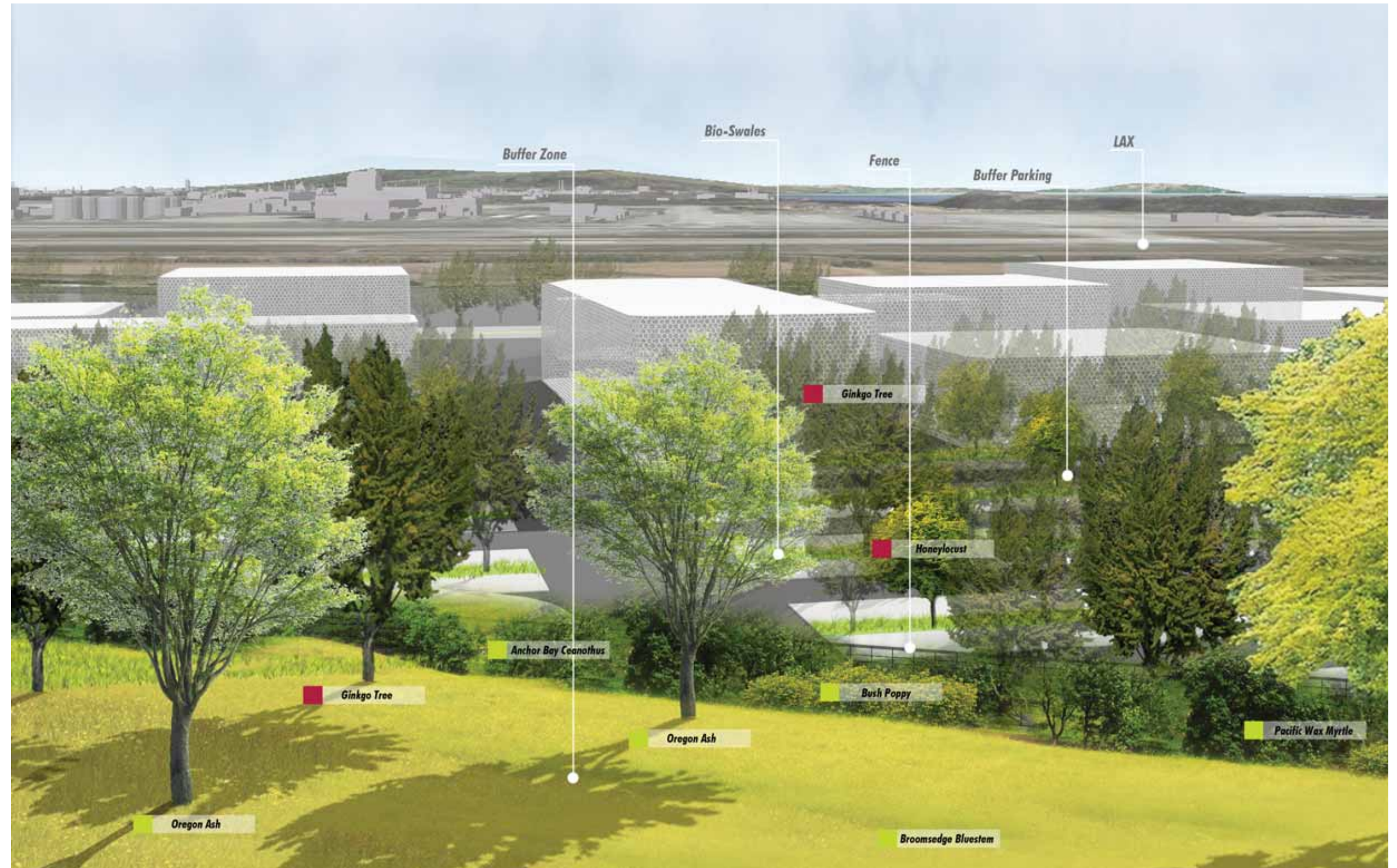


FIGURE 04.3-1

LAX NORTHSIDE CAMPUS - OPEN SPACE

This Figure presents a conceptual image for the LAX Northside Campus District Open Space overlooking the adjacent airfield, including appropriate planting materials for the specific location.

- Native Species
- Non-Native Species



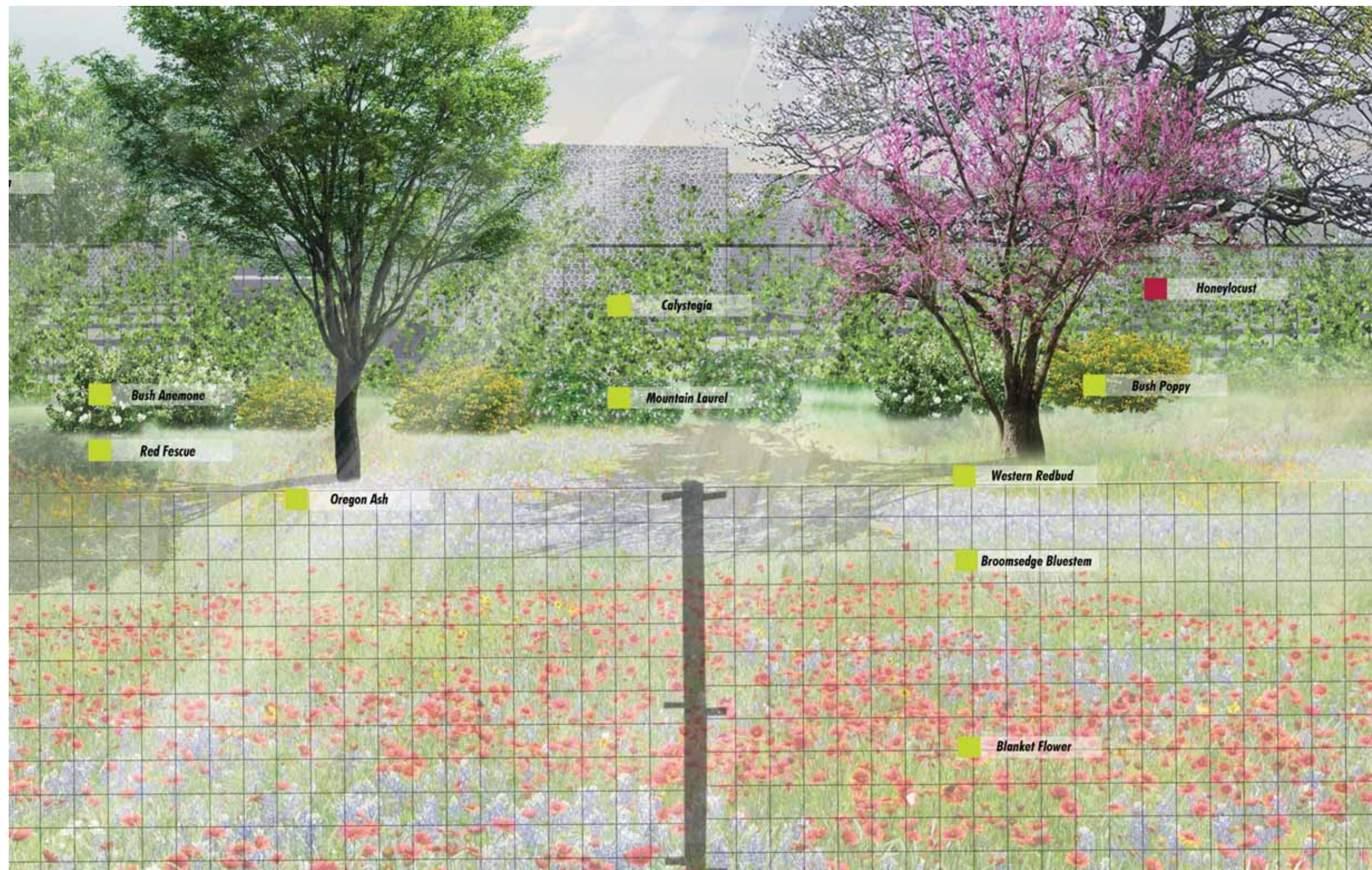


FIGURE 04.3-2

LAX NORTHSIDE CAMPUS - BUFFER

This Figure presents a conceptual impage for the LAX Northside Campus District Buffer overlooking the area from the point of view of adjacent developments, including appropriate planting materials for the specific location.

Native Species ■
Non-Native Species ■

FIGURE 04.3-3

LAX NORTHSIDE CAMPUS - AREA 2

This Figure presents an image for the LAX Northside Campus District, Area 2 illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.





FIGURE 04.3-4

LAX NORTHSIDE CAMPUS - AREA 3

This Figure presents an image for the LAX Northside Campus District, Area 3 illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.

FIGURE 04.3-5

LAX NORTHSIDE CENTER - AREA 13&12

This Figure presents an image for the LAX Northside Center District, Area 13 and 12 illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.





FIGURE 04.3-6

LAX NORTHSIDE CENTER - AREA 12 & 11

This Figure presents an image for the LAX Northside Center District, Area 11 and 12 illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.

FIGURE 04.3-7

LAX NORTHSIDE CAMPUS - AREA 1

This Figure presents an image for the LAX Northside Campus District, Area 1 Open Space illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.





FIGURE 04.3-8

LAX NORTHSIDE CENTER - AREA 11

This Figure presents an image for the LAX Northside Center District, Area 11 illustrating in the form of a physical model the conceptual direction for all design aspects for the LAX Northside.



URBAN DESIGN GUIDELINES

Private Realm Development Standards



05

URBAN DESIGN

GUIDELINES

“Urban design” refers to all spaces and infrastructures that provide character, identity and form to the overall built urban environment in the LAX Northside. The purpose of the urban design guidelines is to establish a framework for the development of the built environment within the LAX Northside, and to shape the design of future projects. These guidelines and standards are intended to achieve compatibility with adjacent communities, while maintaining the flexibility needed to respond to market conditions and reflecting the latest best practices in sustainability.

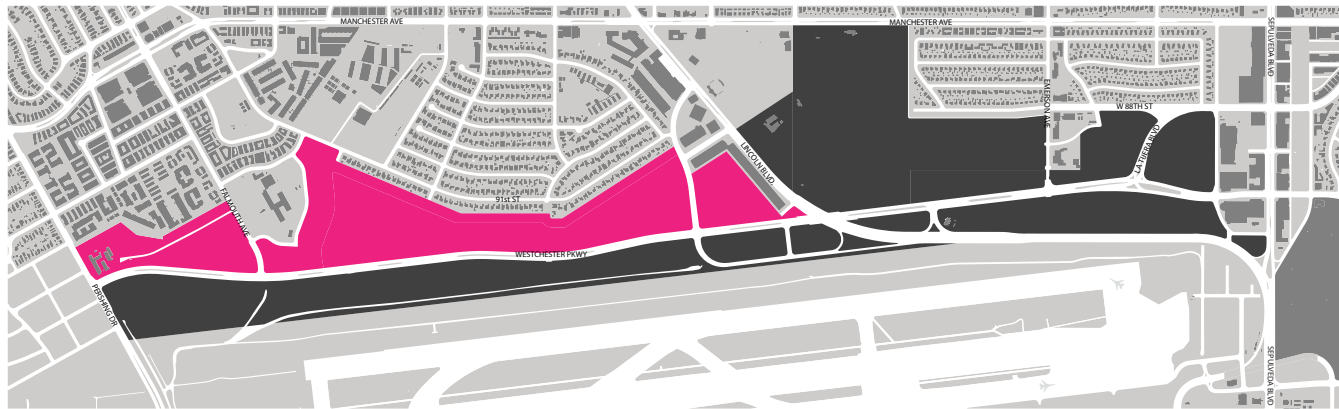
Urban design concepts will differentiate the LAX Northside as a unique area within the Los Angeles region. By taking advantage of the LAX Northside’s location between Los Angeles International Airport and the existing business district in Westchester, the LAX Northside Design Guidelines and Standards supports new development

that will provide a seamless transition and buffer adjacent to the Westchester and Playa Del Rey neighborhoods. The LAX Northside Design Guidelines and Standards address the sensitivity of neighboring uses by focusing activity and development along Westchester Parkway. This strategy will provide consistency in the design of the urban environment and will establish secure boundaries between future developments and existing neighbors.

In addition to defining urban design concepts, these guidelines and standards include sustainable practices as an integral aspect of the overall design direction. These design strategies focus on supporting active lifestyles and existing recreational activities. By nurturing active living through design, and providing pedestrian-scaled infrastructure throughout all parcels developed in the LAX Northside, the LAX Northside will be a leading example of sustainable, healthy design. The primary design elements that will unify the project include:

1. Concentrating building density closest to Westchester Parkway to create a buffer from the adjacent neighbors and to establish a vibrant and active street frontage;
2. Preserving and enhancing existing recreational activities in the community through the creation of a pedestrian paseo along Westchester Parkway;
3. Creating a comfortable and active pedestrian experience along the length of the paseo, spacing development entrances at walkable distances, providing variable depths of space to accommodate a variety of active and passive activities, and providing pedestrian amenities throughout the project area;
4. Complementing the established linear character of the adjacent runways by planting a double row of trees across the LAX Northside to buffer future development;
5. Using massing strategies that address the pedestrian scale.

Within the LAX Northside, three primary districts have been defined to help differentiate various design strategies.



LAX NORTHSIDE CAMPUS DISTRICT

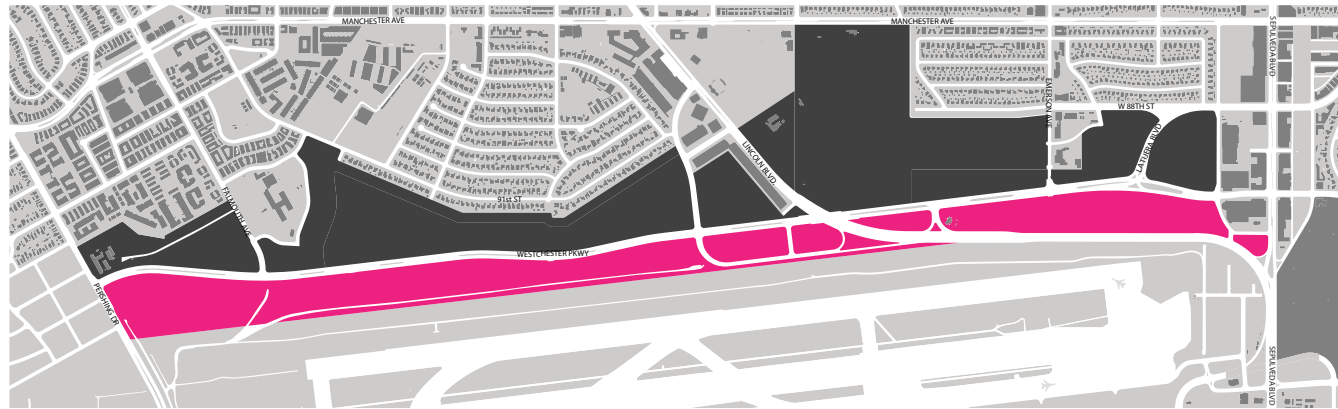
The LAX Northside Campus will be a low-rise, low density office and research and development park extending from Lincoln Boulevard to Falmouth Avenue. Site access will be controlled and project entry points will become major design features along Westchester Parkway, incorporating signage and landscape elements. Along the north side of Westchester Parkway, buildings will maintain a relationship to the street, but will be diverse in terms of siting, design, and building clustering. Internal to the parcels, wider setbacks are required at major access points, while minimal building setbacks are required everywhere else creating a campus-like environments (see Figure 05.2 for specific setback requirements). Additionally, 65% of building square footage is required to be adjacent to Westchester Parkway. These design strategies reinforce a pedestrian scale within each development, while providing the opportunity for integration with the paseo.

