LAX NORTHSIDE

DESIGN GUIDELINES AND STANDARDS

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Vision and Design provided by :

RIOS CLEMENTI HALE STUDIOS

Edited and prepared with :

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Los Angeles World Airports

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PART I

INTRODUCTION, CONTEXT, AND VISION

PART I
1 INTRODUCTION

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 (Project site), 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.

1.1 OVERVIEW

This document is intended to create a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and of Los Angeles World Airports (LAWA), the City of Los Angeles department that manages LAX. LAWA proposes the LAX Northside Design Guidelines and Standards to provide regulations for future development occurring within the LAX Northside sub-area of the LAX Specific Plan. LAWA acquired the LAX Northside, which was once primarily single-family homes, in part using FAA grants which require the conversion of the Project site to compatible land uses in close proximity to airport operations at LAX. In 1984, the City of Los Angeles approved 4,500,000 square feet of commercial development on the Project site. In 1989, LAWA prepared the Design Plan and Development Guidelines for LAX Northside to provide additional guidance on development of the Project site. The City of Los Angeles subsequently incorporated the 1984 entitlements and 1989 Design Plan and Development Guidelines for LAX Northside into later planning documents, including the adopted 2004 LAX Specific Plan.

The LAX Northside Design Guidelines and Standards update the 1989 Design Plan and Development Guidelines for LAX Northside to reduce the amount of development allowed on the approximately 340 acre Project site to a maximum of 2,320,000 square feet. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights are allowed within limited areas of the Project site, not to exceed any specified environmental constraints, provided that all design guidelines and standards are met.

FIGURE 01.1

DISTRICT MAP

LEGEND

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

This document brings the existing design standards up-to-date; responds to current market realities and stakeholder interests; complies with FAA requirements and regulations, including FAA grant requirements; allows the development of the LAX Northside in line with current best-practices in urban design and sustainability; and reinforces the LAX Northside as a buffer area between LAX and the residential neighborhoods to the north by reshaping the topography and introducing compatible development. The objectives of this document include: balancing the needs of neighborhoods and LAX; meeting rigorous environmental sustainability standards in design, construction, operation, and landscaping; managing vehicle traffic through smart engineering and trip reduction; achieving the best use of the property and fair market value; complying with all applicable zoning, land use, and airport land use compatibility regulations; and providing a foundation for other neighborhood improvements and services.

1.2 ORGANIZATION AND CONTENT

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 organzied 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 depicted in Figure 01.1.

This document consists of two parts. Part I includes Chapters 1, 2, and 3. Chapter 1 provides the introduction, organization and content, and relationship to other documents. The context for the LAX Northside project area is described in Chapter 2, providing insight into both the regional and local influences on the LAX Northside. The vision and overall design intent for the LAX Northside is articulated in Chapter 3, which includes graphics and illustrations intended to facilitate the understanding and implementation of the guidelines and standards.

Part II contains the design guidelines and standards that will guide development in the LAX Northside. Part 2 consists of Chapters 4 through 8. Chapters 4 through 8 contain guidelines and standards as follows: Urban Design, Architectural, Landscape, Paseo & Public Realm, and Signage & Graphics. The guidelines and standards are formatted in a checklist manner to help facilitate use, provide clarity, and standardize the review process.

1.3 RELATIONSHIP to OTHER DOCUMENTS

The LAX Northside is located in the City of Los Angeles, and development of the Project site is governed by the City of Los Angeles' land use policy and related ordinances. The City of Los Angeles Citywide General Plan Framework defines the City of Los Angeles' 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 of Los Angeles and region. Finally, 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.

- 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.

PART I
2 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, 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 anticipation of up to 4.5 million square feet of development in 1993 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.

Figures 02.1 through 02.4 depict the character of uses surrounding the LAX Northside.

FIGURE 02.1 // LOS ANGELES INTERNATIONAL AIRPORT (LAX)
The distinctly lit LAX Gateway Pylons located at Century Boulevard and Sepulveda Boulevard.

FIGURE 02.2 // WESTCHESTER NEIGHBORHOOD
Typical single-family houses and tree-lined streets throughout the Westchester neighborhood.

FIGURE 02.3 // PLAYA DEL REY
View of the bluffs and residences that characterize Playa Del Rey.

FIGURE 02.4 // WESTCHESTER BUSINESS DISTRICT
Aerial view of Sepulveda Boulevard looking north at Westchester Parkway.

PART I
3 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.

3.1 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. Figures 03.1, 03.2, and 03.3-1 through 03.3-6 illustrate the vision of reshaping the land as a buffer through grading strategies, building orientation, and height limits.

3.2 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 is a pedestrian accessible paseo that connects all areas of the LAX Northside Center Ditrict 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, as depicted in Figures 03.4, 03.5, and 03.5-1 through 03.5-8. 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, as depicted in Figures 03.6-1 and 03.6-2.

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.

3.3 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 and 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 maintenace to maintain 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 extension and use of reclaimed water pipes into the LAX Northside is encouraged and the use of bioswales to remove silt and pollution from surface runoff water is required.

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. Figures 03.7-1 and 03.7-2 depict the vision for landscaping in the LAX Northside.


PLAYA DEL REY
WESTCHESTER
MANCHESTER AVE
LINCOLN BLVD
MANITOBA ST
FALMOUTH AVE
STANFORD DR
90TH ST
91ST ST
LOYOLA BLVD
WESTCHESTER PKWY
A
B
C
D
E
F
H
SECTION 1
SECTION 2
SECTION 3

FIGURE 03.1

ILLUSTRATIVE SITE PLAN

For illustrative purposes only.

NORTH

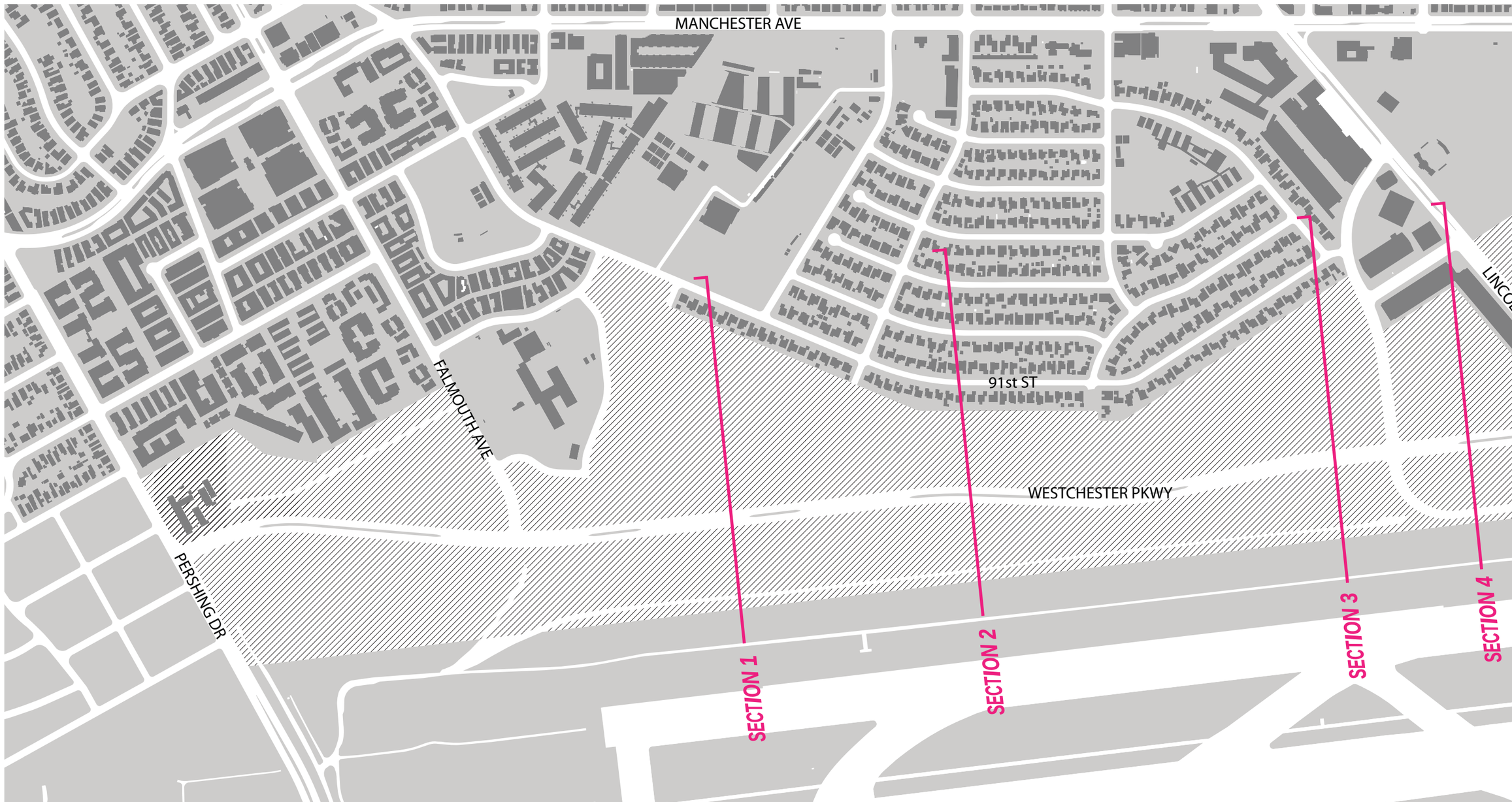
LEGEND

BOUNDARIES

PROJECT BOUNDARY

PROPOSED LAND USES

- A PARK and RECREATION USE
- B PARK and RECREATION USE
- C LANDSCAPE BUFFER and SECURITY FENCE
- D OFFICE, and RESEARCH and DEVELOPMENT USE
- E EDUCATION USE
- F COMMUNITY and CIVIC USE
- G MIXED USE
- H AIRPORT USE
- I FUTURE PUBLIC TRANSIT LOCATION