Grading strategies, building height limits (ranging from 45-60 feet), and density allocation requirements will limit the visual impact of the new developments on neighboring residences where possible. In Areas 2 and 3, grading

strategies will lower elevations for building frontages, providing a more accessible relationship with Westchester Parkway. In Area 1, existing grading will be preserved to separate planned open spaces from the busy nature of Westchester Parkway. In all areas, landscaping specific to the streetscape, setbacks, and campus environments will combine native and non-native materials that create a dynamic experience with annual blooms and vibrant colors articulated through a series of trees, shrubs and groundcover.

Landscape Buffers are required in two separate locations in the LAX Northside Campus District. Buildings, parking, and pedestrian access are prohibited in these areas. The Landscape Buffers will be secured on all of their sides to prevent access. A 100-foot Landscape Buffer is located on the northern property line in Parcel 2, and a 20-foot Landscape Buffer is located along the northwest property line in Parcel 1. These buffers will be planted primarily with locally-native trees, shrubs and ground cover, and when needed, will provide appropriate ground cover to control erosion. Existing trees will be preserved if they are compatible with the landscape material palettes in these guidelines and standards. The Landscape Buffer will function as a visual screen that physically separates the proposed land uses from the adjacent neighborhoods.

Recreation areas, which are open spaces designed to accommodate active and passive forms of recreation, including, but not limited to soccer, lacrosse, baseball, and dog parks shall be primarily allocated to Areas 1 and ten acres in the western portion of Area 2. All recreation spaces will be secured with a 10-foot tall perimeter fence and will operate with established hours of operation, preventing the need for lighted fields and the possibility of light trespass. Parking will be provided for all recreation spaces consistent with Los Angeles City Code requirements. Recreation areas will provide additional amenities such as ancillary buildings for storage, recreation centers, pedestrian pathways and compliant access for handicapped individuals. Recreation areas will be planted with a required palette that is eighty (80) percent locally-native and twenty (20) percent non-native creating a landscape that is specific to the LAX Northside's location with the occasional pop of vibrant color and dynamic annual change.



LAX NORTHSIDE AIRPORT SUPPORT DISTRICT

The areas south of Westchester Parkway will be comprised of low-rise (30 foot height limit), light industrial structures, with the majority of building density located in Area 4. The existing site entrance and security checkpoint at the intersection of Falmouth Avenue and Westchester Parkway will be maintained, allowing a secured access point for employees. Grading strategies and landscape berms will be preserved as they exist today, limiting the visual presence of this area from the point of view of neighbors north of Westchester Parkway. Where applicable, additional grading and landscape berms may be introduced to further enhance these design ideas.

In addition to the existing landscape materials found within these areas, new materials will be introduced that are locally-native, drought tolerant, and require little to no maintenance. Landscape materials will be limited to shrubs and ground cover, and when applicable, existing materials that are compatible with these guidelines and standards will be preserved. In addition, newly introduced plant materials will be composed of eighty (80) percent

locally native and twenty (20) percent non-native species, creating a composite, low-lying landscape. Along existing security fence boundaries, replacement trees or shrubs may be introduced in the event of an existing tree dying or becoming damaged. These replacement trees have been selected to prevent illegal access into the airfield by having minimal branch strength and density.



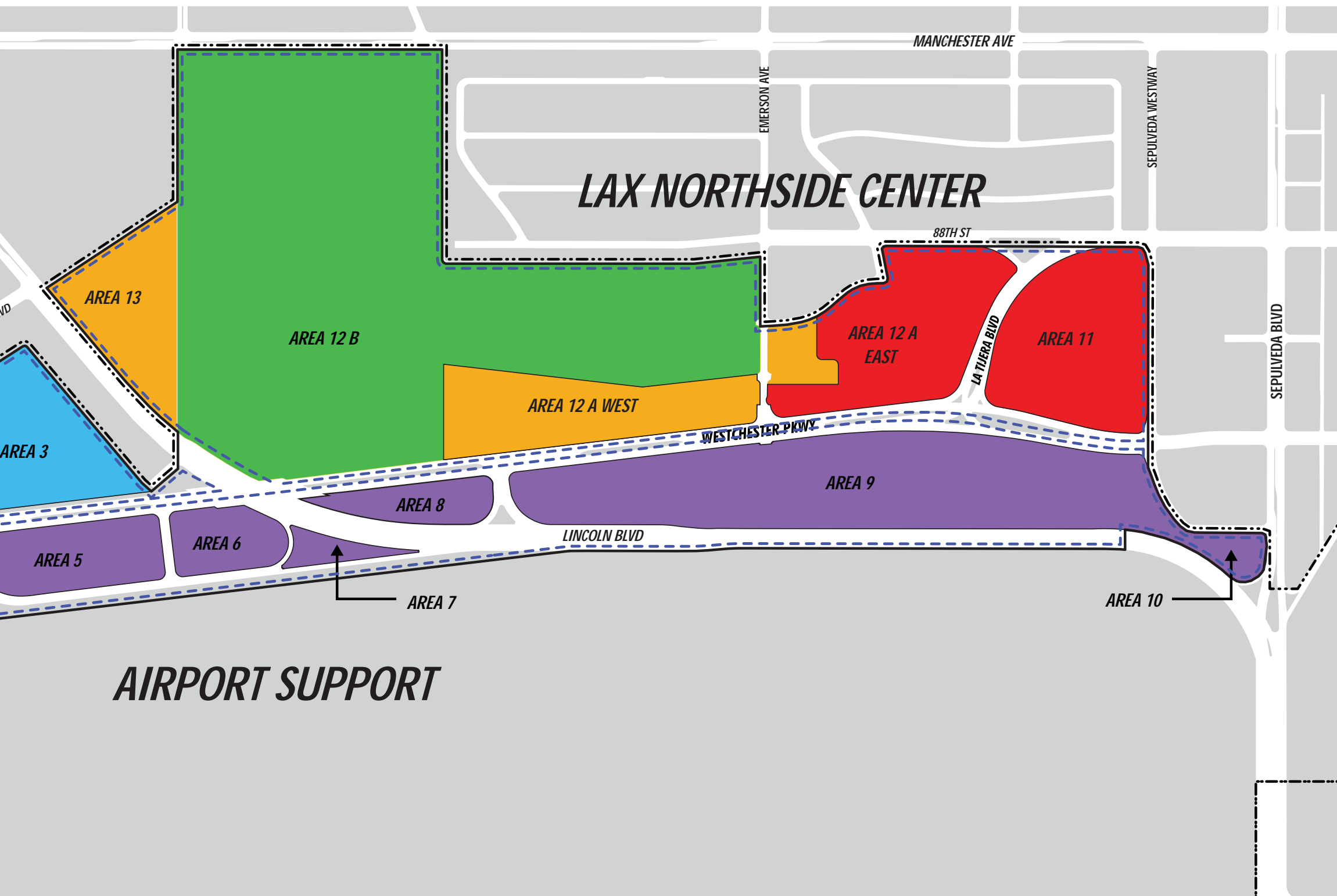


FIGURE 05.1

LAND USE MAP

This Figure provides information specific to the location and distribution of land uses in the LAX Northside.



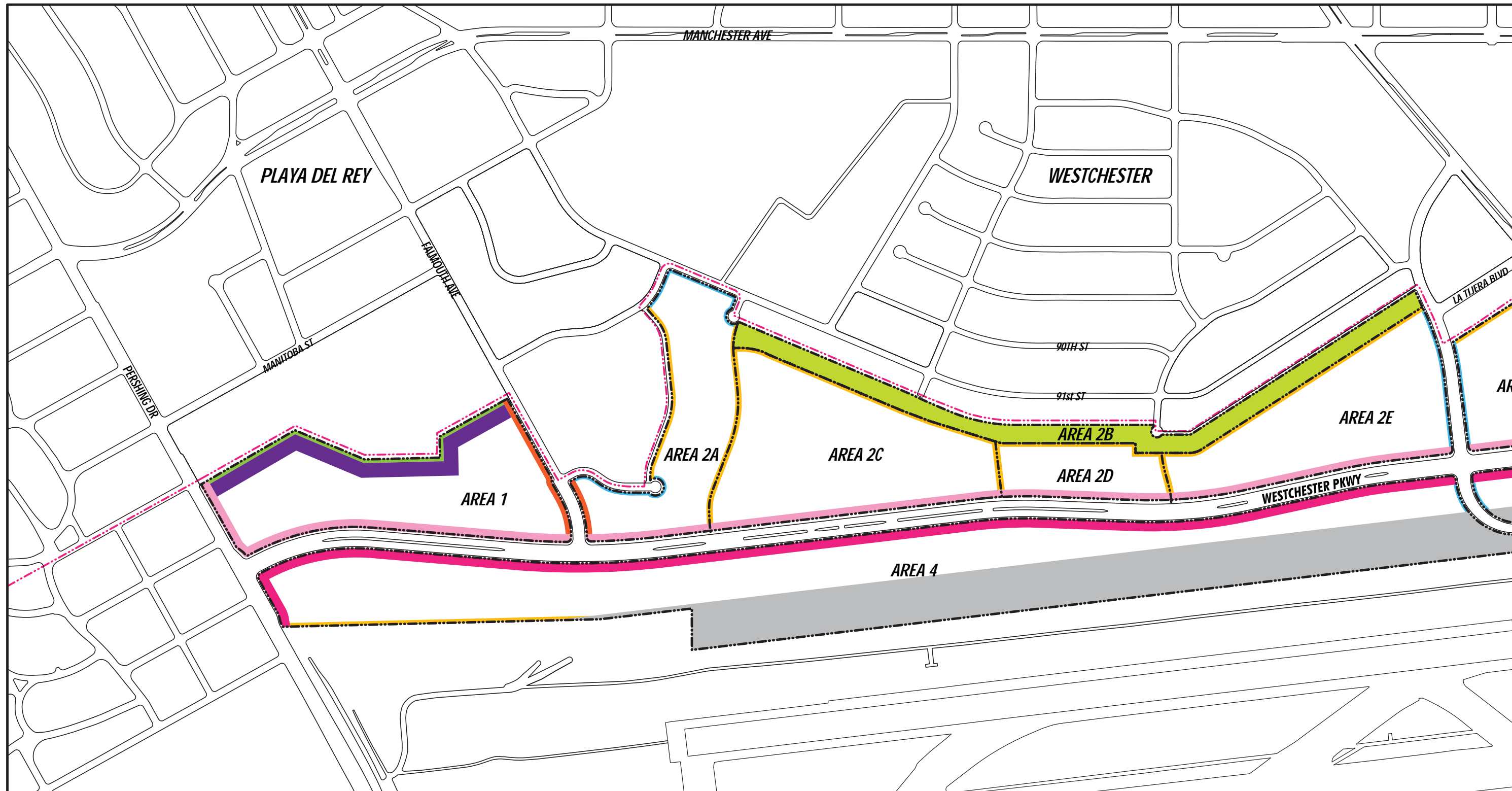
LEGEND

BOUNDARIES

- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY
- DISTRICT BOUNDARY

PROPOSED LAND USES

- OFFICE, and RESEARCH and DEVELOPMENT USE
- COMMUNITY and CIVIC USE
- MIXED USE
- AIRPORT SUPPORT
- RECREATION and OPEN SPACE
- BUFFER



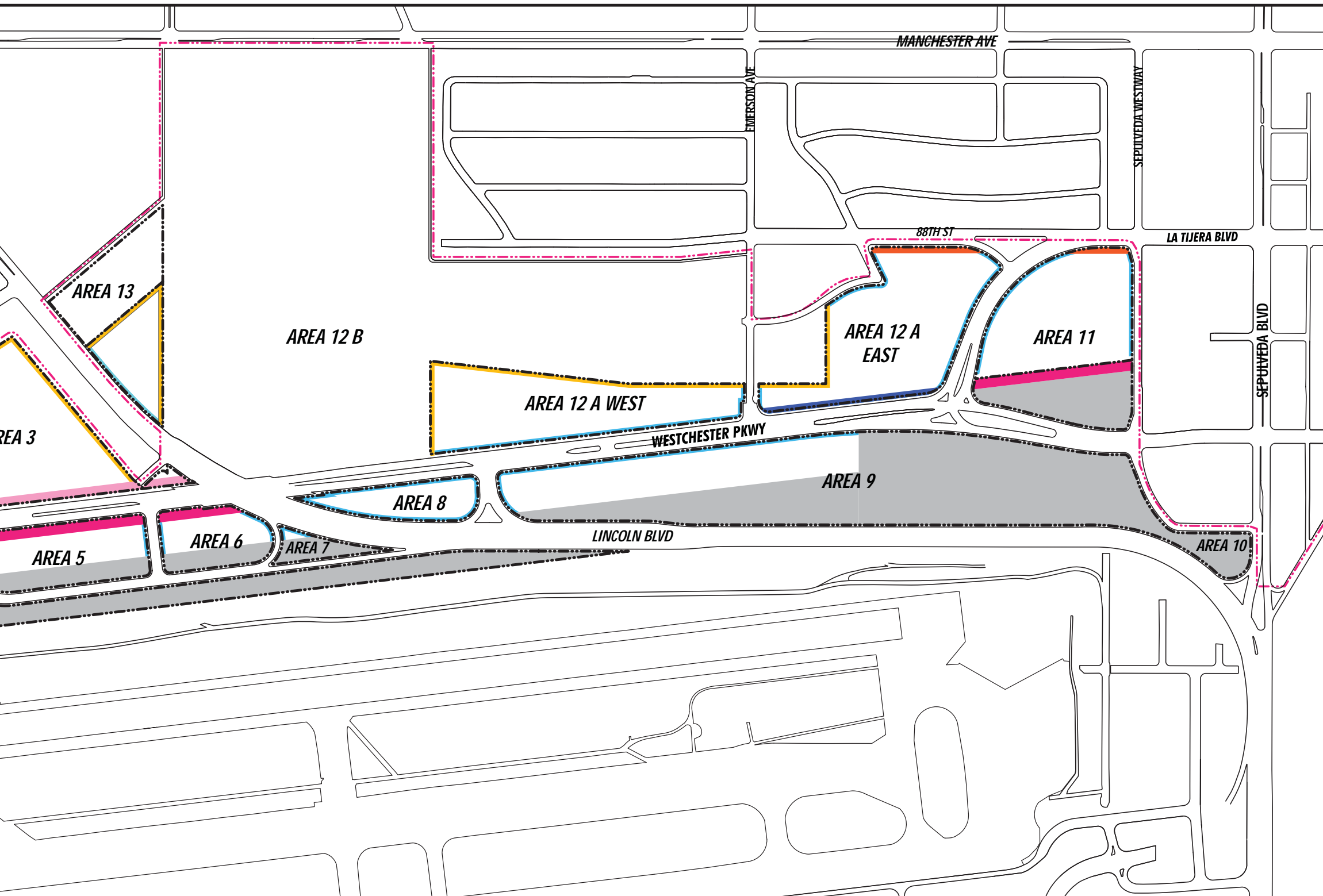


FIGURE 05.2

BUILDING SETBACKS

This Figure provides information specific to the location of all regulated building setbacks in the LAX Northside.