MANCHESTER AVE
FALMOUTH AVE
91st ST
PERSHING DR
WESTCHESTER PKWY
SECTION 1
SECTION 2
SECTION 3
SECTION 4

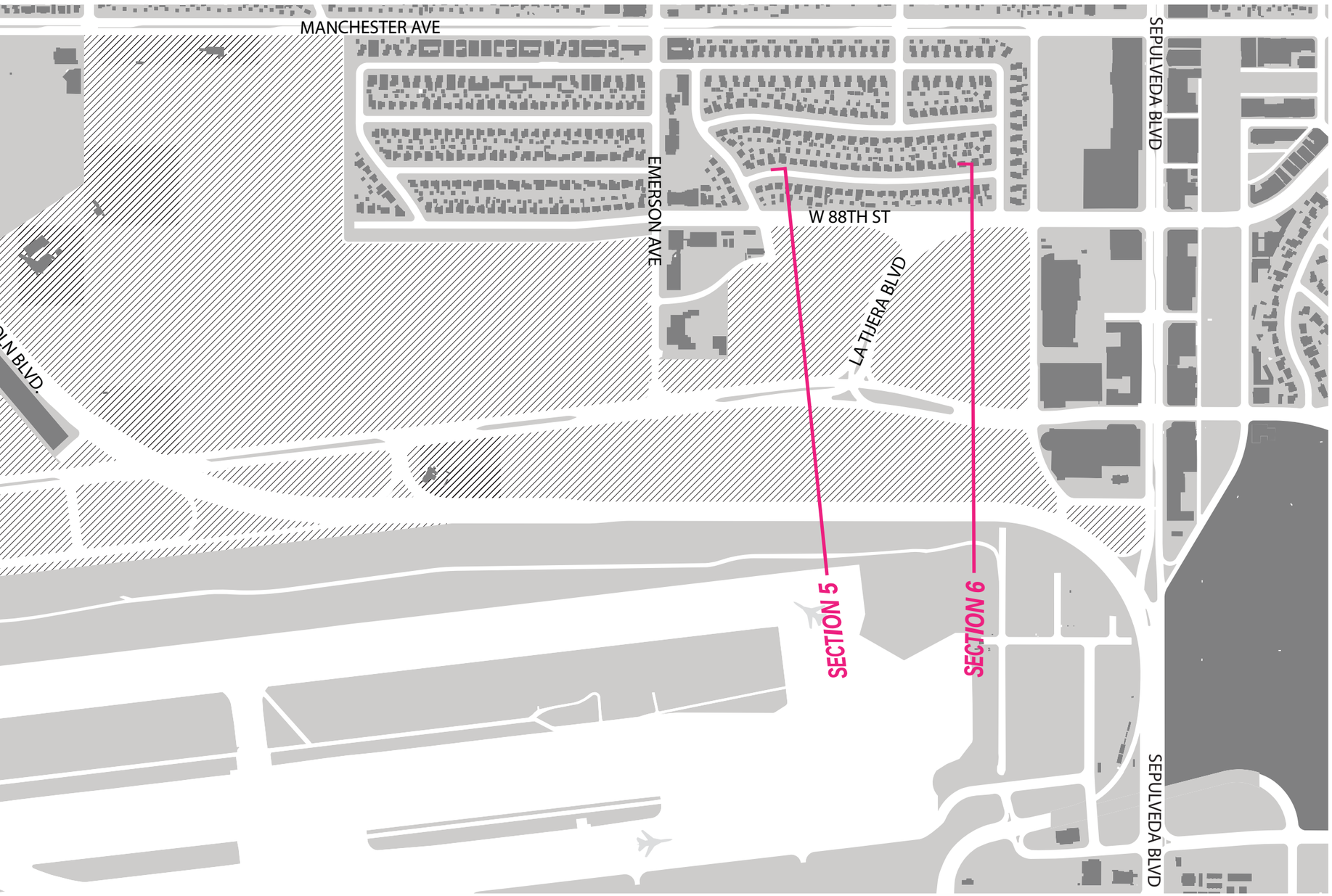


FIGURE 03.2

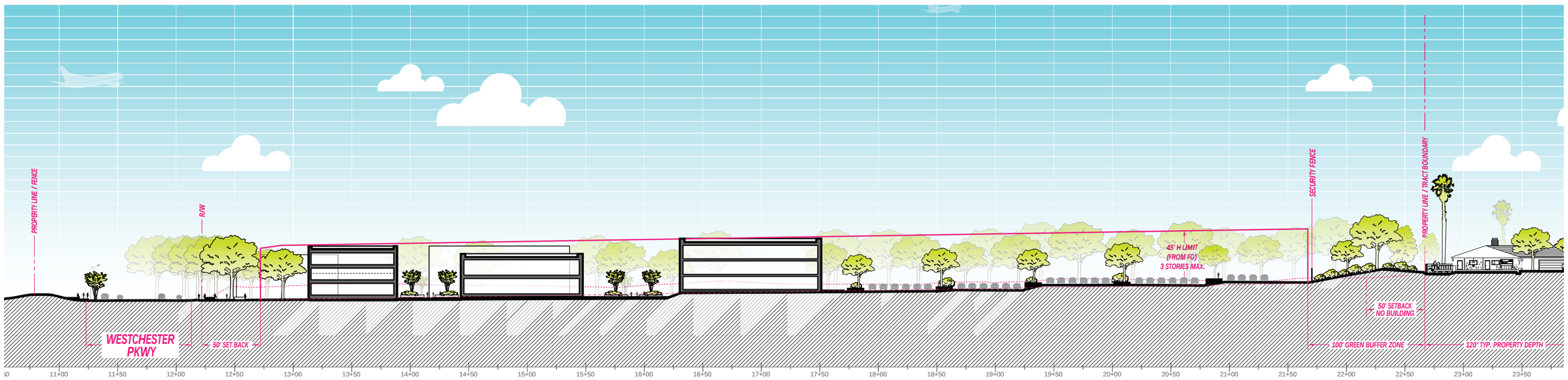
SECTIONS KEY PLAN

This figure shows the location of the section cuts presented in Figures 3.3-1 through 3.3-6. These section figures show potential development scenarios.

FIGURE 03.3-1

SECTION 01 / Along Cum Laude Avenue

Development Scenario



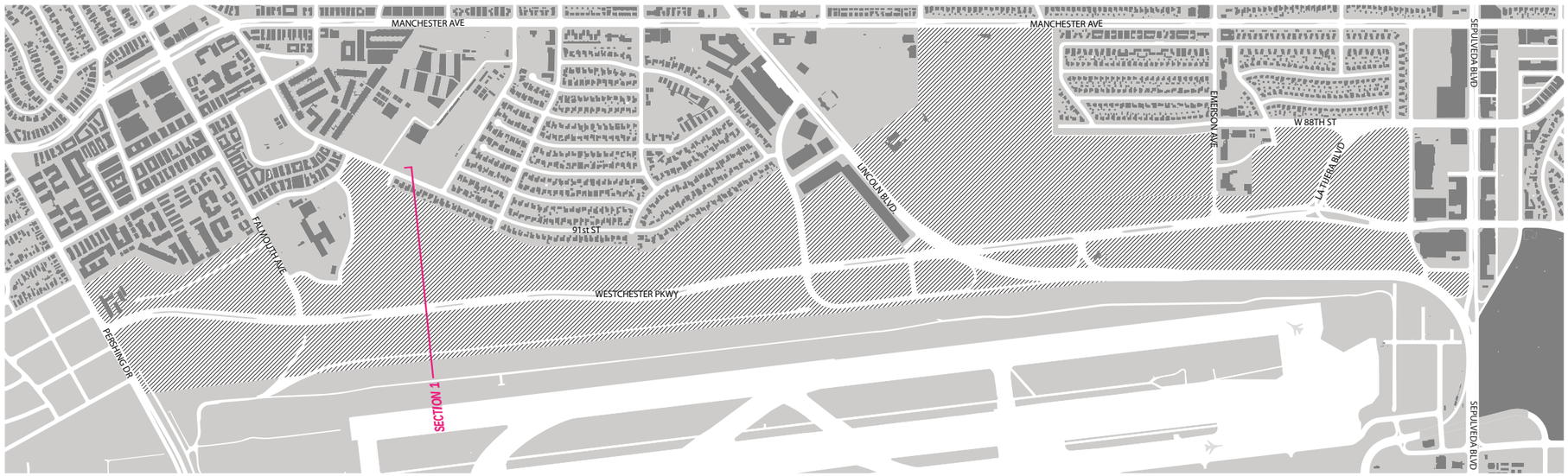
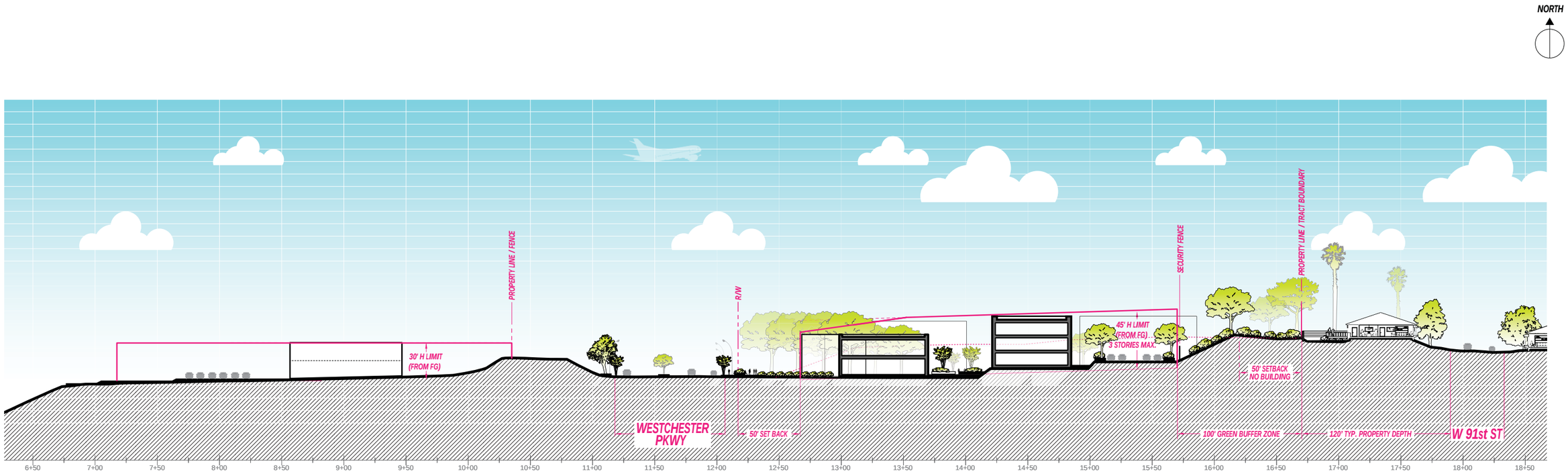