LEGEND

BOUNDARIES

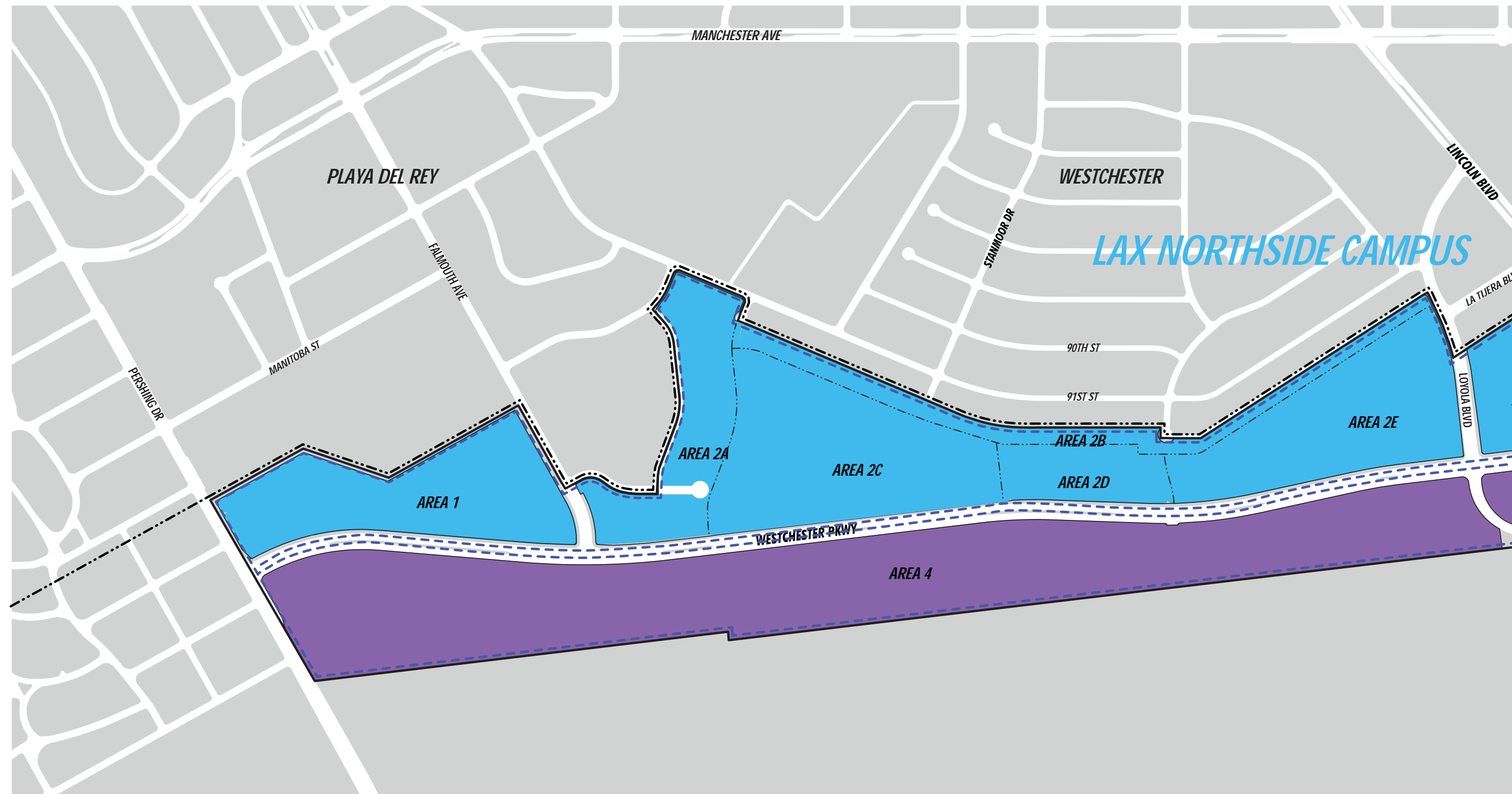
- AIRPORT PROPERTY BOUNDARY
- PROPERTY LINES

REQUIRED SETBACKS

- 15' SETBACK
- 18' SETBACK
- 20' SETBACK
- 30' SETBACK
- 38' SETBACK
- 50' SETBACK
- 80' SETBACK
- RUNWAY SETBACK

REQUIRED BUFFERS

- 20' BUFFER
- 100' BUFFER



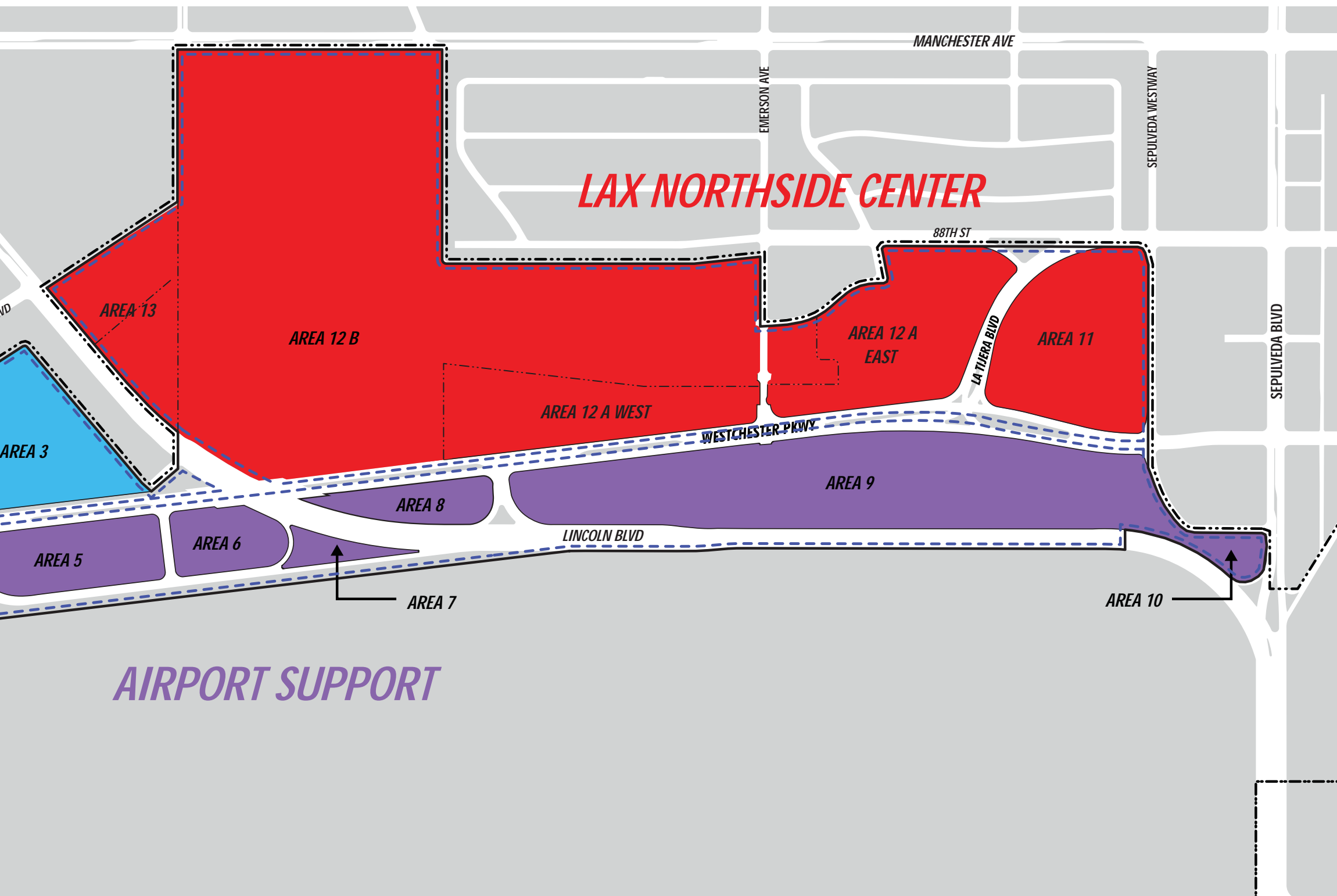
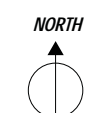


FIGURE 05.3

DISTRICT MAP

This Figure provides information specific to the location of the three primary development districts in the LAX Northside.



LEGEND

BOUNDARIES

- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY
- DISTRICT BOUNDARY

LAX NORTHSIDE DESIGN GUIDELINE DISTRICTS

- LAX NORTHSIDE CAMPUS
- LAX NORTHSIDE CENTER
- LAX NORTHSIDE AIRPORT SUPPORT

LAX Northside Design Guidelines Checklist

05 Urban Design Guidelines

All projects within the LAX Northside Area shall comply with the LAX Specific Plan and the standards and guidelines contained within this document. Additional information that illustrates and informs the overall concepts associated with the urban design approach can be found in Chapter 4: Vision.

05.1 Land Use

A Project shall comply with the following land use standards.

Standards

A. Maximum Permitted Floor Area

The maximum total permitted Floor Area within the LAX Northside shall not exceed 2,320,000 square feet.

B. Project Land Use

The LAX Northside shall be developed with the following land uses as defined by Section D and E below. These land uses shall be developed in those locations, as shown on Figure 05.1, the Land Use Map.

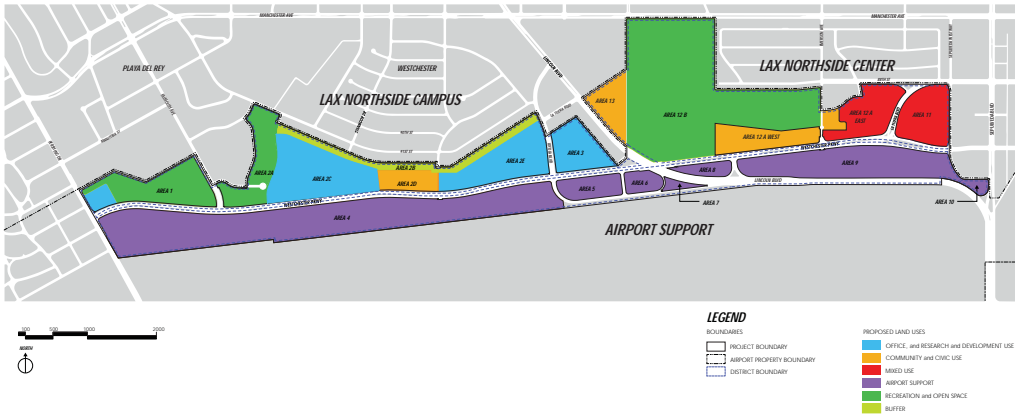


Figure 5.1 // Land Use Map

C. Designation of Sub-Areas

The LAX Northside contains three Districts, as shown on the Districts Map, Figure 05.3. The Districts are designated as: LAX Northside Center District, LAX Northside Campus District, and LAX Northside Airport Support District.

D. Floor Area

The LAX Northside shall be developed with the development capacity for each district as defined in the following table:

MAXIMUM FLOOR AREA PER DISTRICT	
District	Building Square Footage
LAX Northside Center District	645,000
LAX Northside Campus District	1,075,000
LAX Northside Airport Support District	600,000

Table 05.1.1

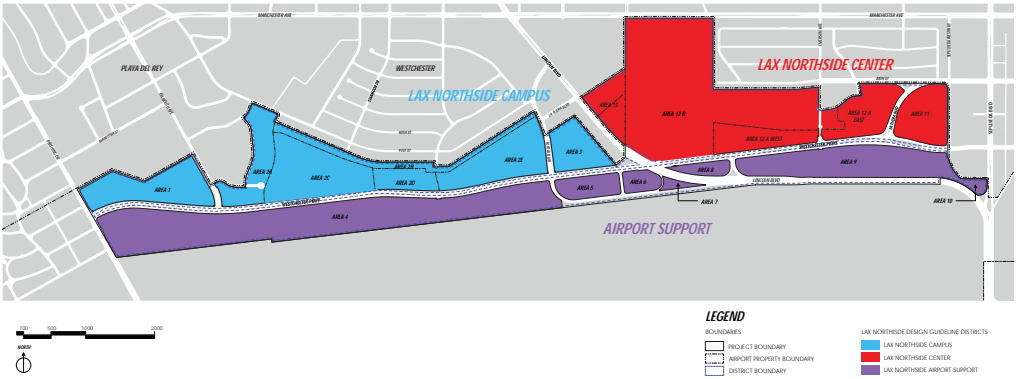


Figure 5.3 // District Map

D.1 Floor Area Calculations

Every application for Compliance Review shall include a table that identifies the following :

	a. Proposed project building floor area.
	b. New total of developed building floor area within the Northside District.
	c. Total remaining allowed building floor area within the Northside District.
	d. New total developed building floor area for all areas within the LAX Northside.
	e. Total remaining allowed building floor area within the LAX Northside.