FIGURE 03.3-2

SECTION 02 / Along Stanmoor Drive

Development Scenario



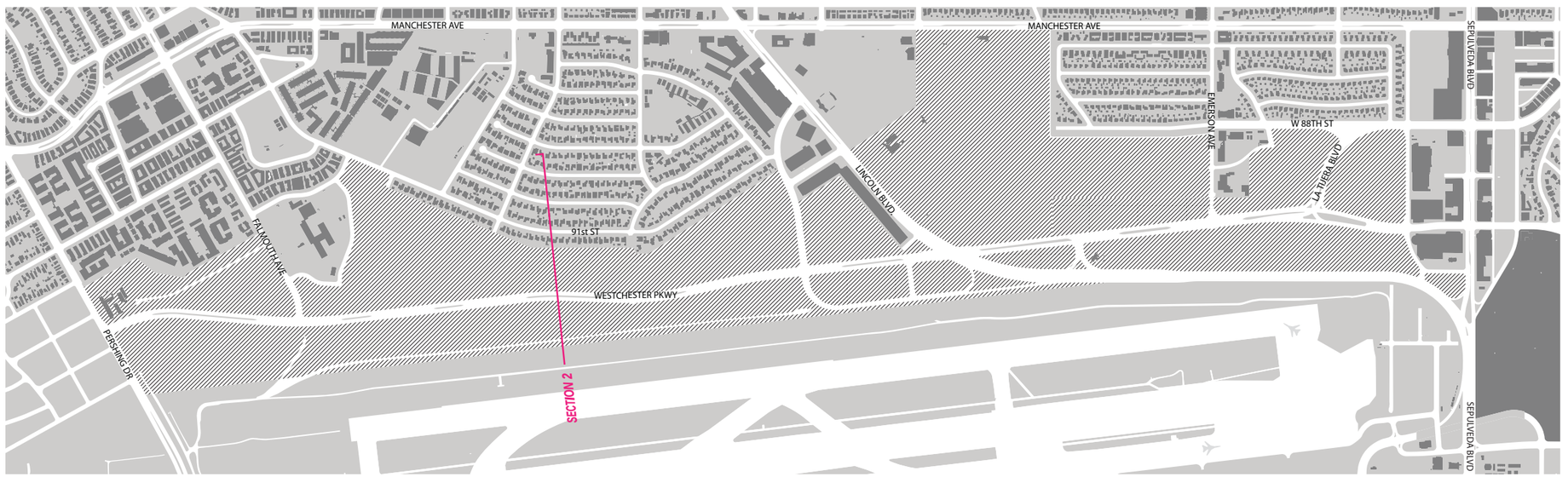
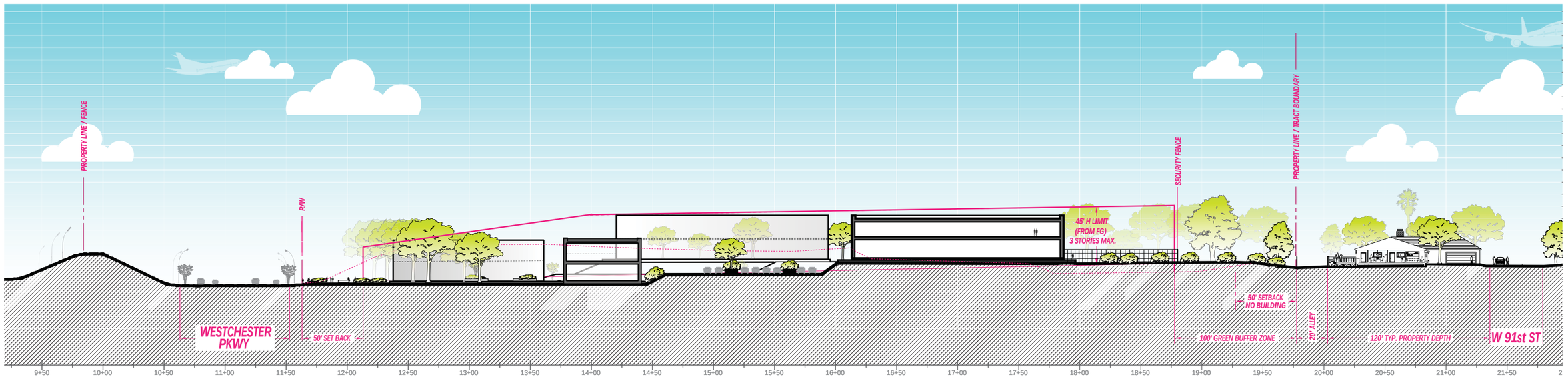