D.2 Trip Generation Calculations

Every application for Compliance Review shall include a table that identifies the following :

	a. Proposed project trip generation.
	b. New total trip generation within the LAX Northside.
	c. Total remaining allowed trip generation within the LAX Northside.

E. Permitted Uses
Permitted uses are indicated with “X” for each Area in the table below.

PERMITTED LAND USE TABLE			
LAND USE	AREAS		
	1-3	4-10	11-13
Buffer Uses (B)			
a. Underground utilities, with limited related surface structures for ventilation or access	X		
Community or Civic Uses (CC)			
a. Non-profit businesses or institutions that serve the local community	X		X
b. Outside recreation related to non-profit institutions such as swimming pools and athletic courts/fields	X		X
c. City, county or state government buildings including senior center, fire stations and libraries	X		X
d. Cultural institutions such as performing arts or museums	X		X
e. For-profit businesses or enterprises that serve the local community	X		X
f. Non-profit club or lodge	X		X
Office and Research Uses (OR)			
a. Community and civic zone uses			X
b. Office, general business or professional			X
c. Medical or dental office, including surgery center, outpatient services, primary care clinic and pharmacy			X
d. Research and development including office, engineering, showroom, laboratory. Limited test and assembly of not-for-sale prototypes is permitted			X
e. Business college, professional or scientific school or college, not including trade schools involving shop work, or the repair or maintenance of machinery or equipment			X
f. Media, post-production or broadcast studio, without transmission towers			X
g. Animal care or boarding facility, with conditions			X
Recreation and Open Space Uses (OS)			
a. Golf Course	X		X
b. Athletic fields, outdoor athletic courts	X		X

Table 05.1.2

PERMITTED LAND USE TABLE			
LAND USE	AREAS		
	1-3	4-10	11-13
Recreation and Open Space Uses (OS)			
c. Public shade structures, picnic areas and rest rooms	X		X
d. Dog park, with conditions	X		X
e. Below grade storm water treatment facilities, with conditions	X		X
Mixed Use- Commercial (MU)			
a. Banks or financial institutions			X
b. Retail, including merchandise sales and local services such as bakery, barber shop, beauty shop, book store, stationary store, software or computer store, toy store, clothes cleaners, tailors, florist or gift shop, real estate, hardware or appliance store or jewelry store			X
c. Professional Office			X
d. Restaurants, including sit down, quick serve, and drive through			X
e. Hotel, including related restaurants, services and parking			X
f. Transit station	X	X	X
g. Medical or dental office, including surgery center, outpatient services, primary care clinic and pharmacy			X
h. Animal medical clinic			X
i. Surface and subterranean parking	X		X
j. Wholesale stores, with conditions			X
k. Auto repair or service, with conditions			X
l. Auto fueling stations, with conditions			X
Airport Support Uses (AS)			
a. Maintenance and repair shops		X	
b. Indoor storage and warehouses		X	
c. Exterior storage		X	
d. Administrative offices		X	
e. Radars and surveillance facilities	X	X	X
f. Utilities and utility-related structures		X	
g. Construction material temporary storage		X	
h. Recycling sorting and storage		X	
i. Parking		X	

Table 05.1.2

F. Prohibited Uses

The following uses shall be prohibited in the LAX Northside.

- a. Residential, or dwelling units of any kind
- b. K-12 education
- c. Retail stores over 100,000 gross square feet
- d. Auto dealerships
- e. Adult entertainment as defined in LAMC 12.70
- f. Massage parlors as defined in LAMC 12.70
- g. Parking as a primary use, except in Airport Support and Mixed Use designated areas

05.2 Development Regulations

A Project shall comply with the following development standards.

Standards

05.2A Building Heights

Buildings shall be developed in compliance with the height standards identified below and contained within Table 05.2A.1 :

- 1. Heights shall be measured from mean seal level (MSL).

BUILDING HEIGHT	
Area	Maximum Height
LAX Northside Center	
Area 11 and 12A East	60'
Area 12A West	20'
Area 13	45'
LAX Northside Campus	
Area 3	60'
Areas 1, 2A, 2C, 2D, 2E	45'
LAX Northside Airport Support	
All Areas	30'

Table 05.2A.1

05.2B Building Stepbacks

- In Area 11, buildings located adjacent to the 88th Street and La Tijera property line shall be stepped back by one foot for each additional foot of height above 15'.

05.2C Building Setbacks

Buildings shall be developed in compliance with the following setback standards.

- 1. Buildings shall be developed in compliance with the Building Setback standards as shown the Building Setbacks Map (Figure 05.2).
- 2. No building or portion of a building is permitted within the Building Setback.
- 3. No parking is permitted within the Building Setbacks in the LAX Northside Center District.
- 4. No walls or fences are permitted within the Building Setback along Westchester Parkway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive.
- 5. Plaza spaces, outdoor eating areas, and enhanced pedestrian connections are permitted within the Building Setback.
- 6. Landscaped areas within Building Setbacks shall be landscaped in accordance with the Landscape Zone Map and Palettes established in Chapter 7.

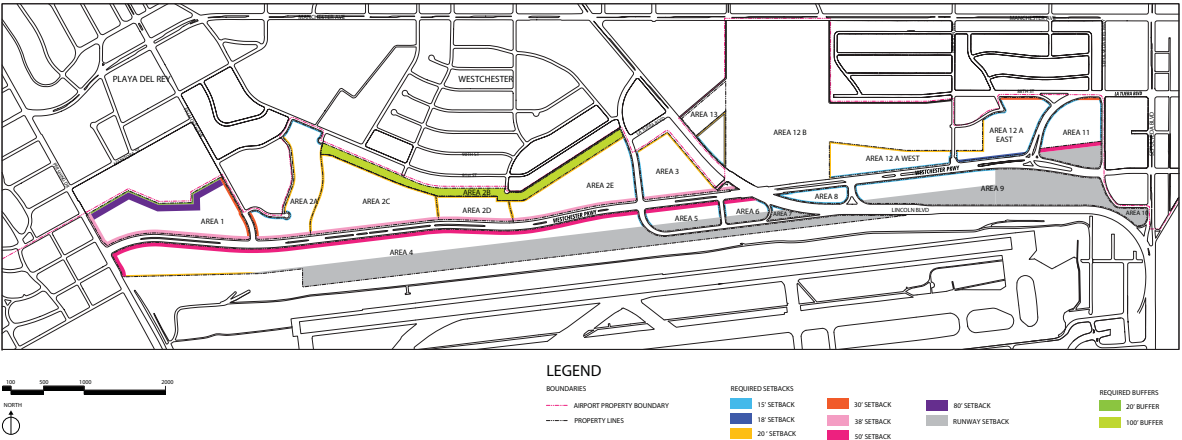


Figure 5.2 // Building Setbacks

05.2D Landscape Buffers

Landscape Buffers have been identified as Area 2B and the 20-foot Landscape Buffer on the northern boundary of Area 1. Landscape Buffers shall be developed in compliance with the following standards.

- 1. Pedestrian access is prohibited, except for maintenance.
- 2. Landscaped Buffers shall be landscaped in accordance with the Landscape Zones and Required Palettes established in Chapter 6.
- 3. Plantings shall be dispersed evenly throughout Landscape Buffers and shall not be limited to the perimeter.

05.2D Landscape Buffers, Continued

<input type="checkbox"/>	4. A 10-foot high fence shall secure the perimeter of a Landscape Buffer identified in the Land Use Map, Figure 05.2. Fence color shall complement proposed landscaping. Examples of appropriate fencing are presented at the end of this Section.
<input type="checkbox"/>	5. Trees planted within the Area 1 Buffer shall be planted to minimize obstruction of views from adjacent residences.

05.2E Building Location

Buildings or structures shall be developed in compliance with the following standards.

<input type="checkbox"/>	1. Buildings within Areas 2, 11, and 12A shall front Westchester Parkway, La Tijera, and Sepulveda Westway setbacks.
<input type="checkbox"/>	2. Buildings within Areas 2C and 2E shall be located with a minimum of 65 percent of the proposed project ground floor area located within 250 feet of the Westchester Parkway property line.
<input type="checkbox"/>	3. Ancillary Buildings shall not front Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive.
<input type="checkbox"/>	4. Parking structures shall not front Westchester Parkway.

05.2F Pedestrian Orientation

All Areas fronting Westchester Parkway, La Tijera, and Sepulveda Westway are designated as “pedestrian oriented.” The pedestrian circulation system shall connect buildings, streets, parking areas, and public transit stops to create an environment that supports public transportation, carpools, biking, and other forms of transportation. The following development standards, in addition to the development standards set forth above, shall apply to all primary buildings. These standards shall not apply to Ancillary Buildings.

<input type="checkbox"/>	1. A direct pedestrian connection designated by distinct landscaping and paving materials shall be provided between parking areas and the buildings they serve.
<input type="checkbox"/>	2. Retail or restaurant uses shall provide bicycle parking within a minimum of one hundred (100) feet of each primary building entrance.
<input type="checkbox"/>	3. Office or research buildings shall provide bicycle parking within a minimum of two hundred (200) feet of an employee entrance.
<input type="checkbox"/>	4. A clearly-marked pedestrian connection designated by distinct landscaping and paving materials shall be provided between the primary building entrance of buildings and the paseo. The maximum distance between such pedestrian connections and the paseo shall be no more than one hundred (100) feet within the LAX Northside Center District and three hundred (300) feet within the LAX Northside Campus District.

05.2G Site Access

Vehicular access location and design shall conform with the following standards. Additional content is illustrated in Figure 04.1.2.

<input type="checkbox"/>	1. Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue.
<input type="checkbox"/>	2. Primary access drives, allowing left turns, along Westchester Parkway shall be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians. Reciprocal ingress and egress access shall be provided for all adjacent properties within the LAX Northside. This requirement may be waived by due to extreme site constraints or unforeseen conditions.

05.2H Parking

Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4 and surface parking lots shall be landscaped in accordance with the following standards.

<input type="checkbox"/>	1. A minimum of one tree for every four parking spaces shall be provided. Trees should be sized at 24-inch box or larger at the time of installation and remaining landscaped area shall contain understory planting.
<input type="checkbox"/>	2. Landscaping islands and landscaping fingers containing trees shall be a minimum of six feet in width.
<input type="checkbox"/>	3. Any portion of the parking area not used for parking, loading drive aisles, or pedestrian connectivity shall be landscaped.
<input type="checkbox"/>	4. Parking stalls shall be paved with permeable pavers or porous paving materials. Drive aisles and primary and secondary entrance roadways are excluded from this requirement.
<input type="checkbox"/>	5. Parking areas shall be designed to mitigate stormwater.
<input type="checkbox"/>	6. Landscaping within parking areas shall be protected from encroaching vehicles by concrete curbing or raised planting areas. Curb cuts shall be provided to allow stormwater drainage into landscaping islands and fingers.

05.2I Utilities and Service Areas

Utilitarian elements and loading/service areas shall conform to the following standards, with the exception of the LAX Northside Airport Support District which is excluded from these requirements.

<input type="checkbox"/>	1. All utility service equipment, including but not limited to meters, vaults, sprinkler risers, vacuum breakers, and all service and trash areas shall be screened from neighboring properties and public right-of-way and shall be located away from major pedestrian routes and outdoor seating areas. These areas shall be screened by landscape materials including trees, shrubs, and ground cover and/or and fences or walls designed to conform to the standards outlined within this document.
--------------------------	---

05.2I Utilities and Service Areas, continued

<input type="checkbox"/>	2. No materials, supplies or equipment, including trucks or other motor vehicles (excluding company vehicles for passenger use) shall be stored on-site unless located inside a closed building or screened from public view.
<input type="checkbox"/>	3. Service areas shall be designed to minimize automobile/pedestrian conflicts.
<input type="checkbox"/>	4. Roof mounted equipment shall be screened at a minimum equal to the height of the equipment, using similar materials and colors as the primary building.
<input type="checkbox"/>	5. Walls designed to screen utilitarian equipment shall be a maximum of six (6) feet in height, measured from finish grade.
<input type="checkbox"/>	6. Loading areas shall be accommodated entirely on-site.
<input type="checkbox"/>	7. Areas dedicated to loading shall not be visible from a public street.
<input type="checkbox"/>	8. Ancillary buildings shall be built with permanent materials that relate in style and finish to the primary buildings with which they are associated.
<input type="checkbox"/>	9. Trash and recycling storage areas shall be located to the rear or sides of a building and shall be screened from public view with walls, berms, or landscaping.
<input type="checkbox"/>	10. Trash enclosures and loading areas shall be designed using similar materials and colors as the primary buildings with which they are associated.
<input type="checkbox"/>	11. Recycling bins shall be screened.
<input type="checkbox"/>	12. Functional building elements, such as roof scuppers and vents shall not be visible from a public street.
<input type="checkbox"/>	13. Sheet metal vents, pipe stacks, and flashing shall be similar in finish and color to the adjacent roof or wall material.

05.2J Walls and Fences

Fences and walls shall conform to the following standards.

<input type="checkbox"/>	1. Walls and fences are discouraged along interior lot lines, except for where Landscape Buffers or demonstrated security needs are required.
<input type="checkbox"/>	2. Recreation Areas shall be secured with an eight (8) foot tall fence and provide limited and controlled access to the general public.
<input type="checkbox"/>	3. Fences and walls not associated to Recreation or Buffer areas shall have a maximum height of eight (8) feet measured from the finished grade. A six (6) foot planting strip shall be located adjacent to walls and fences and shall include shrubs, vines and ground cover identified in Chapter 7.
<input type="checkbox"/>	4. Solid fences or walls shall be designed with both sides articulated with similar or complementary materials and colors as the primary building with which they are associated.
<input type="checkbox"/>	5. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is prohibited within the Northside Center and Campus Districts.

05.2J Walls and Fences, continued

<input type="checkbox"/>	6. Long expanses of walls (50 feet or greater) shall be broken up with projections or recessed elements, landscape pockets or changes in materials.
<input type="checkbox"/>	7. Where a wall or fence is located adjacent to a public right-of-way, a minimum six (6) feet landscaped setback shall be provided.

05.2K Site Lighting

The following lighting standards apply:

<input type="checkbox"/>	1. Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties.
<input type="checkbox"/>	2. Lighting mounted above ten (10) feet from finish grade shall incorporate a full cut-off shield fixture.
<input type="checkbox"/>	3. Lighting shall be provided in parking areas, near access drives, pedestrian pathways or crosswalks, and internal vehicular circulation areas.
<input type="checkbox"/>	4. The parking lot illumination level shall achieve a uniformity ratio of 3 to 1 (average to minimum) with a maintained average of 1 foot candle and minimum of .3 foot candle
<input type="checkbox"/>	5. Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area.
<input type="checkbox"/>	6. Pedestrian area lighting, including outdoor plazas, entry ways or other common areas shall achieve a uniformity ratio of 3 to 1 average to minimum, with an average illumination of .60 foot candels and minimum of .18 foot candels
<input type="checkbox"/>	7. Pedestrian walking areas, such as the paseo or parking lot walkways, shall require point to point lighting at a minimum of twenty (20) feet between each point with no specific illumination levels required. Lighting shall clearly identify the pedestrian walking zone and direction of travel.