FIGURE 03.3-3

SECTION 03 / West of Loyola

Development Scenario

NORTH



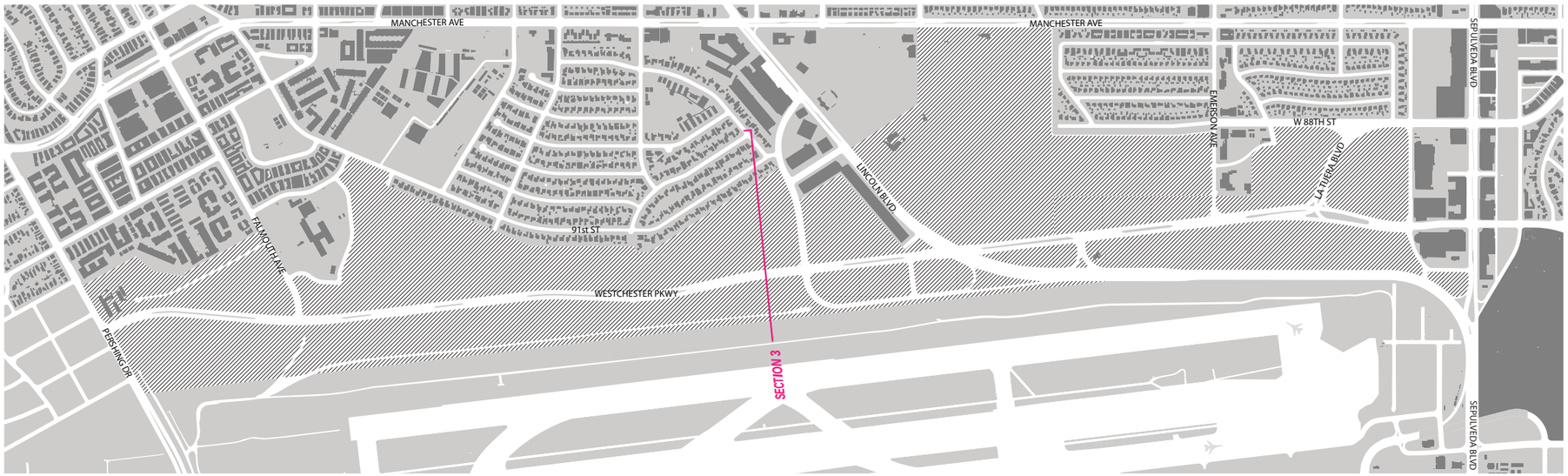


FIGURE 03.3-4

SECTION 04 / East of Loyola Boulevard

Development Scenario

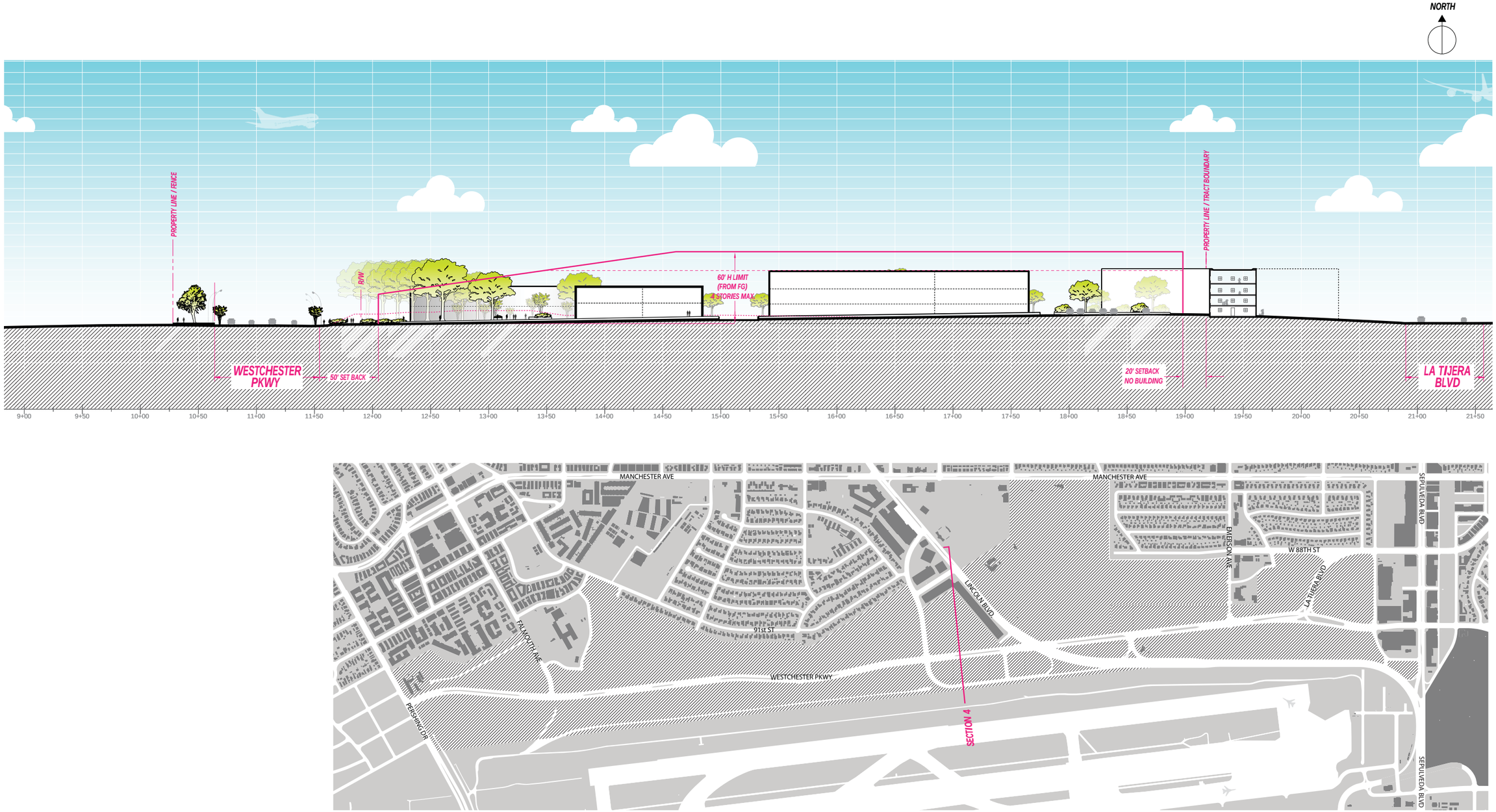


FIGURE 03.3-5

SECTION 05 / La Tijera West

Development Scenario

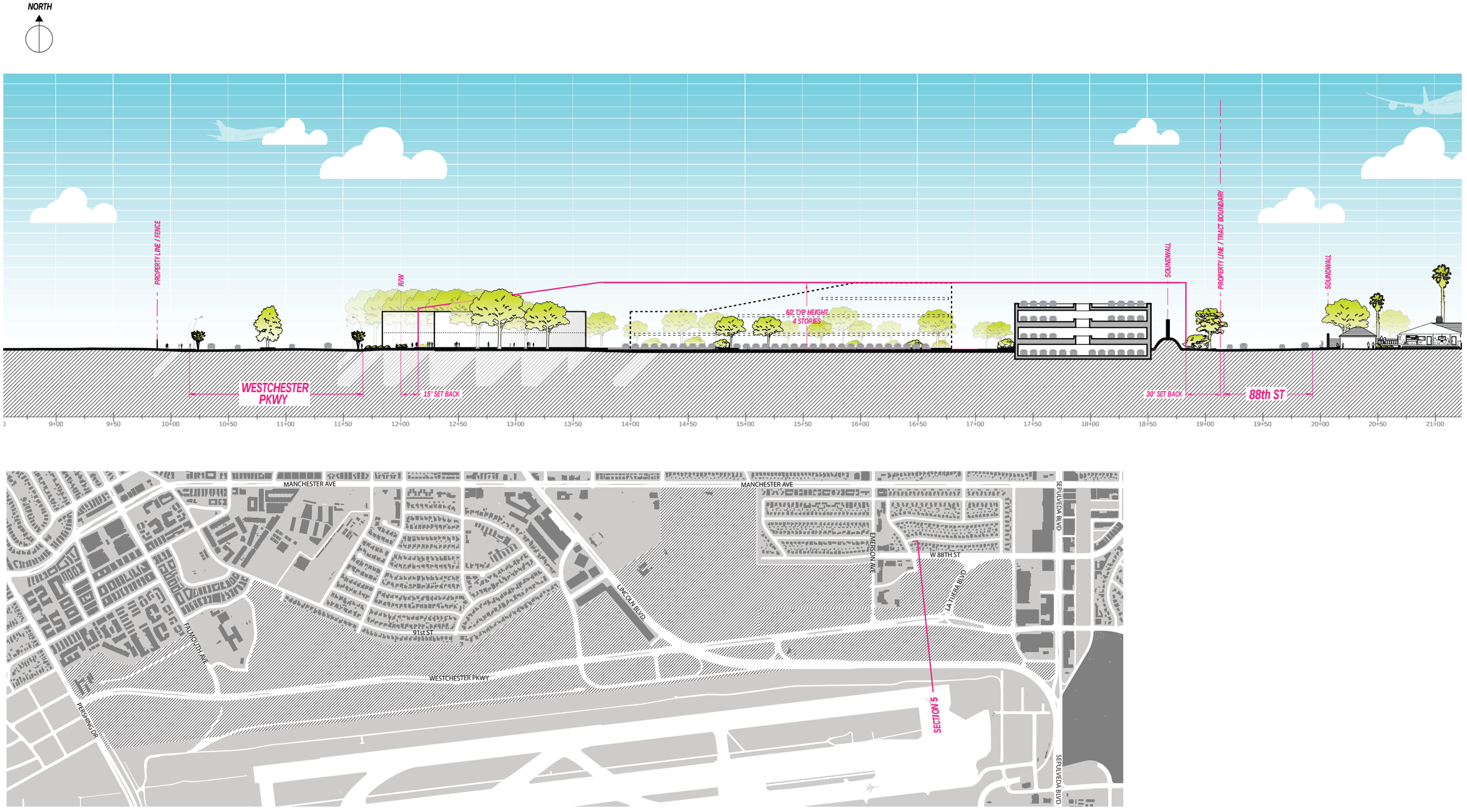
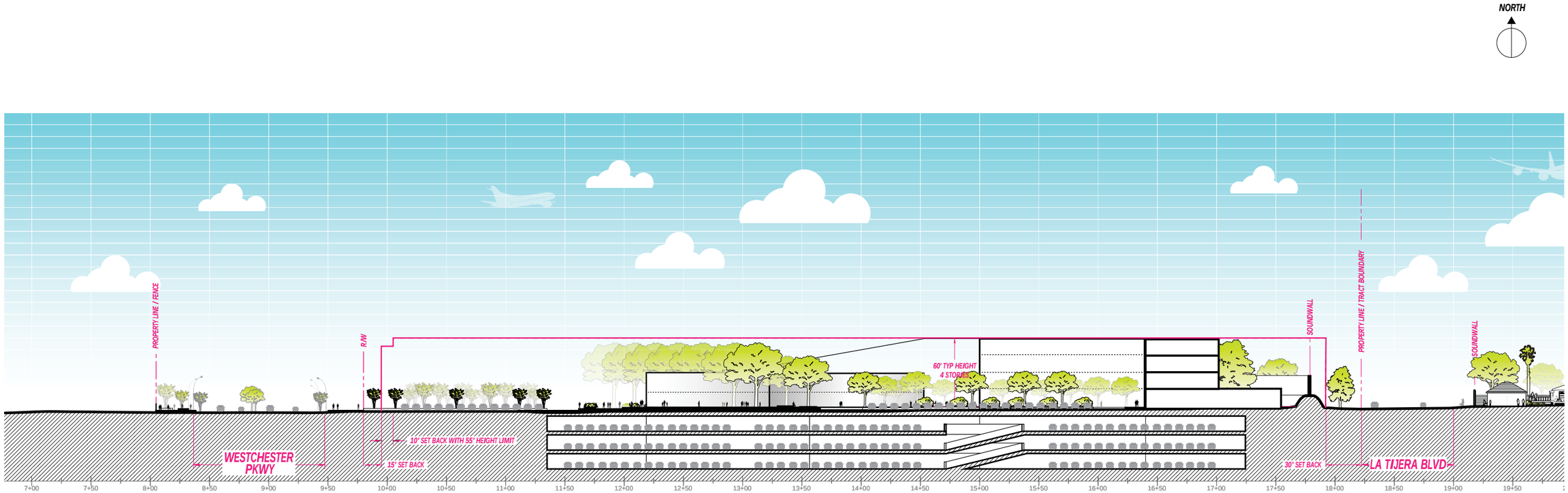


FIGURE 03.3-6

SECTION 06 / Sepulveda Westway

Development Scenario



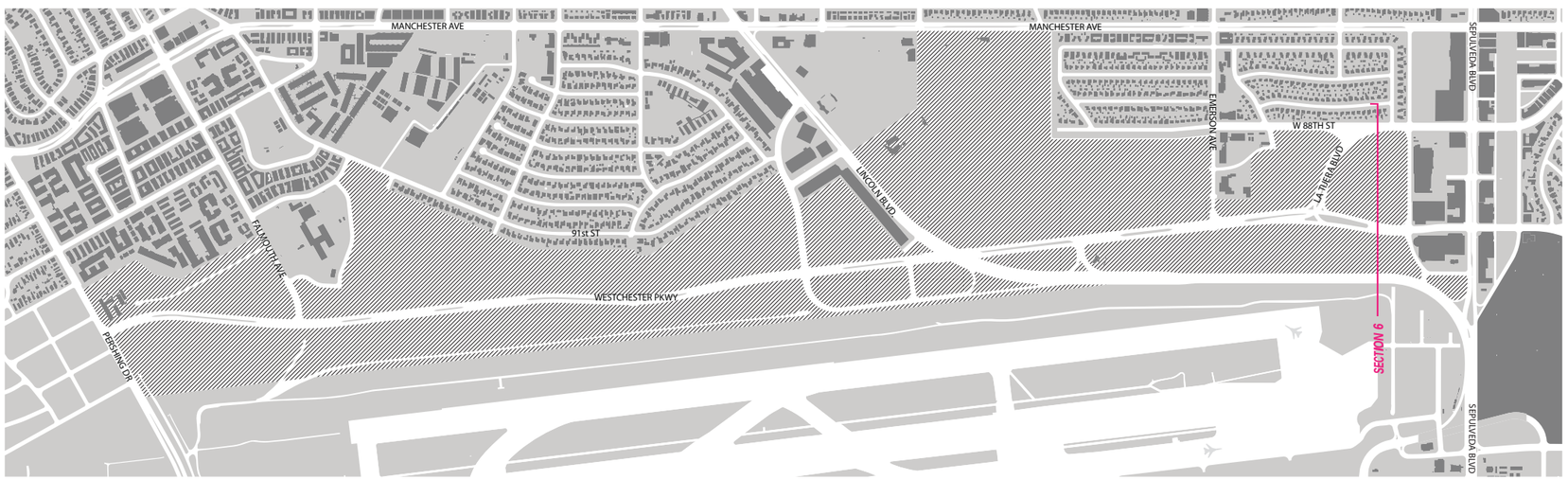
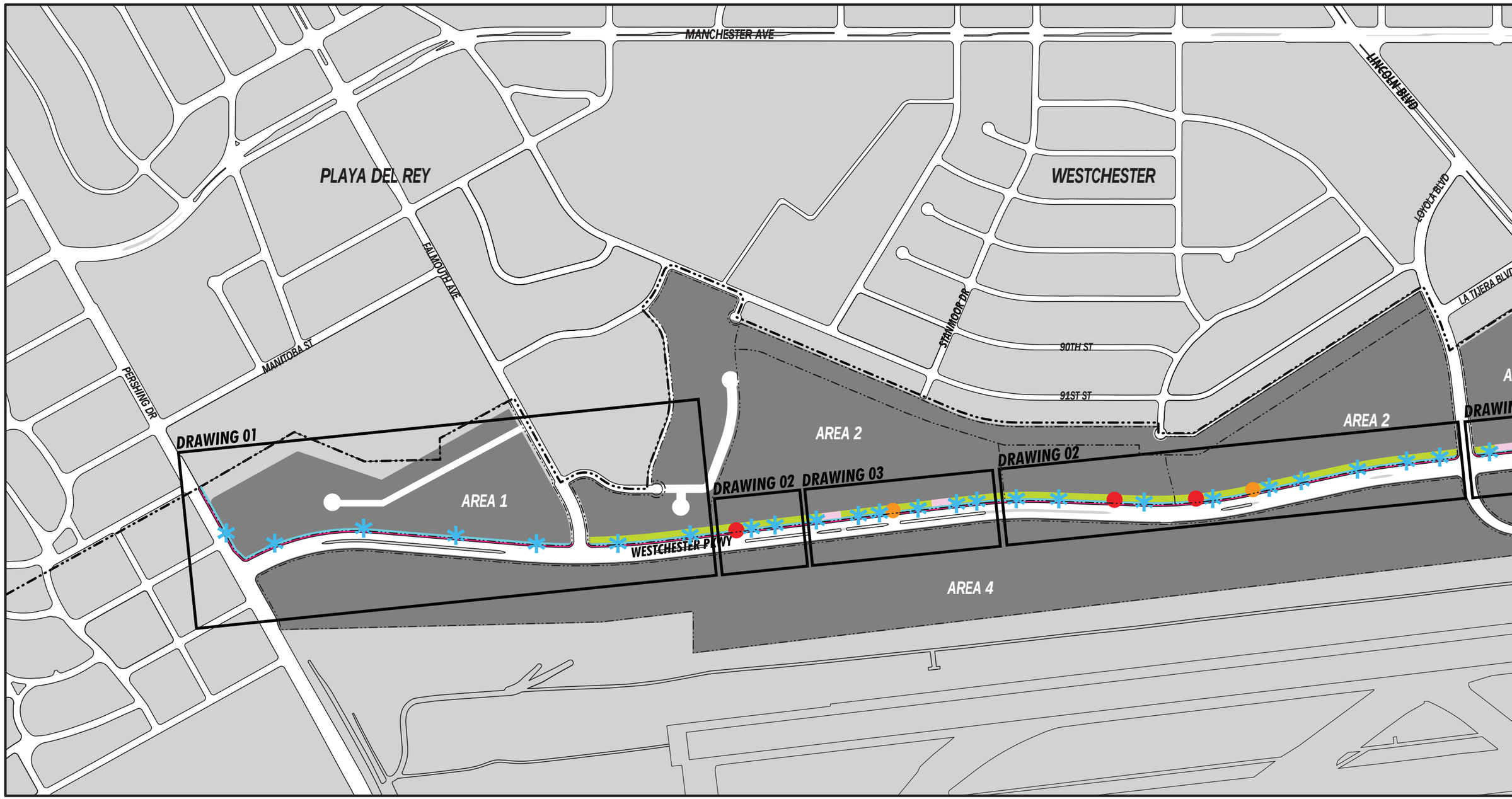


FIGURE 03.4

LAX NORTHSIDE CENTER - PASEO

This figure presents a conceptual illustration of the LAX Northside Center Paseo, including appropriate planting materials, and pedestrian ammenities such as benches, trash receptacles, and pathway lighting.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PLAYA DEL REY
WESTCHESTER
LINCOLN BLVD
LOYOLA BLVD
FALMOUTH AVE
MANITOBA ST
PERSHING DR
STANMOOR DR
90TH ST
91ST ST
LA TIJERA BLVD
DRAWING 01
AREA 1
AREA 2
AREA 2
DRAWING 02
DRAWING 02
DRAWING 03
WESTCHESTER PKWY
AREA 4