Landscape Buffer Fencing

LAX Northside Center District

Area 1 and Area 2b

These images depict the appropriate details and functional requirement specified for the fences that secure Buffer areas.





ARCHITECTURAL DESIGN GUIDELINES

Private Realm Development Standards



06

ARCHITECTURAL DESIGN

GUIDELINES

“Architecture” as described in this portion of the guidelines and standards refers to all buildings that provide character, identity, and form to the built environment in the LAX Northside. The purpose of the architectural design guidelines and standards is to establish a framework for the design and articulation of buildings within the LAX Northside, defining the standards for how the built environment will look and the character it will capture. These guidelines and standards are intended to achieve compatibility with adjacent communities and uses while maintaining the flexibility needed to respond to individual identities and the latest best-practices in building design and sustainability.

LAX Northside Design Guidelines Checklist

06 Architecture Design Guidelines

The guidelines and standards provided within this chapter articulate the design expectations for the LAX Northside Campus District and LAX Northside Center District and are intended to be used in tandem with the Urban Design Guidelines located in Chapter 5 along with the vision and direction provided within the rest of this document. The guidelines and standards address the minimum requirement for creating quality development.

06.1 Building Form

One of the key aspects to manage development within the LAX Northside is the reduction of impacts on adjacent uses, such as the working airfield and surrounding residential and commercial communities.

Standards

- | | |
|------------------------|--|
| <div><div></div></div> | <p>1. Building facades within 150 feet of neighboring residences shall be located to maximize privacy associated with abutting homes and shall incorporate two or more of the following strategies:</p> <ul style="list-style-type: none">o Buildings shall be oriented to limit direct views into neighborhood homes or sensitive use spaces, such as the golf course, day care or existing condominium facilities.o Off-set windows on walls adjacent to a neighboring residences to prevent direct views into neighboring windows.o Utilize clerestory windows, translucent glass, and/or vision glass beginning in elevation for the second story or higher at a minimum of four (4) feet from finish floor to prevent direct sight lines into neighbors’ widnows and livable outdoor spaces.o Use landscaping to provide a buffer or screening between properties. |
| <div><div></div></div> | <p>2. No building facade shall extend more than eighty (80) feet in length without variations in the wall surface through setbacks or changes in the wall plane. Variations at a minimum must be four (4) foot offset horizontally.</p> |
| <div><div></div></div> | <p>3. Two or more of the following design strategies shall be used to reduce the perceived height, bulk, and massing of the building:</p> <ul style="list-style-type: none">o Variation in the vertical wall in locations in excess of item 2 above.o Variation in parapet or roof by more than two (2) feet for every forty (40) feet.o Variation of roof types, or alternating roofs and parapets.o Variation of facade material, so that no material is more than 35% of the total facade area, including glazing. |

<div><div></div></div>	4. Vertical circulation elements (stairs and elevators) shall be designed as an integral part of the overall architecture of the building and shall complement its massing and form.
<div><div></div></div>	5. Minor surface detailing shall not be used as a substitute for distinctive building massing. Minor surface detailing includes score lines or changes in color, rather than a change or relief in the wall plane.

06.2 Facade Articulation and Materials

Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing. This is particularly important on frontages facing Westchester Parkway, La Tijera Boulevard, and internal to the project area where buildings are oriented toward parking and primary vehicular access areas within the retail and office environments.

<div><div></div></div>	1. Building massing shall be broken down into smaller units, with vertical and horizontal queues related to the pedestrian scale.
<div><div></div></div>	2. Mirror or reflective surfaces shall not be primary building materials.

06.3 Roofs

Roof design and mechanical equipment screening are important design features. Integrating full roof forms and elements, green roofs, and the application of a painted finish can provide opportunities to improve the visual quality of roofs.

<div><div></div></div>	1. Roof parapets shall be articulated with details including, but not limited to precast treatments, continuous banding, or projecting cornices, lintels, caps, corner details, or variety in pitch (for example, articulated, sculptural roof lines/forms).
<div><div></div></div>	2. Roof parapets shall not appear “tacked on” and shall convey a sense of permanence. Where tower or vertical elements are proposed, parapets shall wrap to create the appearance of a complete structure.
<div><div></div></div>	3. All roof mounted mechanical equipment shall be screened to the height of the equipment. Line of sight screening is not acceptable. <div><div></div>Buildings with flat or low-pitched roofs shall incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment.</div> <div><div></div>Screening shall be architecturally compatible in color, shape, size, and material with the primary building and shall be carefully integrated into the overall building design.</div>
<div><div></div></div>	4. Roof access shall be provided from the interior of the building. Exterior roof access ladders are prohibited.
<div><div></div></div>	5. Roof surfaces shall be light in color or are encouraged to be constructed as a green roof.

06.4 Parking Structures

Parking structures shall comply with the following standards.

Standards	
<div><div></div></div>	1. Parking structures shall be designed and sited to reduce visual impact from public view and neighboring residential development.
<div><div></div></div>	2. The following strategies shall be considered when siting and designing a parking structure: <div><div></div>Minimize visual and lighting impacts on neighboring properties.</div> <div><div></div>Vehicle ramps within the interior of the structure to limit headlight exposure.</div> <div><div></div>Utilize exterior screen systems for planting and vegetation, or additional architectural articulation to improve aesthetic quality.</div> <div><div></div>Provide additional accent or façade articulation at vehicular and pedestrian entries to the garage.</div>
<div><div></div></div>	3. All lighting within and on the roof of the parking structure shall be shielded so that the light sources are not visible from adjacent property or rights-of-way.
<div><div></div></div>	4. A ten foot minimum landscape strip shall be provided at the base of the structure where pedestrian or vehicle access is not provided.

06.5 Pedestrian Amenities

Additional information specific to the character, quality and appropriateness of pedestrian amenities is illustrated at the end of this Section.

<div><div></div></div>	1. Pedestrian amenities shall be selected to complement the overall character of the development and adhere to the following objectives: <div><div></div>Furnishings shall be attractive, functional, durable and easy to maintain.</div> <div><div></div>Amenities shall help promote safe, visually pleasing, and comfortable pedestrian environments.</div>
<div><div></div></div>	2. Trash receptacles, benches, bollards, planters and bike racks shall be located in areas with high pedestrian activity such as pedestrian walkways, project entry plazas and building entrances, seating areas, and transit stops.

06.6 Building Lighting

Building lighting shall be designed and placed to limit impacts on adjacent properties or disrupt the function of the airfield. The quality of light, level of light as measured in foot-candles, and the type of bulb or source shall be carefully addressed. Lighting levels shall not be so intense as to draw attention to the flow or glare of the project site. Lighting shall incorporate current energy-efficient fixtures and technology.

<input type="checkbox"/>	1. Lighting shall be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. Indirect wall lighting or “wall washing” and overhead down lighting may be used to help reduce light trespass into adjacent properties.
<input type="checkbox"/>	2. Spot lighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area.
<input type="checkbox"/>	3. Building light fixtures shall be designed or selected to be architecturally compatible with the main structure.
<input type="checkbox"/>	4. When security lighting is necessary, it shall be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass shall be prevented.
<input type="checkbox"/>	5. Exposed bulbs are prohibited.

06.7 Stormwater Management

All parcels shall integrate Low Impact Design (LID) best practices into future developments to promote and facilitate water conservation.

<input type="checkbox"/>	1. Site development shall comply with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) with Operation and Maintenance Guidelines.
<input type="checkbox"/>	2. Natural vegetation and native and/or drought tolerant plants shall be planted in parking lot islands and other landscaped areas where feasible.
<input type="checkbox"/>	3. Natural drainage systems shall be utilized to the maximum extent feasible.
<input type="checkbox"/>	4. Impervious area shall be minimized.
<input type="checkbox"/>	5. Non-structural BMP’s shall be used unless they are infeasible in which case the infeasibility shall be documented and structural Best Management Practices are implemented.
<input type="checkbox"/>	6. Stormwater shall be pre-treated prior to infiltration or discharge from site.



Bike Racks



Bollards



Trash Receptacles



Planters



Appropriate Pedestrian Ammenities

LAX Northside Center and LAX Northside Campus Districts

The following images provide examples of sturdy, durable, and attractively designed pedestrian ammenities. These images do not specify the specific items, but capture the spirit of the project in their articulation and represent input from community workshops.



Benches



Benches





LANDSCAPE DESIGN GUIDELINES

DESIGN GUIDELINES & STANDARDS



07

LANDSCAPE DESIGN

GUIDELINES

“Landscape” as described in this portion of the design guidelines and standards refers to all plant materials that provide character, identity and form to the natural environment in the LAX Northside. These items include streets and landscape setbacks, the variety and placement of selected plant materials, walkways and the paseo, signage, lighting, site furnishings, and arrangement of major functional elements including development entries, parking lots, buildings, service areas, and other locations throughout the LAX Northside. The objective of the Landscape Design guidelines and standards is to ensure that landscaping as a design element will help create, convey, and reinforce the overall character of the LAX Northside, even while project architecture and the design of building sites may vary in type, size, style and location.

The landscape design guidelines support the overall development concepts of the three Districts: the LAX Northside Center District, the LAX Northside Campus District, and the LAX Northside Airport Support District. For airport operational reasons, it is critical to prevent future interactions between wildlife and the working airfield. An overall landscape concept has been established to achieve this goal. This concept presents a hybrid landscape that, much like a gradient, provides non-native planting strategies along Westchester Parkway, a mix of non-native and native plantings in the development zones and parking areas, and a full native planting palette for all areas that exist along the northern property lines, adjacent to the residential communities.

The landscape guidelines and standards have been organized around seven areas that exist within the three Districts of the LAX Northside. These areas have been selected to help focus specific plants from the overall planting palette into appropriate locations. The seven areas are 1) Landscape Setbacks, 2) Paseo and Streetscapes, 3) Airport Support, 4) Surface Parking, 5) Recreation, 6) Parking and Development, and 7) Urban Tree Line. The following provide the conceptual direction for these areas:

Landscape Setback Zone



Landscape setbacks are used primarily to screen development from neighbors and differentiate boundaries along property lines. These areas, depending on their location within the LAX Northside, will consist of drought tolerant, low maintenance and foot traffic durable materials that provide options for trees, shrubs and groundcover. The palette will combine fifty (50) percent non-native and fifty (50) percent native plant materials.

Paseo and Streetscapes Zones



The palette will primarily be evergreen and non-native, allowing a consistent visual appeal year round, in addition to being drought tolerant and non-invasive. The palette will combine seventy (70) percent non-native and thirty (30) percent native plant materials.

Airport Support Zone



Plantings will be limited within the Airport Support zone due to its proximity to the adjacent airfield. Most plant material will be groundcover and shrubs, and limited trees. This zone will combine eighty (80) percent native and twenty (20) percent non-native plant materials.

Landscape Buffer Zone

The buffers will consist of one hundred (100) percent locally-native, drought tolerant plant materials intended to reduce undesirable impacts while requiring limited to no maintenance.

Recreation Zone

Primarily, all recreation areas will be designated in Area1 and the western portion of Area 2. These areas are intended to be open space areas that require specific and particular groundcover for active playing fields, and intensive uses, such as dog parks and running paths. The planting palette for this area type is drought tolerant, non-invasive and will require frequent maintenance due to its use. The palette will favor locally native species and will combine eighty (80) percent native and twenty (20) percent non-native plant materials.

Parking and Development Zone

One of the largest landscaped areas within the LAX Northside area will be the surface parking areas required for each development. The planting palette for these areas will consist of a hybrid mix of forty (40) percent non-native and sixty (60) percent native plants, and it is recommended that the trees, shrubs and groundcover options be compatible with storm water management systems, such as bioswales or permeable paving systems.

Urban Tree Line

One of the most distinguished design features presented for the LAX Northside is the introduction of a continuous line of trees running along Westchester Parkway. This line of trees will run the entire length of the LAX Northside and will provide an edge through which development frontages engage and interact. This row of trees is intended to be planted with a single tree species, the Aleppo Pine (*Pinus halpensis*) that is an evergreen species known for its low maintenance, capability for slender but tall growth in a conical form, and vibrant light green needles. This defining line will help create an identity for the LAX Northside, while buffering visual and audible impacts from future developments on adjacent neighbors.

Tables 07.2-1 through 07.2-7 detail the permitted plants for each planting zones, and estimated growth is provided for trees. All species allowed in the Landscape Buffer Zone are native, while the other zones allow a mix of native and non-native species.

LAX Northside Design Guidelines Checklist

07 Landscape Design Guidelines

All Projects shall comply with the following landscape standards.

07.1 Landscape Design

- ☐
- ☐
- ☐
1. Landscaped areas shall be planted in accordance with the Landscape Zones established in this chapter.
2. Plant materials are restricted to those specified in the following plant palettes and shall be located within the zones identified on the Landscape Zone map, Figure 7.2.
3. Landscapes are required to achieve the following percentage breakdown in their overall composition. These percentages are required on a project by project basis.

Planting Zone	Native (%)	Non-Native (%)
A. Paseo / Streetscapes	30	70
B. Landscape Buffers	100	
C. Landscape Setbacks	50	50
D. Parking and Developments	60	40
E. Recreation	80	20
F. Airport Support	80	20

- ☐
- ☐
4. Trees and large shrubs shall be planted at a spacing of two times the full growth radius. For example, a tree that grows to 30' canopy shall be planted 60' on center.
5. Casting of seeds for lawns, such as with hydro-seeding, is prohibited.