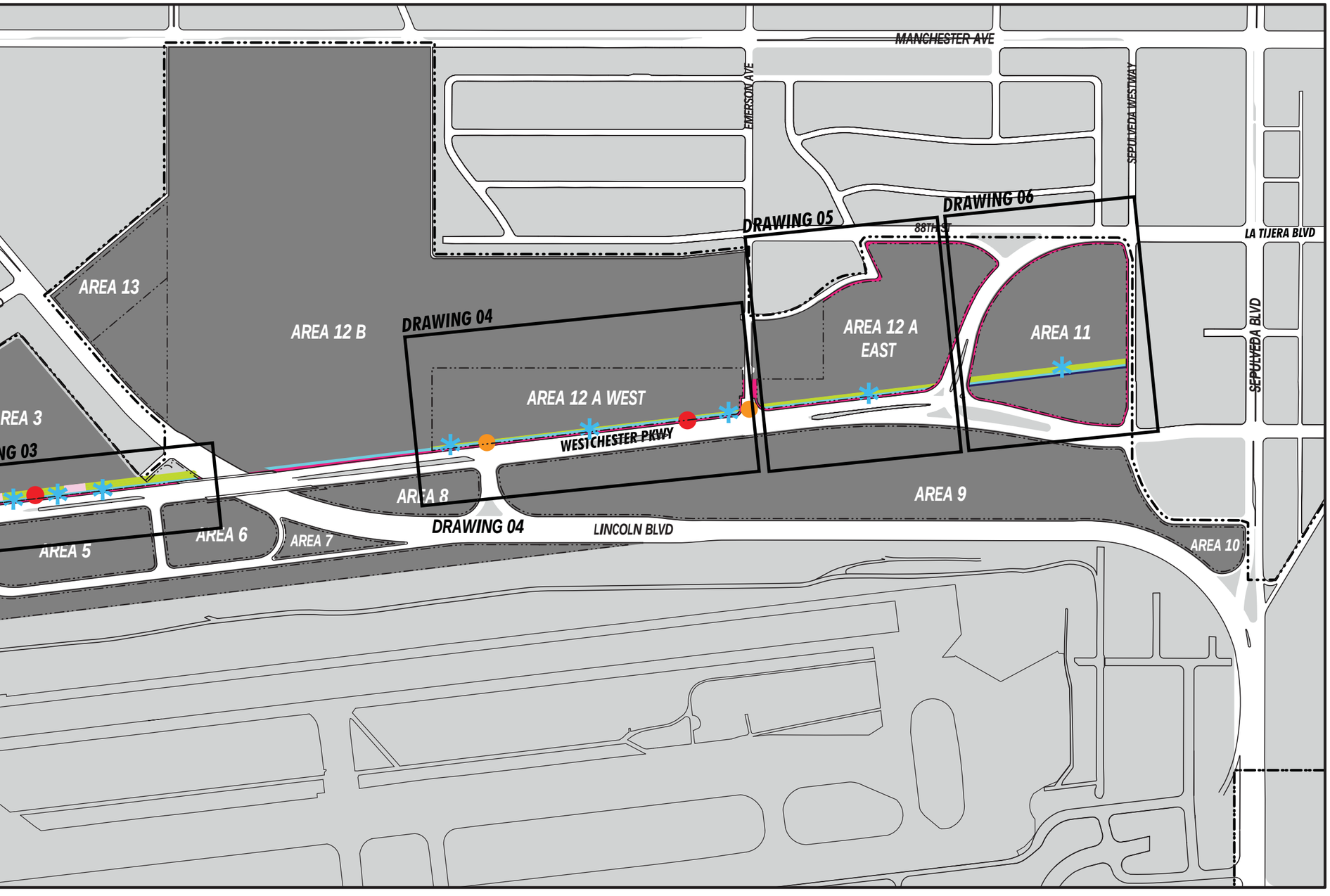


FIGURE 03.5

PASEO CONDITIONS & LOCATIONS

This figure illustrates the location and condition types that define the pedestrian accessible paseo in the LAX Northside Plan. It also provides a key for more detailed drawings presented in Figures 03.5-1 through 03.5-8.

NORTH

LEGEND

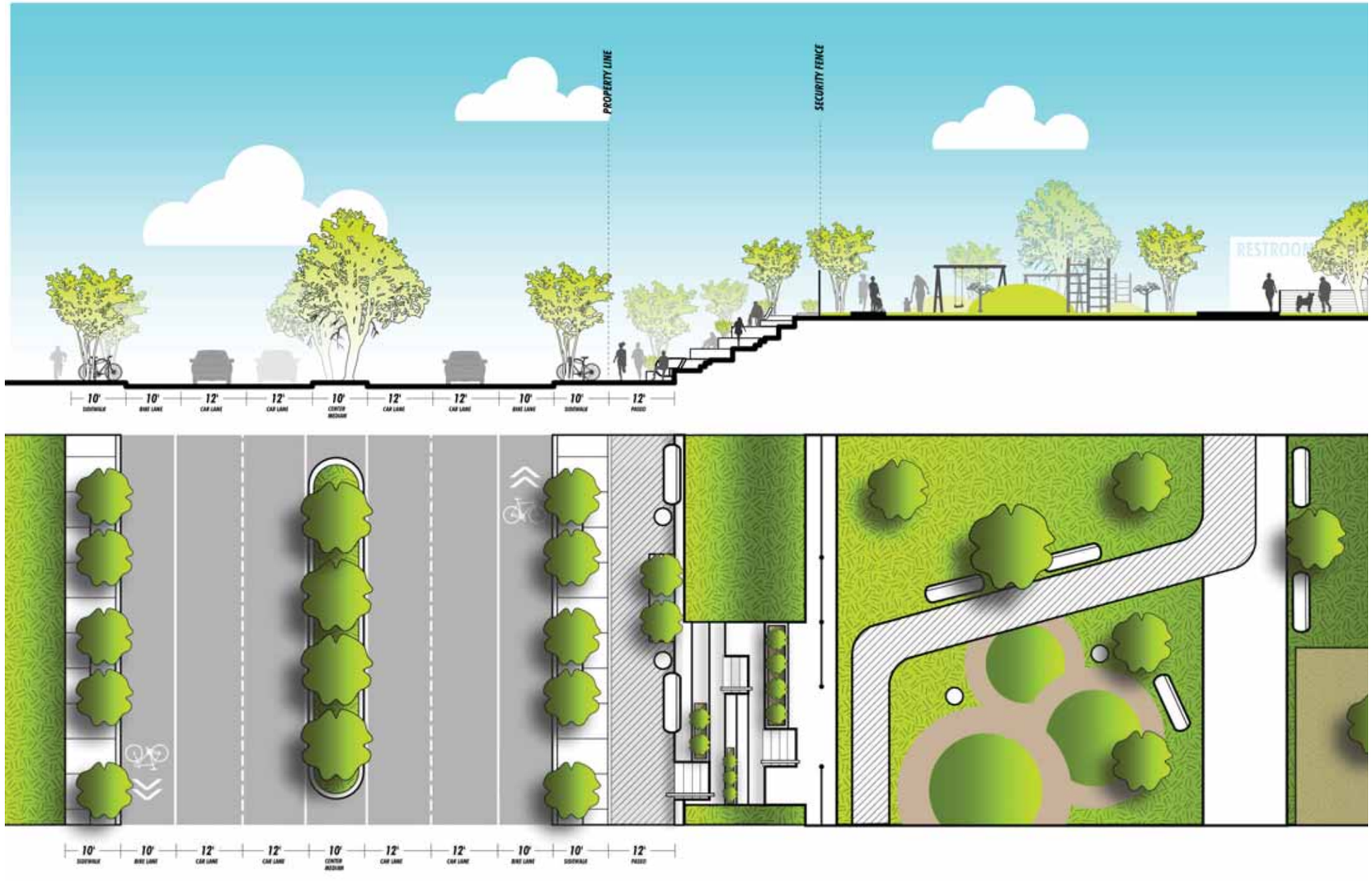
- EXISTING Sidewalk
- ADDITIONAL Sidewalk
  TOTAL AREA : 7,720 sq. ft.
- ADDITIONAL Decomposed Granite
  TOTAL AREA : 145,350 sq. ft.
- ADDITIONAL Space Remaining in Setback
  - Landscaping
  - Parking (Double Row)
- PLAZA Entry / RESPITE Area
  Additional Finish Material & Streetscape Amenities
- MAJOR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

FIGURE 03.5-1

AREA 1 and 2A

Drawing 01

Development Scenario



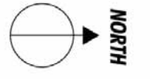
PROPOSED ACTIVITIES

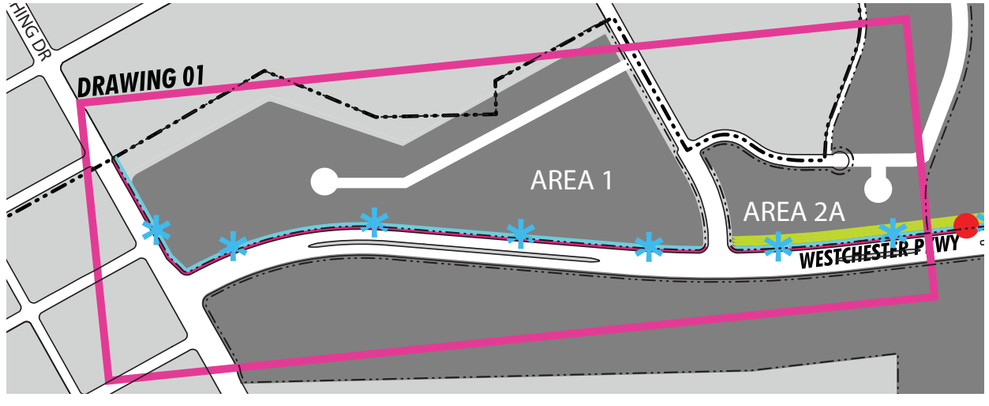
STROLLING

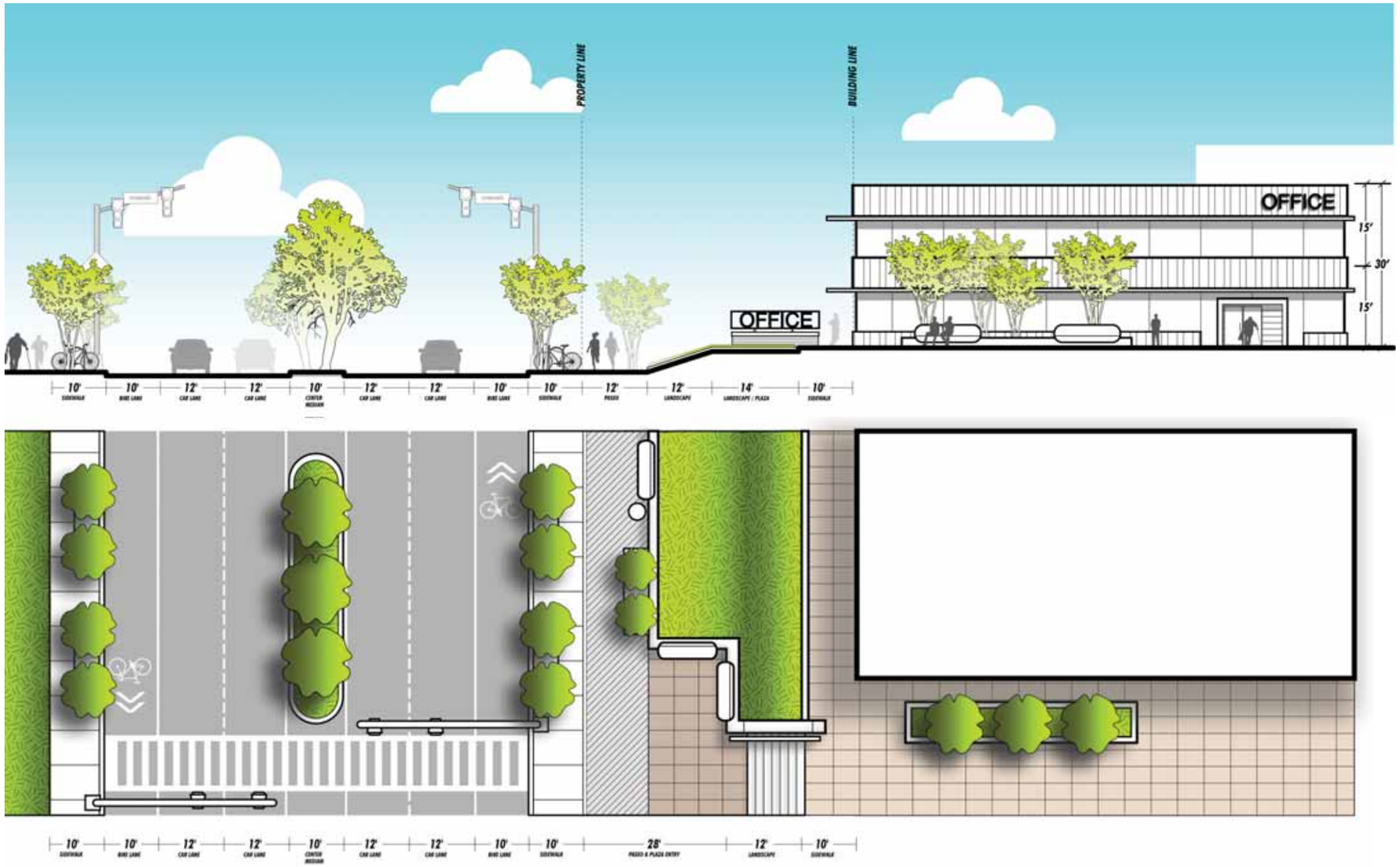
EXERCISE

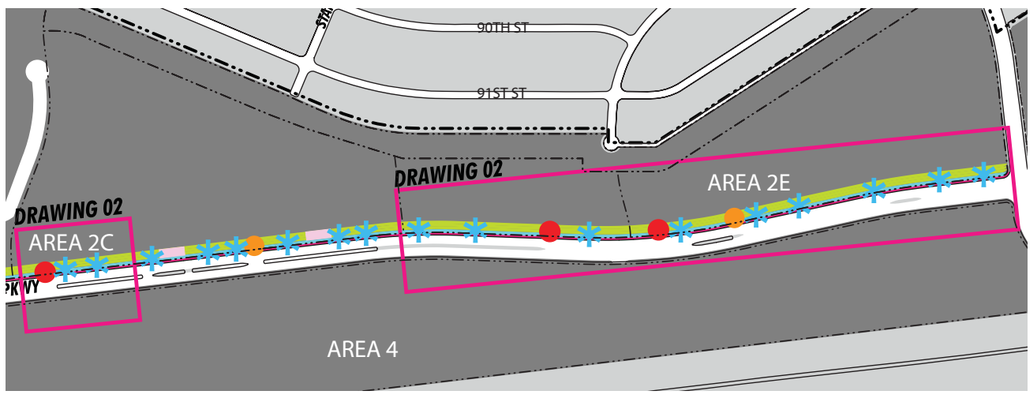
OUTDOOR SEATING

ALTERNATIVE MOVEMENT









NORTH

FIGURE 03.5-2

AREAS 2C, 2E, & 3

Drawing 02

Development Scenario

PROPOSED ACTIVITIES

STROLLING

EXERCISE

OUTDOOR SEATING

ALTERNATIVE MOVEMENT

FIGURE 03.5-3

AREAS 2C, 2E, &3

Drawing 02 - Plaza Entry

Development Scenario

PROPOSED ACTIVITIES

BIKE RENTAL

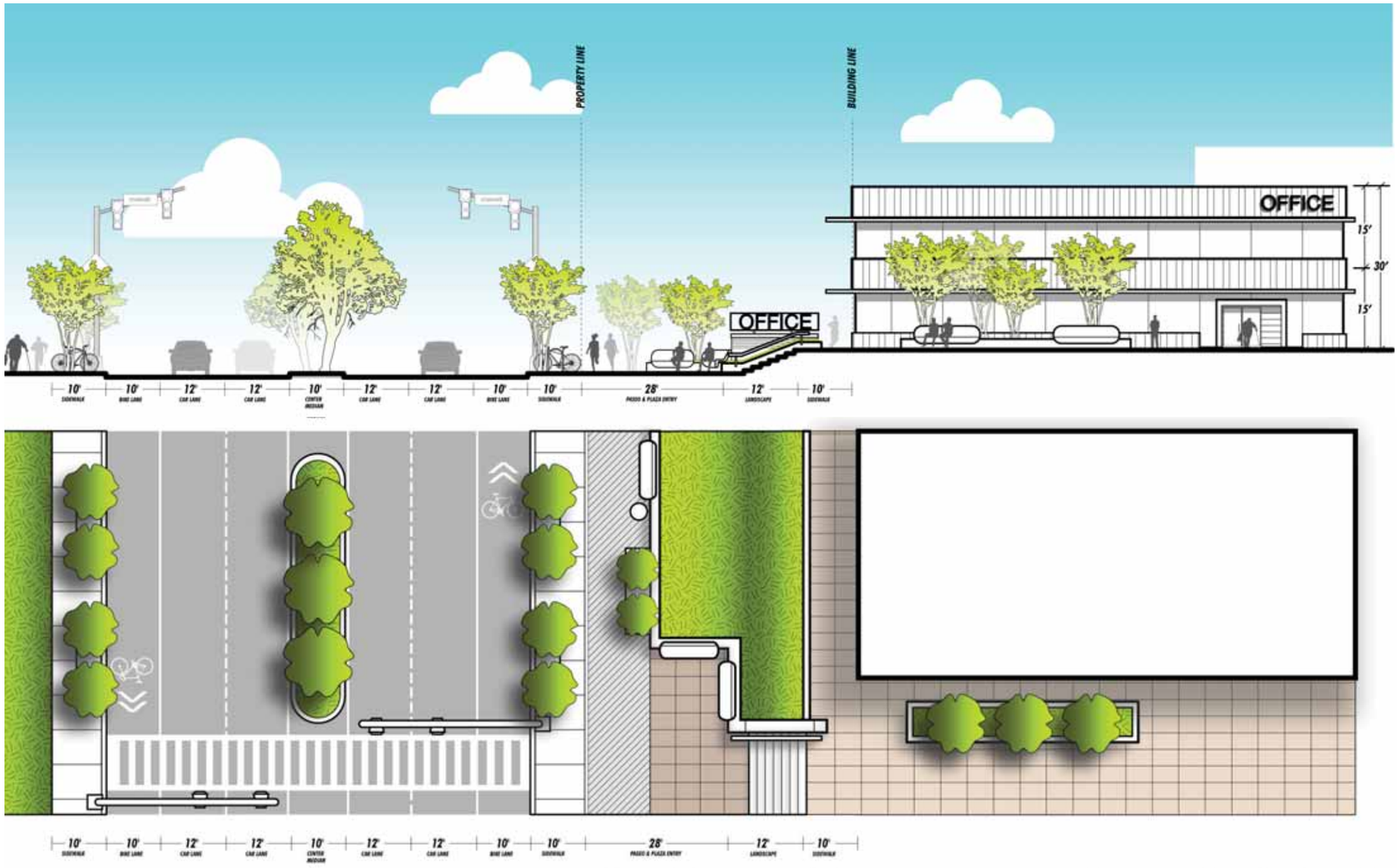
SMALL PARKS