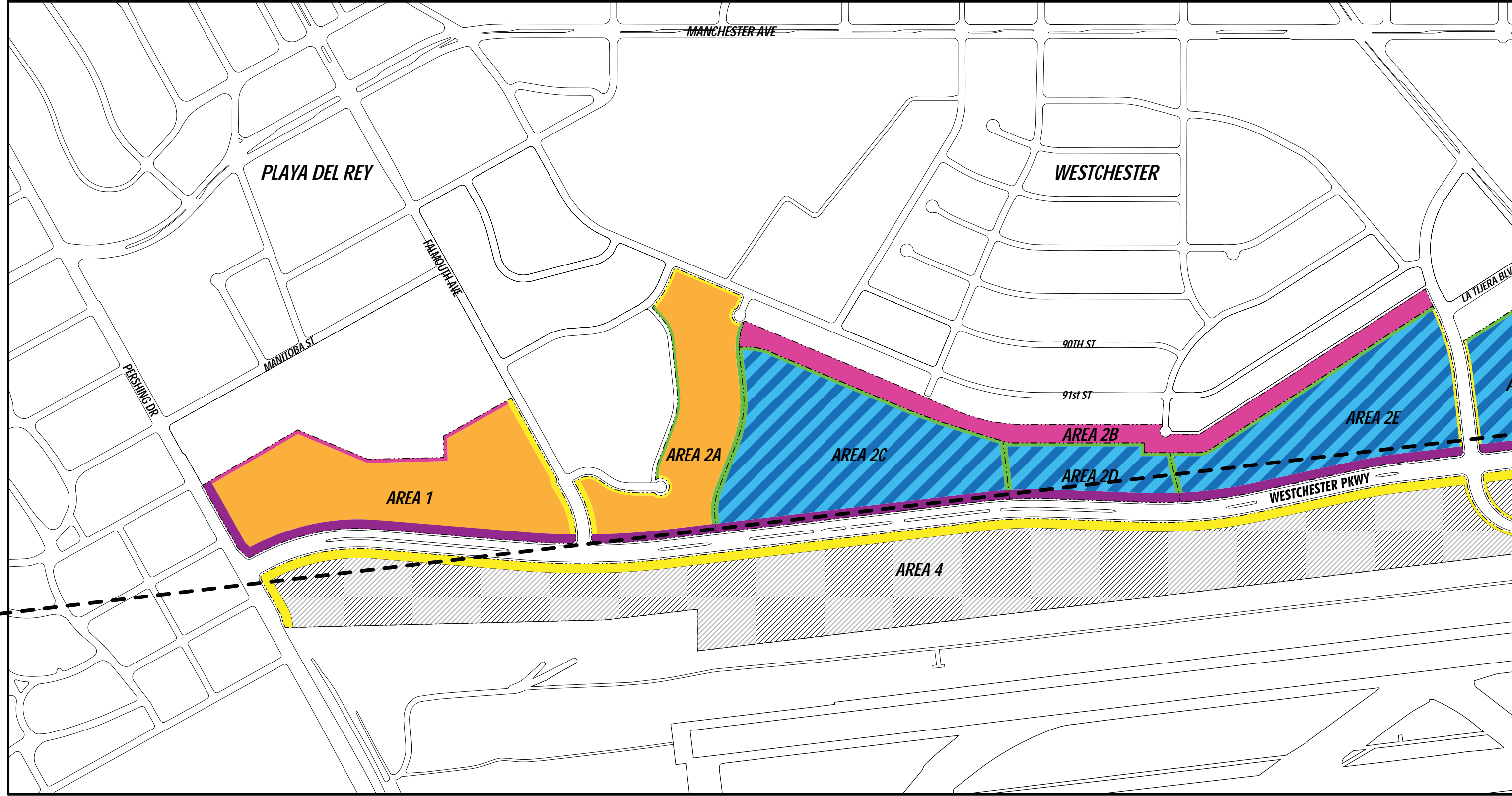
07.2 Site Maintenance

These maintenance guidelines shall apply to individual parcel developers and are applicable to all zones and districts within the LAX Northside.

- ☐
- ☐
- ☐
1. Areas not used for structures, walkways, paved driveways, or storage areas shall maintain a well-kept landscaped condition and according to the maintenance specifications to be provided by the lessee.
2. All trees and large shrubs shall be regularly maintained in order to have a thin and open canopy.
3. All trees replaced within the medians and right-of-ways shall adhere to the species specified in this document and as stated below:

a. Any tree replaced in the medians of Westchester Parkway shall be replaced with a *Arbutus 'Marina'*, also known as the Marina Strawberry Tree.

b. Any tree replaced along the right-of-way on Westchester Parkway or La Tijera Boulevard shall be replaced with a *Metrosideros excelsa*, also know as the New Zealand Christmas Tree.



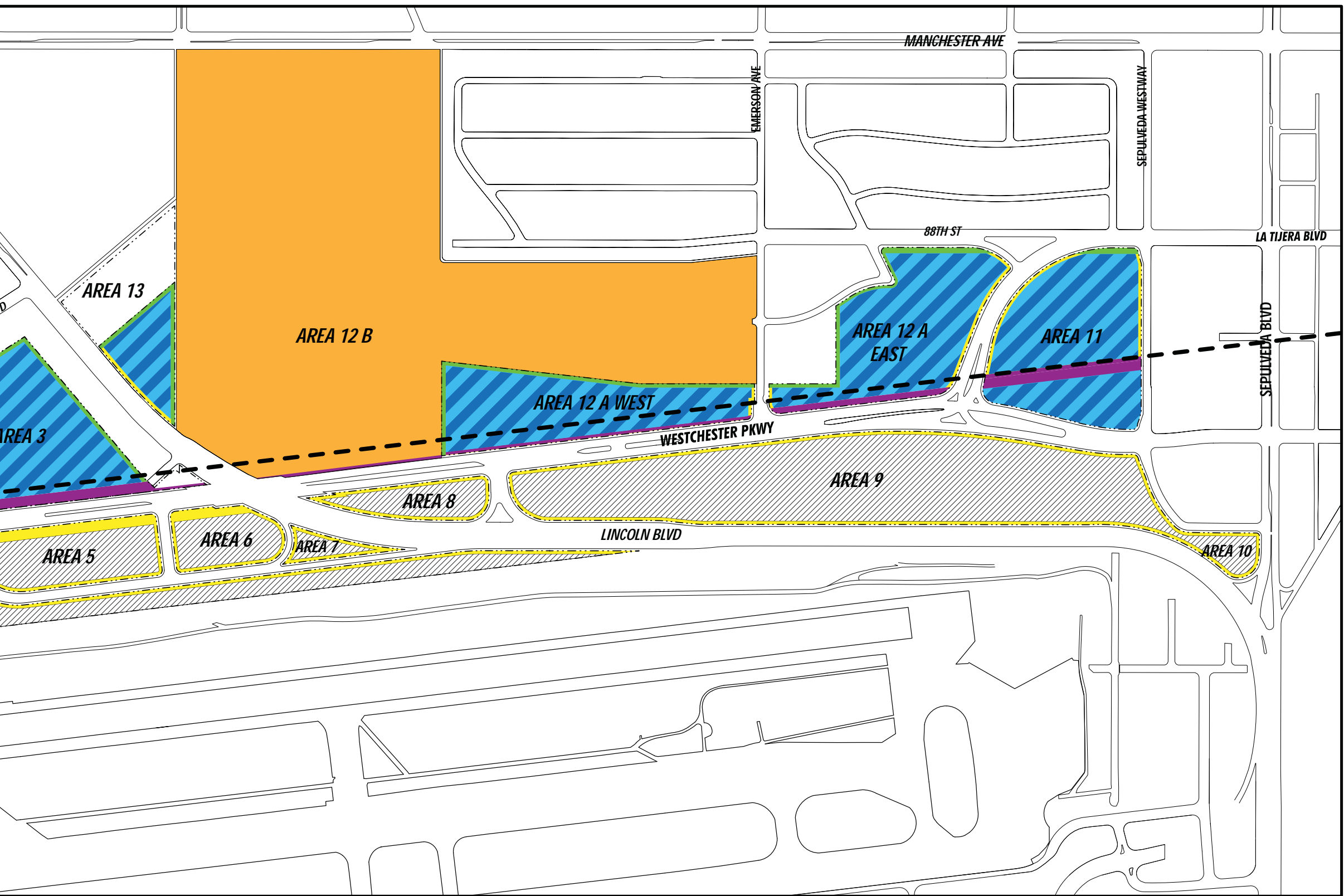


FIGURE 07.2

PLANTING ZONES

This Figure provides information specific to the planting zones in the LAX Northside.

TABLE 07.2-1 // TREES

Estimated growth > 30' H

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
1	Casuarina cunninghamiana	River She-Oak	70'X30'	X					X				
2	Cupressus arizonica	Arizona Cypress	40'X20'	X				X	X				
3	Cupressus guadalupensis	Guadalupe Cypress	50'X15'	X				X	X				
4	Lyonothamnus floribundus	Catalina Ironwood	50'X35'	X	X	X		X	X	X			
5	Melaleuca quinquenervia	Punk Tree	40'X25'	X	X	X			X	X			
6	Pinus halpensis	Aleppo pine	60'x40'										X
7	Pinus pinea	Italian Stone Pine	75'X50'	X	X	X			X				
8	Pinus torreyana	Torrey Pine	70'X40'	X	X	X			X				

TABLE 07.2-2// SMALL TREES & LARGE SHRUBS

Estimated growth < 30' H

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
1	Agonis flexuosa	Pepermint tree	30'x30'	X	X	X			X	X			
2	Arbutus 'Marina'	Marina Strawberry Tree	25'x40'	X	X	X			X	X			
3	Arbutus unedo	Strawberry Tree	30'x30'	X	X	X			X	X			
4	Atriplex lentiformis lentiformis	Saltbush	15'x10'				X	X	X	X	X		
5	Banksia ericifolia	Heath Banksia		X					X				
6	Banksia integrifolia	Coast Banksia	30'x30'	X	X	X			X	X			
7	Banksia praemorsa	Cut-leaf Banksia		X	X				X				
8	Butia Capitata	Pindo Palm or Jelly Palm	20'X12'										
11	Cassia leptophylla	Gold Medallion Tree	25'X20'	X	X	X			X	X			
12	Ceanothus arboreus	Feltleaf or Catalina Ceanothus	15-25'x12'	X	X	X	X	X	X	X			
13	Cercis occidentalis	Western Redbud	15'x10'	X	X				X	X	X		
14	x Chitalpa tashkentensis	Chitalpa	30'x30'	X	X	X			X	X			
16	Cordyline australis	Grass Palm	VARx30'	X	X	X			X		X		
17	Dodonae viscosa and cultivars	Hopseed Bush	18'x12'	X					X	X			
18	Dracaena Draco	Dragon Tree	VARx25'	X	X	X			X	X			
19	Eleagnus pungens	Silverberry		X	X	X			X	X			
20	Garrya elliptica	Coast silk-tassel		X	X	X	X		X	X			
21	Hakea suaveolens	Sweet Hakea		X	X	X			X	X			
22	Heteromeles arbutifolia	Toyon	15'x15'	X	X	X		X	X	X			

TABLE 07.2-2 // SMALL TREES & LARGE SHRUBS

Estimated growth < 30' H

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
23	Laurus nobilis	Sweet bay	30'X20'	X	X	X	X		X				
24	Leptospermum laevigatum	Australian Tea Tree	25'x25'	X	X	X			X				
25	Leucospermum cordifolium	Nodding Pincushion		X	X	X			X	X			
26	Lysiloma watsonii	Feather Bush	25'x25'	X	X	X			X	X			
27	Maytenus phyllanthoides	Mangle Dulce, Sweet Mangrove		X	X	X			X	X			
28	Melaleuca armillaris		15'x30'	X					X				
29	Melaleuca elliptica	Granite Honey Myrtle	18'x15'	X					X				
30	Melaleuca ericifolia	Swamp Paperbark	18'x24'	X					X				
31	Melaleuca linariifolia	Flax Leaf Paperbark	30'X25'	X	X	X			X	X			
32	Melaleuca hypericifolia	Hillock Bush		X	X	X			X	X			
33	Melaleuca nesophila	Pink Melaleuca	18'x20'	X	X	X			X	X			
34	Metrosideros excelsa	New Zealand Christmas Tree	30'x30'	X	X	X			X	X			
35	Metrosideros collina 'springfire'	Lehua	18'x18'	X	X	X			X	X			
36	Myrica californica	Pacific Wax Myrtle	15-30' H	X				X				X	
37	Myrsine africana	African Boxwood		X	X	X	X		X	X			
38	Parkinsonia x 'Desert Museum' (Cercidium x)	Desert Museum Palo Verde	25'x25'	X	X	X			X	X			
39	Protea spp	Protea		X	X	X			X	X			
46	Salix exigua	Narrow-leaf Willow										X	
47	Salix lasiolepis	Arroyo Willow										X	
48	Simmondsia chinensis	Jojoba		X	X	X			X	X			

TABLE 07.2-3 // SHRUB & PERENNIALS

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
1	Acalypha californica	California copperleaf		X				X	X	X			
2	Arctostaphylos catalinae	Catalina Manzanita		X	X	X		X	X	X			
3	Arctostaphylos edmundsii	Little Sur Manzanita		X	X	X		X	X	X			
4	Arctostaphylos glandulosa	Eastwood Manzanita		X	X	X		X	X	X			
5	Arctostaphylos glauca 'Los Angeles'	Los Angeles Big Berry Manzanita		X	X	X		X	X	X			
6	Arctostaphylos hookeri	Hooker's Manzanita		X	X	X		X	X	X			
7	Arctostaphylos hybrids, cultivars	Manzanita		X	X	X		X	X	X			
8	Arctostaphylos insularis	Island Manzanita		X	X	X		X	X	X			