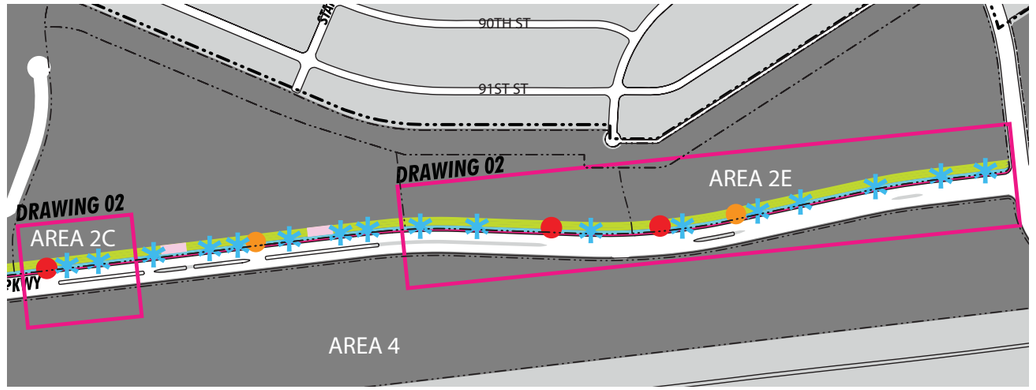
LARGER GROUPS

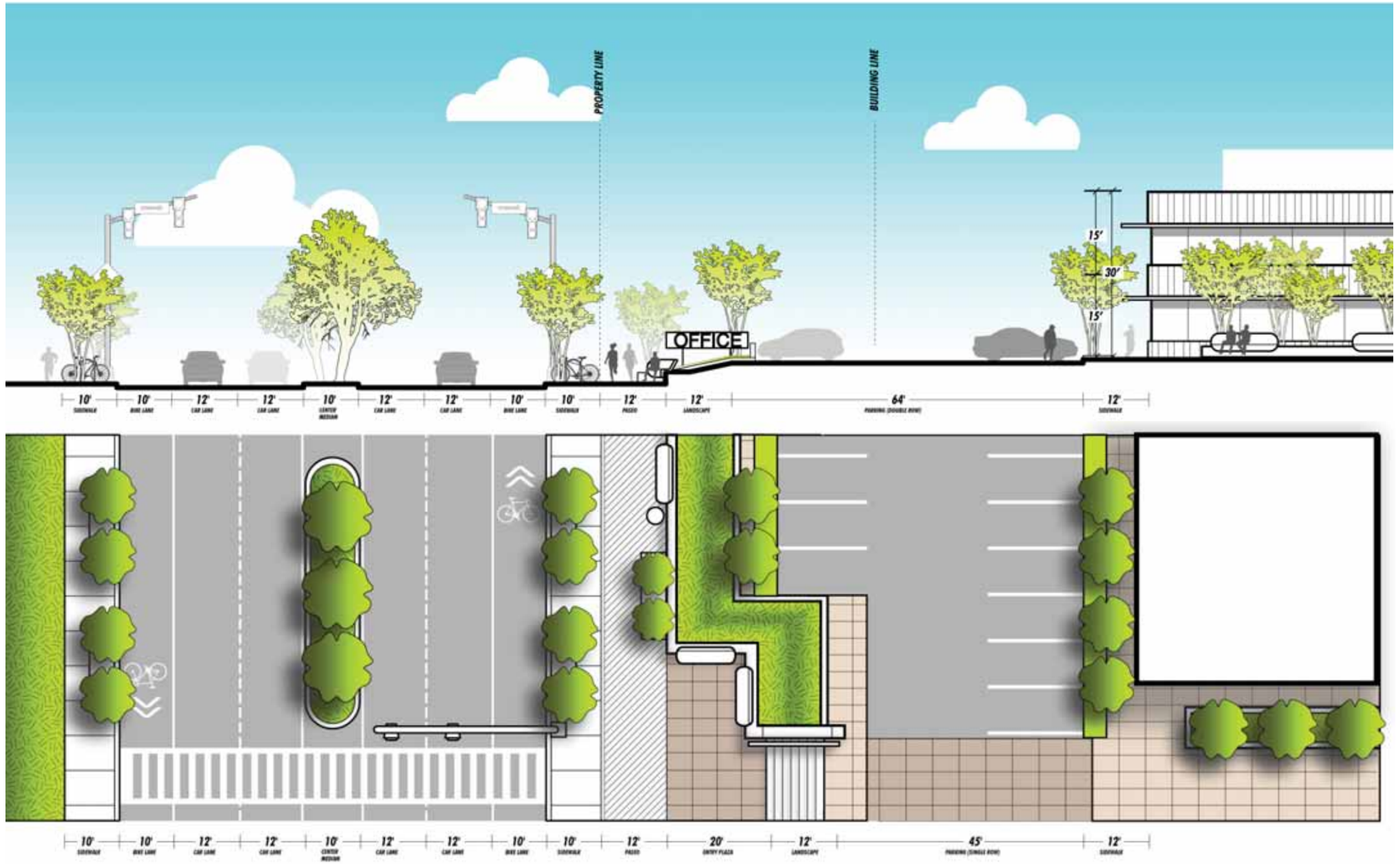
WATER FEATURES

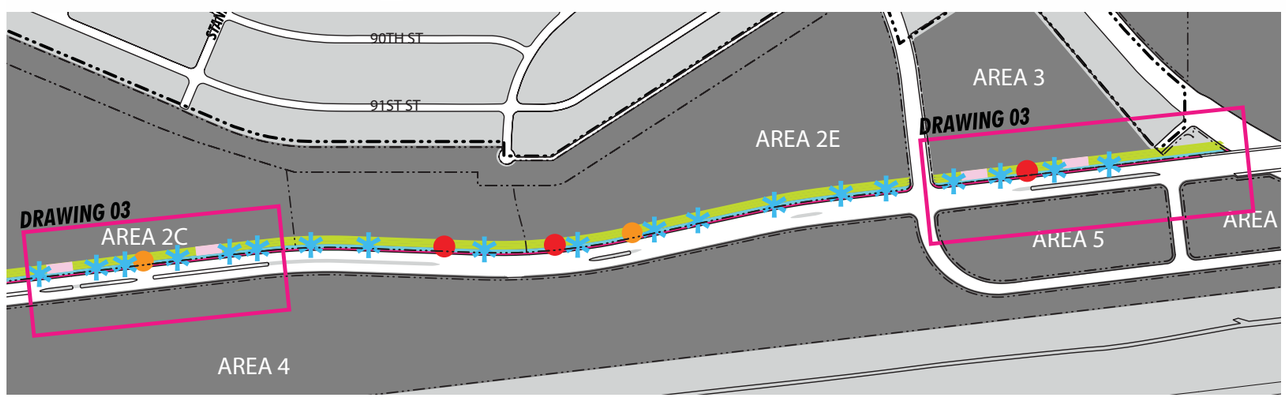
AIRPORT VIEWING

PUBLIC EVENTS









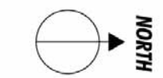


FIGURE 03.5-4

AREAS 2C, 2E & 3

Drawing 03 - Double Row of Parking Development Scenario

PROPOSED ACTIVITIES

STROLLING

EXERCISE

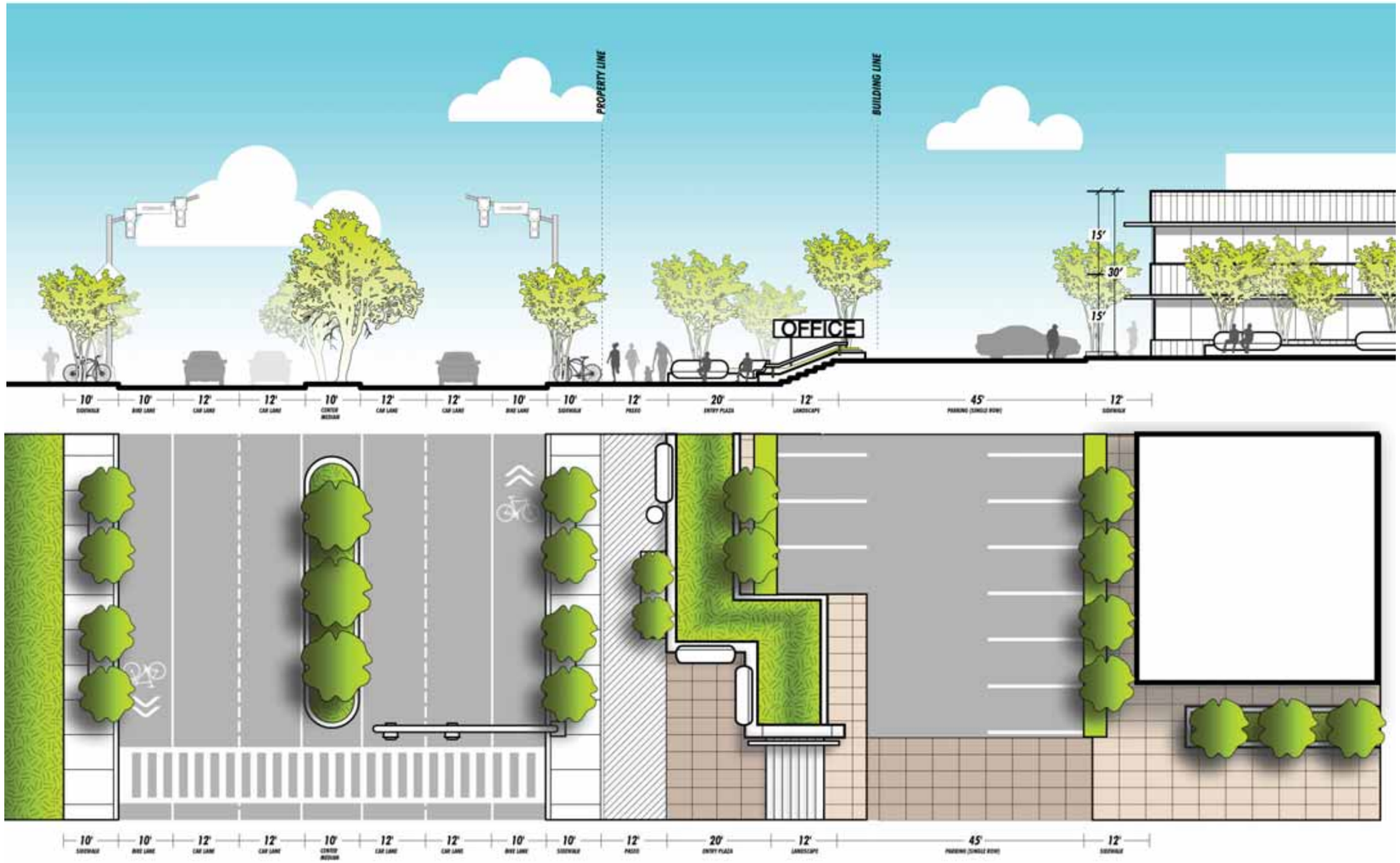
OUTDOOR SEATING

ALTERNATIVE MOVEMENT

FIGURE 03.5-5

AREAS 2C, 2E & 3

Drawing 03 - Single Row Parking and Plaza Entry Development Scenario



PROPOSED ACTIVITIES

BIKE RENTAL

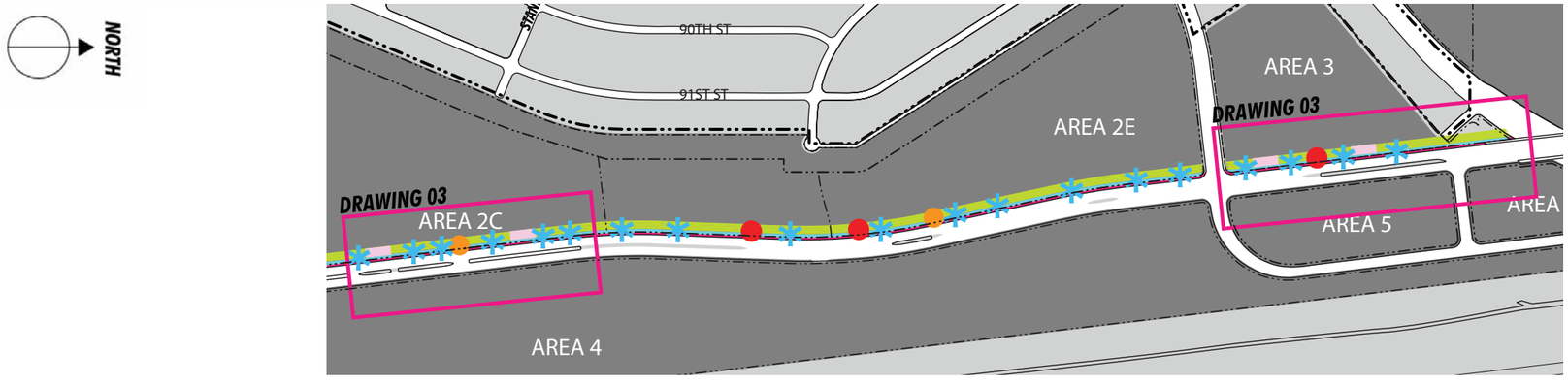
SMALL PARKS

LARGER GROUPS