TABLE 07.2-3 // SHRUB & PERENNIALS











QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
													
9	Arctostaphylos morroensis	Park View' Manzanita, Morro Manzanita		X	X	X		X	X	X			
10	Arctostaphylos nummularia sensitiva	Glossyleaf Manzanita		X	X	X		X	X	X			
11	Arctostaphylos osoensis (A. cruzensis)	SLO Valley Manzanita		X	X	X		X	X	X			
12	Arctostaphylos pacifica x	San Bruno Carpet		X	X	X		X	X	X			
13	Arctostaphylos pajaroensis Brother James	Brother James Manzanita.		X	X	X		X	X	X			
14	Arctostaphylos pumila	Sandmat Manzanita		X	X	X		X	X	X			
15	Arctostaphylos purissima	La Purisima Manzanita		X	X	X		X	X	X			
16	Arctostaphylos rudis	Sand Mesa Manzanita		X	X	X		X	X	X			
17	Arctostaphylos uva-ursi	Bear Berry, Kinnikinnick		X	X	X		X	X	X			
18	Agapanthus africanus	Lily Of The Nile		X	X	X	X		X	X		X	
19	Artemisia californica	California Sagebrush					X	X	X	X			
20	Artemisia douglasiana	Mugwort					X	X	X	X		X	
21	Asteriscus sericeus	Canary Island Daisy		X	X	X			X	X			
22	Astragalus trichopodus var. lonchus	Santa Barbara Milk Vetch						X	X	X			
23	Atriplex canescens	Four-wing Salt Bush						X	X	X			
24	Atriplex nummularia	Saltbush or Sand Mat						X	X	X			
25	Baccharis pilularis spp.	Coyote Bush		X	X	X	X	X	X	X			
26	Calliandra californica	Red Baja Fairy Duster		X	X	X			X	X			
27	Ceanothus foliosus	Wavy Leaf Mountain lilac		X	X	X	X	X	X	X			
28	Ceanothus gloriosus	Mountain lilac		X	X	X	X	X	X	X			
29	Ceanothus griseus	Carmel Ceanothus		X	X	X	X	X	X	X			
30	Ceanothus hearstiorum	San Simeon Ceanothus		X	X	X	X	X	X	X			
31	Ceanothus maritimus	Bluff California Lilac		X	X	X	X	X	X	X			
32	Ceanothus thyrsifolius	Coastal Mountain lilac		X	X	X	X	X	X	X			
33	Centaurea cineraria	Velvet Centaurea, Dusty Miller		X	X	X			X	X			
34	Cercocarpus betuloides	Mountain mahogany		X	X	X		X	X	X			
35	Chamelaucium uncinatum	Wax Flower		X	X	X			X	X			
36	Cistus spp.	Rock rose		X	X	X			X	X			
37	Coreopsis gigantea	Giant coreopsis		X	X	X		X	X	X			
38	Coreopsis maritima	Sea Dahlia		X	X	X		X	X	X			
39	Correa spp.	Australian Fuchsia		X	X	X			X	X			
40	Dendromecon harfordii	Channel Island Bush Poppy		X	X	X	X	X	X	X			
41	Dendromecon rigida	Tree poppy, Bush Poppy		X	X	X	X	X	X	X			
42	Dianella spp.	Dianella		X	X	X			X	X			
43	Echium candicans	Pride of Madeira		X	X	X			X	X			
44	Encelia californica	Califronia Coast Sunflower		X	X	X	X	X	X	X			
45	Encelia farinosa	Brittlebush or Incienso		X	X	X	X	X	X	X			

TABLE 07.2-3 // SHRUB & PERENNIALS










				ZONES									
			ESTIMATED GROWTH H x W										
QTY	SCIENTIFIC NAME	COMMON NAME											
46	Encelia ventorum	Baja Bush Sunflower		X	X	X	X	X	X	X			
47	Epilobium canum	California fuchsia		X	X	X	X	X	X	X			
48	Eremophila hygrophana	Blue bells		X	X	X			X	X			
49	Eremophila x	Emu Bush		X	X	X			X	X			
50	Ericameria laricifolia	Turpentine Bush		X	X	X			X	X			
51	Erigeron glaucus	Seaside daisy		X	X	X	X	X	X	X			
52	Erigeron karvinskianus	Santa Barbara Daisy		X	X	X	X		X	X			
53	Eriogonum parvifolium	Coast Buckwheat		X	X	X	X	X	X	X			
54	Eriophyllum nevinii	Island snowflake, Catalina Silverlace		X	X	X	X	X	X	X			
55	Erysimum insulare ssp. suffrutescens	Island Wallflower						X					
56	Euphorbia rigida (E. biglandulosa)	Gopher Plant		X	X	X			X	X			
57	Galvezia speciosa	Island Snapdragon		X	X	X	X	X	X	X			
58	Gaura lindheimeri	Gaura		X	X	X			X	X			
59	Gaillardia	Blanket flower		X	X	X			X	X			
60	Grevillea spp	Grevillea		X	X	X			X	X			
61	Grindelia spp	Gum plant		X			X	X	X	X	X		
62	Hamelia patens	Texas Firecracker		X	X	X			X	X			
63	Harvardia pallens (Pithecellobium Pallens)	Haujillo		X	X	X			X	X			
64	Hazardia cana	San Clemente Island Hazardia		X			X	X	X	X	X		
65	Helichrysum italicum	Licorice Plant		X	X	X			X	X			
66	Heuchera sanguinea	Coralbells		X	X	X	X		X	X			
67	Iris douglasiana and PCH hybrids	Douglas iris		X	X	X	X	X	X	X			
68	Isocoma menziesii var. menziesii	Coast Golden Bush						X					
69	Isomeris arborea	Bladderpod						X					
70	Ilex vomitoria 'Stokes'	Stokes Yaupon		X	X	X			X	X	X		
71	Juniperus procumbens	Spreading Juniper		X	X	X			X	X			
72	Juniperus rigida conferta	Shore Juniper		X	X	X			X	X			
73	Justicia spicigera	Mexican Honeysuckle		X	X	X			X	X			
74	Lavatera assurgentiflora	Island Tree Mallow						X	X	X			
75	Lepechinia calycina	Pitcher sage		X	X	X		X	X	X			
76	Lepechinia fragrans	Fragrant Pitcher Sage		X	X	X		X	X	X			
77	Lotus scoparius scoparius	Deerweed						X	X				
78	Lupinus arboreus var. arboreus	Yellow Tree Lupine		X	X	X	X	X	X	X			
79	Lupinus chamissonis	Dune lupine		X			X	X	X				
80	Lycium californicum	California Box Thorn					X	X	X	X			
81	Mimulus aurantiacus	Sticky Monkeyflower		X	X	X	X	X	X	X			
82	Mimulus clevelandii	Cleveland's Monkey Flower		X	X	X	X	X	X	X			

TABLE 07.2-3// SHRUB & PERENNIALS











				ZONES									
QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W										
86	Oenothera elata hookerii	Hooker's Evening Primrose		X				X	X	X	X		
87	Pelargonium tomentosum	Peppermint-scented Geranium		X	X	X			X	X			
88	Penstemon spp	Penstemon		X	X	X	X	X	X	X			
89	Phlomis fruticosa	Jerusalem Sage		X	X	X			X	X			
90	Phormium tenax	New Zealand Flax		X	X	X			X	X			
91	Polypodium californicum	California polypody fern		X	X	X			X	X	X		
92	Rhaphiolepis spp	Hawthorn		X	X	X			X	X			
93	Rhus integrifolia	Lemonade Berry		X	X	X		X	X	X			
94	Rhus laurina	Laurel Sumac		X	X	X		X	X	X			
95	Rosmarinus spp.	Rosemary		X	X	X	X		X	X			
96	Rusellia equisetiformis	Coral Fountain		X	X	X			X	X			
97	Rusellia x	Coral Fountain cultivars		X	X	X			X	X			
98	Salvia apiana	White Sage		X	X	X	X	X	X	X			
99	Salvia brandegeei	Brandegee's Sage		X	X	X	X	X	X	X			
100	Salvia clevelandii	Cleveland Sage		X	X	X	X	X	X	X			
101	Salvia columbariae	Chia		X	X	X	X	X	X	X			
102	Salvia leucantha	Mexican Bush Sage		X	X	X		X	X	X			
103	Salvia leucophylla	Purple Sage		X	X	X	X	X	X	X			
104	Salvia millifera	Black Sage		X	X	X	X	X	X	X			
105	Salvia munzii	San Miguel Mtn or Munz's Sage		X	X	X	X	X	X	X			
106	Salvia spathacea	Hummingbird Sage		X	X	X	X	X	X	X			
107	Salvia spp	Sage, Non native spp		X	X	X			X	X			
108	Senna oliogophylla	Outback Cassia		X	X	X			X	X			
109	Tecoma stans	Yellow bells		X	X	X			X	X			
110	Tecoma hybrids/cultivars			X	X	X			X	X			
112	Teucrium chamaedrys	Germander		X	X	X			X	X			
114	Teucrium cosnii	Majorcan Germander		X	X	X			X	X			
116	Teucrium fruticans	Bush Germander		X	X	X			X	X			
118	Teucrium x lucidrys	Germander		X	X	X			X	X			
118	Trichostema lanatum	Woolly Blue Curls or Romero		X	X	X		X	X	X			
119	Westringia fruticosa	Coast Rosemary		X	X	X			X	X			

TABLE 07.2-4 // GROUNDCOVER & VINES











				ZONES									
QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W										
1	Abronia maritima	Red sand verbena		X	X	X	X	X	X	X			
2	Abronia umbellata	Beach Sand Verbena		X	X	X	X	X	X	X			
3	Abronia villosa	Desert sand verbena		X	X	X	X	X	X	X			
4	Achillea millefolium	Yarrow		X	X	X	X	X	X	X			
5	Ambrosia pumila	San Diego Ambrosia						X					
6	Antigonon leptopus 'Baja Red'	Queen's Wreath											
7	Armeria maritima	Thrift, Sea Pink		X	X	X	X	X	X	X			
8	Armeria douglasiana	Mugwort		X	X	X			X	X			
9	Aster chilensis	Coast Aster or California Aster		X	X	X		X	X	X			
10	Asteriscus maritimus	Gold coin		X	X	X			X	X			
11	Asteriscus sericeus	canary island daisy		X	X	X			X	X			
12	Atriplex barklayana	Dwarf Saltbush					X	X	X	X			
13	Atriplex leucophylla	Beach Saltbush					X	X	X	X			
14	Bougainvillea spp.	Bougainvillea		X	X	X			X	X			
15	Calystegia macrostegia	Island Morning Glory		X	X	X	X	X	X	X			
17	Cissus spp.	Grape Ivy		X	X	X			X	X			
18	Distictis buccinatoria	Blood-red trumpet vine		X	X	X				X	X		
19	Eriophyllum confertiflorum var. confertiflorum	Golden Yarrow		X	X	X	X	X	X	X			
20	Fragaria chiloensis	Beach Strawberry		X	X	X	X	X?	X	X	X		
21	Gazinia rigens	Trailing Gazinia		X	X	X			X	X			
22	Geranium incanum	Carpet Geranium		X	X	X			X	X			
23	Hardenbergia comptoniana	Lilac Vine, Native wisteria		X	X	X			X	X			
24	Hardenbergia violacea	Purple Vine Lilac		X	X	X			X	X			
25	Hibbertia scandens	Guinea Gold Vine		X	X	X				X	X		
26	Hylocereus undatus	Pitaya, Dragonfruit			X	X			X	X			
27	Kniphofia uvaria	Hot Poker		X	X	X			X	X			
28	Lantana montevidensis	Purple Trailing Lantana		X	X	X	X		X	X			
29	Lantana spp.	Lantana		X	X	X			X	X			
30	Lavandula spp	Lavender		X	X	X			X	X			
31	Lessingia filaginifolia	California aster		X	X	X	X	X	X	X			
32	Leptodactylon californicum	Prickly Phlox						X	X				

TABLE 07.2-4 // GROUNDCOVER & VINES

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
33	Limonium californicum	Sea Lavender, Marsh Rosemary						X	X	X	X		
34	Lobelia laxiflora	Loose Flowered Lobelia		X	X	X			X	X			
35	Lonicera japonica	Japanese Honeysuckle		X	X	X			X	X			
36	Lotus heermannii var. heermannii	Heermann's Bird's Foot Trefoil					X	X	X				
37	Monardella linoides	Willoway Mint						X	X				
38	Muehlenbeckia complexa	Wire Vine, Mattress Vine		X	X	X			X	X			
39	Oenothera caespitosa	White Evening Primrose		X	X	X			X	X			
40	Osteospermum spp	Trailing african daisy		X	X	X			X	X			
41	Parthenocissus quinquefolia	Virginia Creeper		X	X	X			X	X			
42	Plecostachys serpyllifolia	Dwarf Plecostachys, S. African Whit		X	X	X			X	X			
43	Rosa minutifolia	Baja wild rose						X					
44	Santolina chamaecyparissus	Lavender Cotton		X	X	X			X	X			
45	Sidalcea malviflora	Checkerbloom						X					
46	Senecio flaccidus var. douglasii	Butterweed, Bush groundsel						X					
47	Sphagneticola trilobata	Yellow Dot		X	X	X			X	X			
48	Tanacetum camphoratum	Camphor Dune tansy						X					
49	Thymus spp.	Thyme		X	X	X			X	X			
50	Thumbergia alata	Black-eyed Susan		X	X	X			X	X			
51	Thumbergia gregorii	Orange Clock Vine		X	X	X			X	X			
52	Zephyranthes x	Rain Lily		X	X	X			X	X			

TABLE 07.2-5 // HERBACIOUS & BULB-LIKE

QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES									
1	Allium haematochiton	Red-Skinned Onion		X			X	X	X				
2	Asclepias speciosa	Butterfly weed		X	X	X	X	X	X				
3	Calochortus catalinae	Catalina mariposa lily		X	X	X		X	X	X			
4	Camissonia cheiranthifolia	Beach evening primrose		X	X	X		X	X	X			
5	Drimiopsis maculata	African Hosta		X	X	X			X	X			
6	Eschscholzia caespitosa	Foothill Poppy		X	X	X	X	X	X	X			
7	Eschscholzia californica var. maritima	California Poppy		X	X	X	X	X	X	X			
10	Ratibida columnifera	Mexican Hat		X	X	X			X	X			

TABLE 07.2-6// SUCCULENTS & SOD

ALL coastal adapted, non invasive species are acceptable.




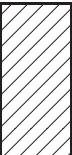














				ZONES									
													
QTY	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W										
1	Aeonium spp			X	X	X			X	X			
2	Agave spp.	Agave		X	X	X			X	X			
3	Agave shawii	Shaw agave		X	X	X		X	X	X			
4	Aloe spp.	Aloe		X	X	X			X	X			
5	Bulbine frutescens	NCN		X	X	X			X	X			
6	Cereus hidmannianus (C. peruvianus)	Hedge Cactus		X	X	X			X	X			
7	Delosperma litorale	White trailing iceplant		X	X	X			X	X			
8	Dudleya spp.	Dudleya		X	X	X		X	X	X			
9	Echeveria spp	Hens and Chicks		X	X	X			X	X			
10	Euphorbia misera	Cliff Spurge		X	X	X		X	X	X			
11	Furcraea foetida	Green Aloe											
12	Furcraea gigantea	False Agave, Mauritius Hemp		X	X	X			X	X			
13	Hesperaloe funifera	Giant Hesperaloe		X	X	X			X	X			
14	Hesperaloe parviflora	Hesperaloe		X	X	X			X	X			
15	Jaumea carnosa	Jaumea		X	X	X		X	X	X	X		
16	Kalanchoe spp	NCN		X	X	X			X	X			
17	Manfreda maculosa	Manfreda, Texas Tuberose		X	X	X			X	X			
18	Opuntia littoralis	Prickly Pear		X	X	X			X	X			
19	Portulacaria afra	Elephant's Food		X	X	X			X	X			
20	Senecio spp.	Chalksticks		X	X	X			X	X			
21	Yucca baccata	Banana Yucca		X	X	X		X	X	X			
22	Yucca gloriosa	Spanish dagger		X	X	X		X	X	X			
23	Yucca pallida	Pale Leaf Yucca		X	X	X		X	X	X			
24	Yucca rigida	Mexican Blue Yucca		X	X	X		X	X	X			
25	Yucca rostrata	Beaked Yucca		X	X	X		X	X	X			
26	Yucca rupicola	Twisted Leaf Yucca		X	X	X		X	X	X			
27	Yucca whipplei	Chaparral Yucca		X	X	X		X	X	X			
S1	Preservation Mix by S & S seeds				X	X			X	X			
S2	Native Mow Free by S & S seeds				X	X			X	X			
S3	NO-MOW (fescue)				X	X			X	X	X		
S4	GN-1 hybrid Bermuda								X				
S5	Tifway 419								X				
S6	Kakua								X				

TABLE 07.2-7 // GRASSES, SEDGES & RUSHES

ALL coastal adapted, non invasive species are acceptable.

				ZONES								
			ESTIMATED GROWTH H x W									
QTY	SCIENTIFIC NAME	COMMON NAME										
1	Agrostis exarata	Spike Bent Grass		X	X	X		X	X	X		
2	Agrostis pallens (A. snadiegoensis)	San Diego Bent Grass		X	X	X		X	X	X		
3	Agrostis palustris	Creeping Bent Grass		X	X	X		X	X	X		
4	Agrostis tenuis	Colonial Grass		X	X	X		X	X	X		
5	Carex glauca	Blue sedge		X	X	X			X	X	X	
6	Carex praegracilis	Dune sedge		X	X	X		X	X	X	X	
7	Chondropetalum elephantium	Large cape rush		X	X	X		X	X	X	X	
8	Chondropetalum tectorum	Small cape rush		X	X	X		X	X	X	X	
9	Cynodon dactylon	Bermuda grass		X	X	X		X	X	X		
10	Dasyilirion quadrangulatum (D. longissimum)	Toothless Desert Spoon		X	X	X		X	X	X		
11	Dasyilirion wheeleri	Grey Desert Spoon		X	X	X		X	X	X		
12	Dasyilirion texanum	Green Desert Spoon		X	X	X		X	X	X		
13	Distichlis spicata	Salt grass						X	X	X	X	
14	Festuca californica var. parishii	California Fescue		X	X	X		X	X	X	X	
15	Festuca rubra	Red fescue		X	X	X	X	X	X	X	X	
16	Hordeum intercedens	Little Barley						X	X	X		
17	Isolepis nodosa	Knobby Club Rush		X	X	X			X	X	X	
18	Juncus patens	Wire grass		X	X	X		X	X	X	X	
19	Leymus condensatus	Giant wild rye		X	X	X		X	X	X		
20	Leymus triticoides	creeping wild rye		X	X	X			X	X		
21	Lolium multiflorum	Annual Ryegrass		X	X	X		X	X	X		
22	Lolium perenne	Perennial Ryegrass		X	X	X		X	X	X		
23	Lomandra spp and hybrids	Mat Rush		X	X	X	X		X	X	X	
24	Poa annua	Annual Bluegrass		X	X	X		X	X	X		
25	Poa secunda var. juncifolia	Pine Bluegrass		X	X	X	X	X	X	X		
26	Poa secunda var. secunda	One-sided Bluegrass		X	X	X	X	X	X	X		
27	Poa trivialis	Rough-stalked Bluegrass		X	X	X	X	X	X	X		
28	Nolina nelsoni	Blue Nolina		X	X	X			X	X		
29	Ophiopogon spp.	Mondo grass		X	X	X			X	X	X	
30	Zoysia matrella	Manila Grass		X	X	X			X	X		
31	Zoysia tenuifolia	Korean Grass		X	X	X			X	X	X	

Landscape Materials & Their Locations

LAX Northside Center and LAX Northside
Campus Districts

These images show examples of
recommended plantings.



Urban Tree Line - *Aleppo Pine*



Westchester Parkway Median - *Marina Strawberry Tree*



Westchester Right-of-Way - *New Zealand Christmas Tree*



Parking Lot Bioswales - *Jaumea*



Parking Lot Bioswales - *Arroyo Willow*



Parking Lot Bioswales - *Western Redbud*



Buffer & Open Space - *Coast Buckwheat*



Buffer & Open Space - *California Poppy*



Buffer & Open Space - *Beach Evening Primrose*



PASEO & PUBLIC REALM GUIDELINES

DESIGN PLAN & DEVELOPMENT GUIDELINES



08

PASEO & PUBLIC REALM

GUIDELINES

“Public realm” as described in this portion of the guidelines and standards refers to the extended right-of-way introduced in the LAX Northside that will accomodate the introduction of a continuous paseo experience connecting Sepulveda Boulevard with Pershing Drive along Westchester Parkway. The paseo will provide character, identity and form to the built environment in the LAX Northside. The purpose of the public realm and paseo guidelines and standards is to establish a framework for the design and articulation of active and passive recreation within the LAX Northside, defining the guidelines and standards for how this pedestrian infrastructure will look and the character it will capture. These guidelines and standards include restrictions intended to achieve compatibility with adjacent communities and uses, such as the airport, while maintaining the flexibility needed to respond to individual identities and the latest best-practices in recreation design and sustainability.

LAX Northside Design Guidelines Checklist

08 Public Realm and the Paseo

The public realm and paseo shall conform to the following standards.

08.1 Path Dimensions and Locations

Paving shall consist of stabilized decomposed granite in the following depths and locations :

<input type="checkbox"/>	1. A minimum of twelve (12) feet between the existing sidewalk within the 50-foot building setback located in Area 11 along the Runway Protection Zone (RPZ) boundary.
<input type="checkbox"/>	2. A minimum of twelve (12) feet between the existing sidewalk and the 18-foot building setback located in Area 12A East along Westchester Parkway.
<input type="checkbox"/>	3. A minimum of twelve (12) feet between the existing sidewalk and the 15-foot building setback located in Area12A West along Westchester Parkway.
<input type="checkbox"/>	4. A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway in Areas 1, 2 and 3.
<input type="checkbox"/>	5. A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway and Pershing Drive in Area 1.

08.2 Streetscapes

The public realm streetscape includes only the pedestrian accessible paseo and does not apply to existing right-of-way along Westchester Parkway.

Where sidewalks are being introduced, in particular Area 11, they shall be ten (10) feet wide and shall be designed to the standards set forth by the City of Los Angeles.

<input type="checkbox"/>	1. All tree wells shall have root barriers to prevent material deterioration of the sidewalks and recreation paths.
<input type="checkbox"/>	2. All soil in tree wells shall be finished with a minimum of two (2) inches of decomposed granite that is not stabilized.

08.3 Street Furnishings

Street furniture elements include bench seating, bollards, planters, trash receptacles, and bike and newspaper racks located in the public right-of-way at locations such as bus shelters, street intersections, transit stations, and public plazas where high numbers of pedestrians commonly congregate or where entrances are provided to developments.

General objectives are as follows : 1) To provide street furniture and amenities that are functional, durable, and easy to maintain; 2) to provide street furniture which provides access and ease of use for handicapped persons; and, 3) to provide amenities to help promote safe, visually pleasing, and comfortable pedestrian environments.

08.3A Bench Seating

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Benches shall be located along walkways, with a maximum distance of one thousand (1,000) feet between each seating area. In addition, various configurations and seat types shall be located in appropriate quantities to respond to user needs at transit stations, retail environments, bus shelters, street intersections, and public plazas. |
| <input type="checkbox"/> | 2. Benches shall be durable and sturdy, with attractive design. |

08.3B Bike Racks

- | | |
|--------------------------|--|
| <input type="checkbox"/> | 1. Bike racks shall be located along walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas. Spacing shall be at a maximum distance of one thousand (1,000) feet and in clusters of three (3). |
| <input type="checkbox"/> | 2. Bike racks shall be durable and sturdy, with attractive design. |

08.3C Lighted Bollards (excluding safety bollards)

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Lighted bollards shall be located at street intersections where they will be used to define the boundary between pedestrian and vehicular zones. Lighted bollards may also be used to delineate pedestrian walkways. |
| <input type="checkbox"/> | 2. Lighted bollard spacing shall be at a minimum distance of twenty (20) feet along both sides of the paseo. |

08.3D Planters

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Planters shall be used in conjunction with other street furniture, such as benches, bollards, or trash receptacles. Planters shall be located in areas where pedestrians gather. |
| <input type="checkbox"/> | 2. Planters shall not exceed 36 inches in height. |
| <input type="checkbox"/> | 3. Unless maintained on a regular schedule, all planters shall be irrigated. |
| <input type="checkbox"/> | 4. Planters shall be planted with materials selected from the list of acceptable plants specified for the Paseo and Streetscape Zones located in sections 07.3 and 07.4 of this document. |

08.3E Trash Receptacles

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Trash receptacles shall be located along pedestrian walkways, near parcel entry plazas, seating areas, transit stops, public plazas, and other pedestrian gathering areas. |
|--------------------------|---|

08.3E Trash Receptacles, continued

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 2. Trash receptacle spacing shall not exceed a distance of one thousand (1000) feet and shall be placed adjacent to benches and planters. |
| <input type="checkbox"/> | 3. All trash receptacles shall be covered. |



SIGNAGE & GRAPHICS GUIDELINES

DESIGN GUIDELINES & STANDARDS



09

SIGNAGE & GRAPHICS

GUIDELINES

“Signage” as described in this portion of the design guidelines and standards refers to all graphic information that conveys location or direction and provides character, identity and form to the built environment in the LAX Northside. The purpose of the signage and graphics design guidelines and standards is to establish a framework for the design and character of signage for tenants and the public realm of the LAX Northside. This means defining the guidelines and standards for size, location, and material for signage. This Chapter includes the guidelines and standards to achieve compatibility with adjacent uses, while maintaining the flexibility to respond to individual identities.

LAX Northside Design Guidelines Checklist

09 Signage and Graphics Design Guidelines

09 Development Guidelines

Signage and graphics shall comply with the following standards.

09 Standards	
<input type="checkbox"/>	1. Address signs shall be required for all tenants.

09.1 Tenant Identification Sign	
“Identification Signs,” as defined by these guidelines, refers to, and shall be limited to, tenant’s trade name only. Tenant’s customary signature or logo, hallmark, insignia, or other trade identification may be permitted as a form of identification signage.	
<input type="checkbox"/>	1. A maximum of two (2) illuminated identification signs on two separate elevations of the building are allowable.
<input type="checkbox"/>	2. Signage shall be located on building frontages and primary entry facades.
<input type="checkbox"/>	3. Illumination brightness of signs shall be restricted to no greater than two foot candles above ambient lighting, measured at the property line of the nearest residentially zoned property.
<input type="checkbox"/>	4. Surface brightness of all translucent materials shall be consistent in all components of the sign.
<input type="checkbox"/>	5. All conduits, lamps or transformers specific to the operation of the sign shall be entirely concealed within the sign.
<input type="checkbox"/>	6. Tenant signage may not project above the building, as in the manner of common billboards. However, tenants are allowed to use the flat roof surfaces for signage and advertisements as long as the signage and/or advertisement is not visible to adjacent residential properties.
<input type="checkbox"/>	7. An exposed light source (neon, incandescent) is prohibited.
<input type="checkbox"/>	8. Signs employing animated components, moving/flushing or blinking lights, exposed raceways, exposed ballast boxes or transformers, unedged or uncapped plastic letters or letters with no returns and exposed fastenings, luminous-vacuum formed type plastic letters, and sandblasted wood type construction shall be prohibited from use in the LAX Northside.
<input type="checkbox"/>	9. Visible sign manufacturer’s names, stickers, stamps or decals are prohibited on any sign or graphic.
<input type="checkbox"/>	10. Simulated materials (i.e., wood grained plastic laminate, etc.) are prohibited as a primary sign surface.

09.1 Tenant Identification Sign, Continued

<input type="checkbox"/>	11. Each Identification Sign shall not exceed four (4) feet six (6) inches in height in the LAX Northside Center and three (3) feet in height in the LAX Northside Campus Districts.
<input type="checkbox"/>	12. Signs shall not overlap or directly impact the clarity of architectural features, such as mullions or window breaks.
<input type="checkbox"/>	13. Signs shall not overlap or directly impact the clarity of architectural features, such as mullions or window breaks.
<input type="checkbox"/>	14. A maximum of two tenant identification signs shall be placed on a building, a maximum of one per façade can be illuminated. If a retail building is free standing, an additional identification monument sign is permitted.
<input type="checkbox"/>	15. One monument sign is permitted at the site entrance of a recreational use and shall not exceed four (4) feet six (6) inches in height, measured from the finish grade.

09.2 Temporary Signage

“Temporary Signage,” as defined in these guidelines refers to all forms of signage that are temporary in their use, such as construction related signage (walls/barricades, entries, etc.), lease signs, flags, banners and pennants.

<input type="checkbox"/>	1. Lease signs attached to buildings shall be limited to the ground floor.
<input type="checkbox"/>	2. A maximum of three flag poles for advertisement flags will be allowed for each building, and flag poles should be no taller than 30 feet.
<input type="checkbox"/>	3. Flags shall be no larger than 6’ x 9’.
<input type="checkbox"/>	4. Banners and pennants shall only be permitted in interior court areas and not visible from public right-of-ways.
<input type="checkbox"/>	5. Special occasion banners or pennants shall be temporarily erected.
<input type="checkbox"/>	6. Temporary signs shall be submitted to the reviewing authority for approval prior to their installation.
<input type="checkbox"/>	7. No temporary sign shall be visible for more than a consecutive 30-day term.

09.3 Maintenance

These maintenance guidelines shall apply to individual parcel developers and are applicable to all Districts of the LAX Northside.

<input type="checkbox"/>	1. Every sign shall be maintained in a clean safe and good working condition, including the replacement of defective parts, defaced or broken faces, lighting and other acts required for maintenance of the sign.
<input type="checkbox"/>	2. Sign display surfaces shall be kept neatly painted or finished at all times.
<input type="checkbox"/>	3. The base of any sign erected on the ground shall be kept clear of weeds, rubbish or other combustible material at all times.
<input type="checkbox"/>	4. All signage shall be removed, or the face of said signs shall be removed and replaced with blank panels painted to match adjacent background colors within ninety (90) days of a close of business.



RIOS CLEMENTI HALE STUDIOS

MAY 2014