WATER FEATURES

AIRPORT VIEWING

PUBLIC EVENTS



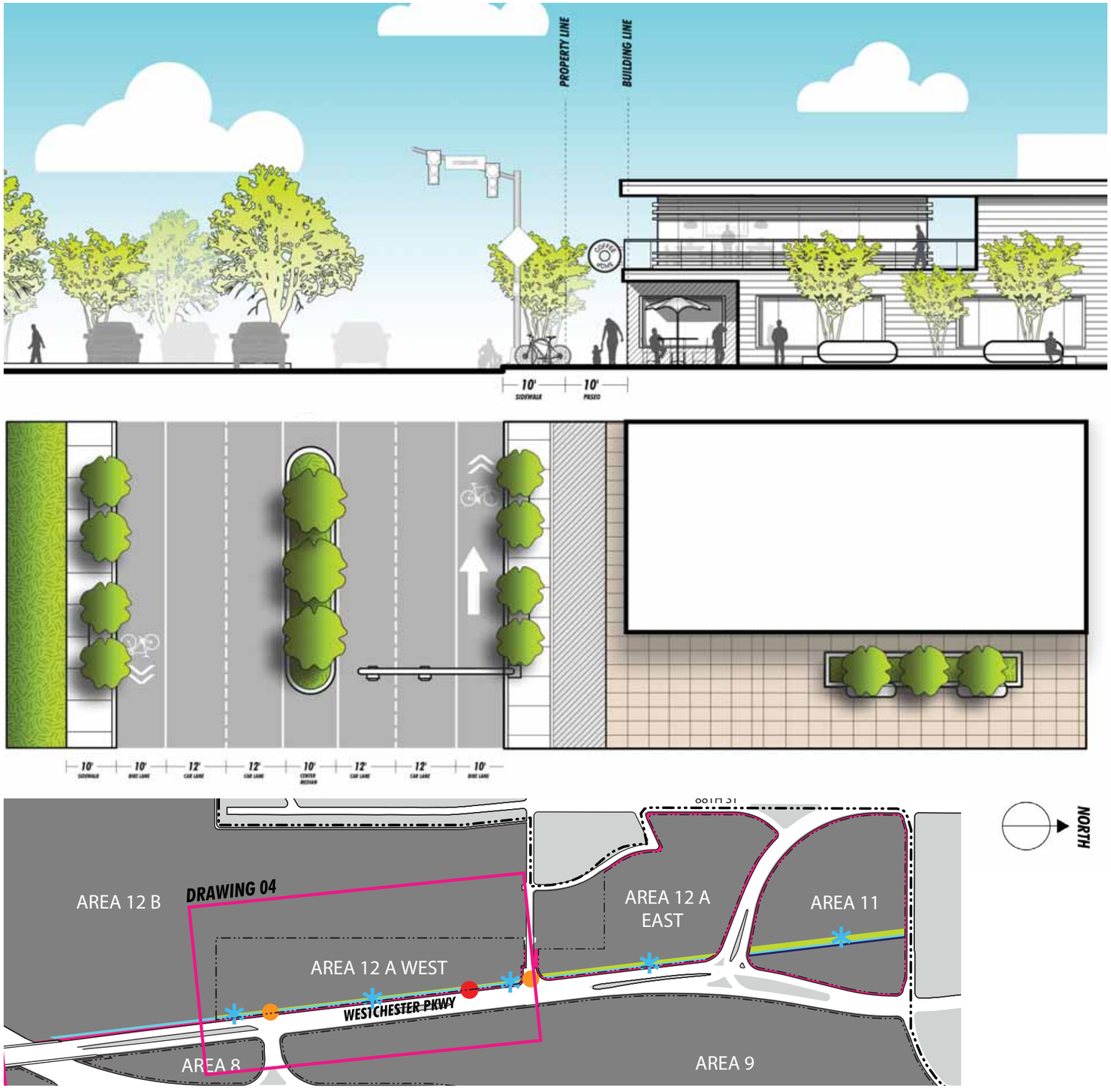


FIGURE 03.5-6

AREA 12A West

Drawing 04

Development Scenario

PROPOSED ACTIVITIES

STROLLING

EXERCISE

OUTDOOR SEATING

ALTERNATIVE MOVEMENT

FIGURE 03.5-7

AREA 12A East

Drawing 05

Development Scenario

PROPOSED ACTIVITIES

CAFE SPACE

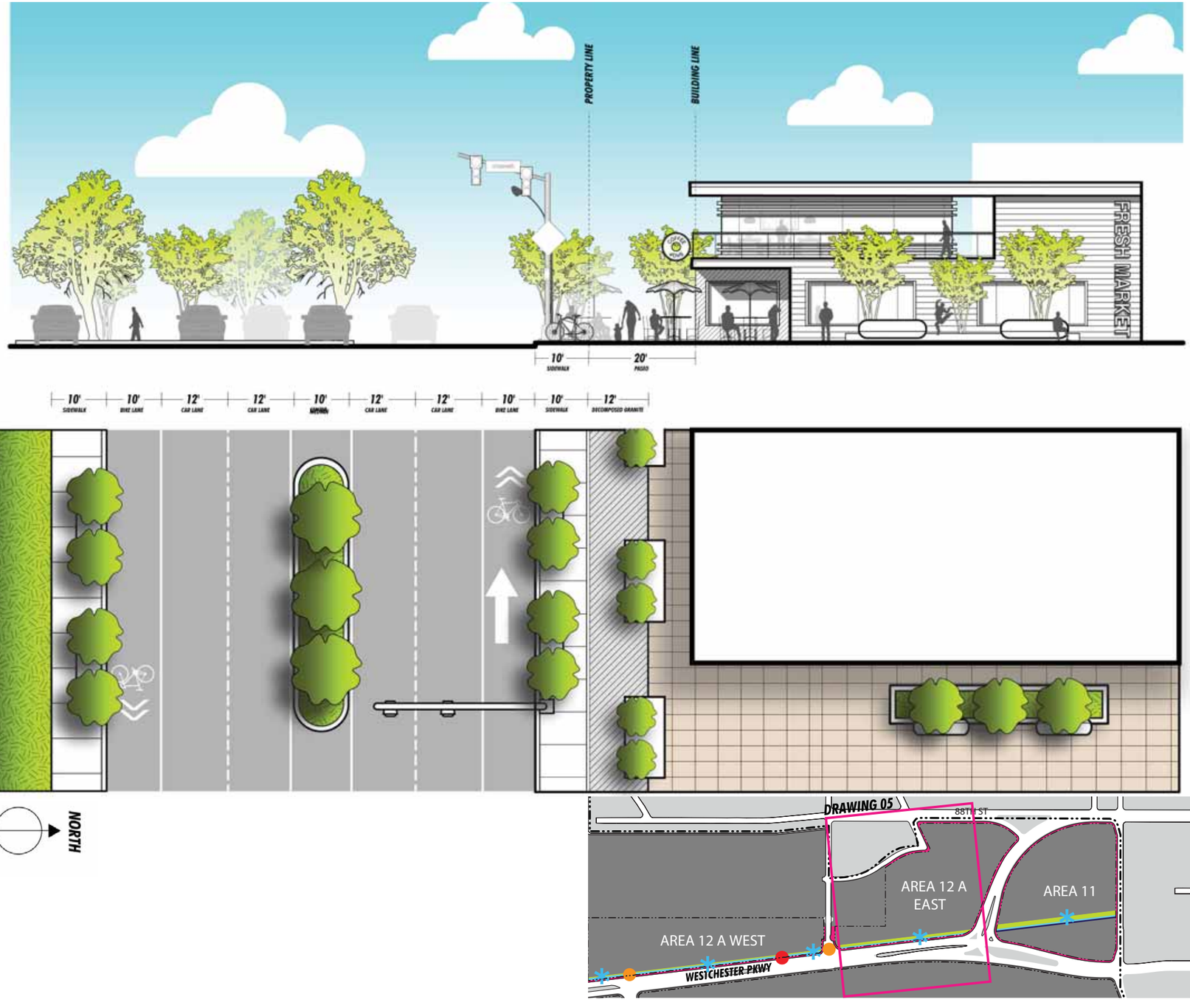
SIDEWALK SALES

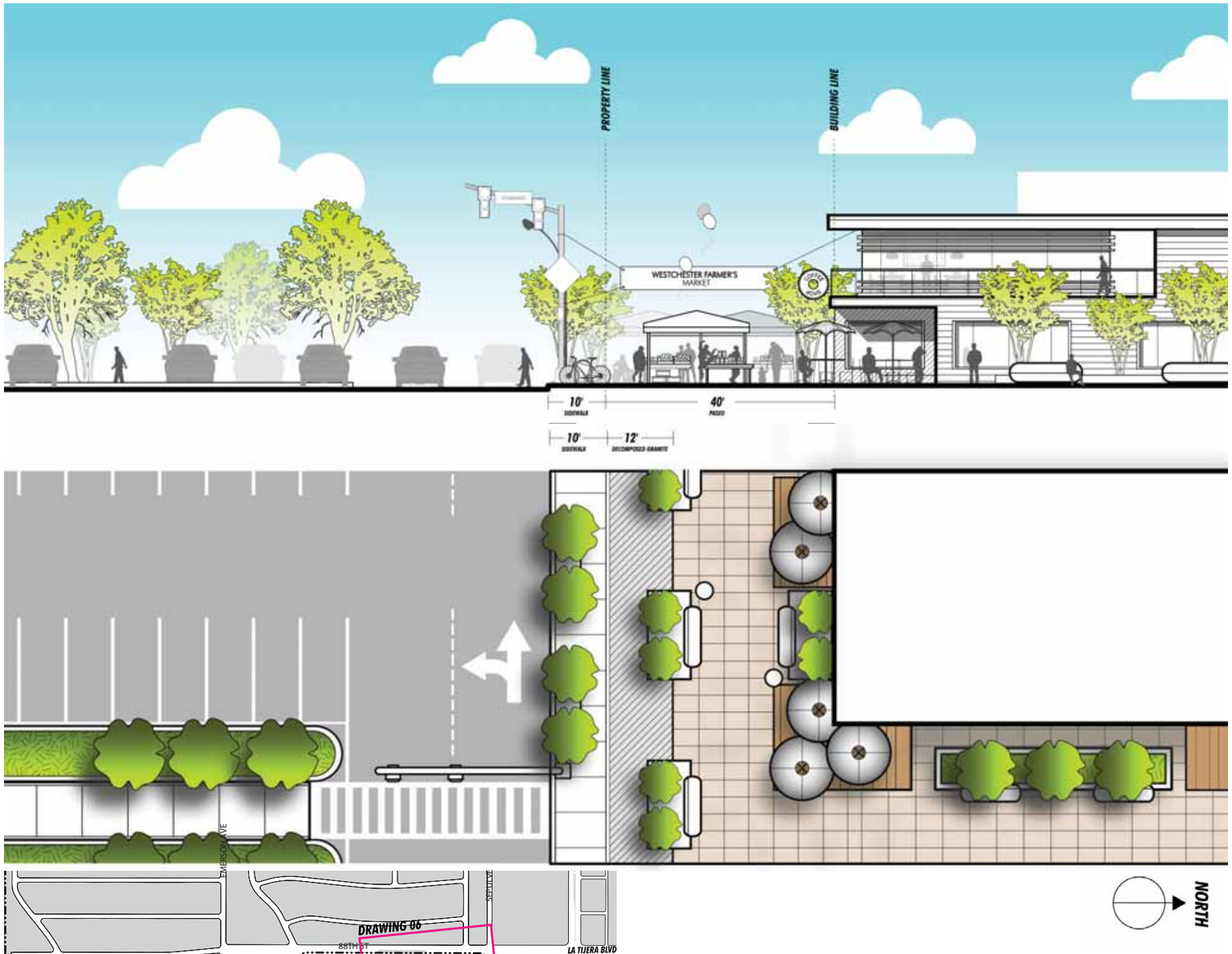
SMALL MARKETS

ADDITIONAL PLANTINGS

AIRPORT VIEWING

BICYCLISTS





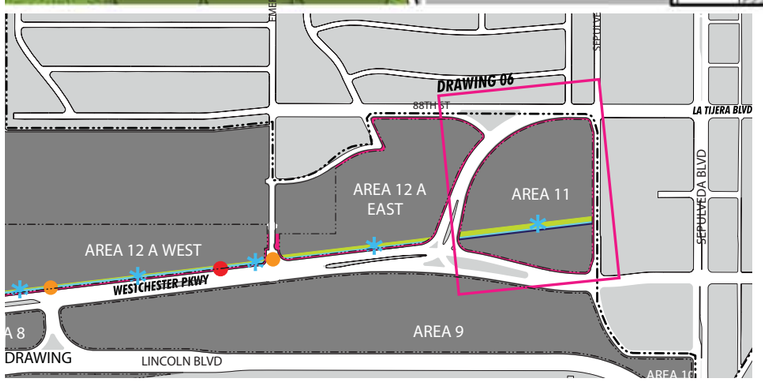


FIGURE 03.5-8

AREA 11

Drawing 06

Development Scenario

PROPOSED ACTIVITIES

KIOSKS

BIKE RENTAL

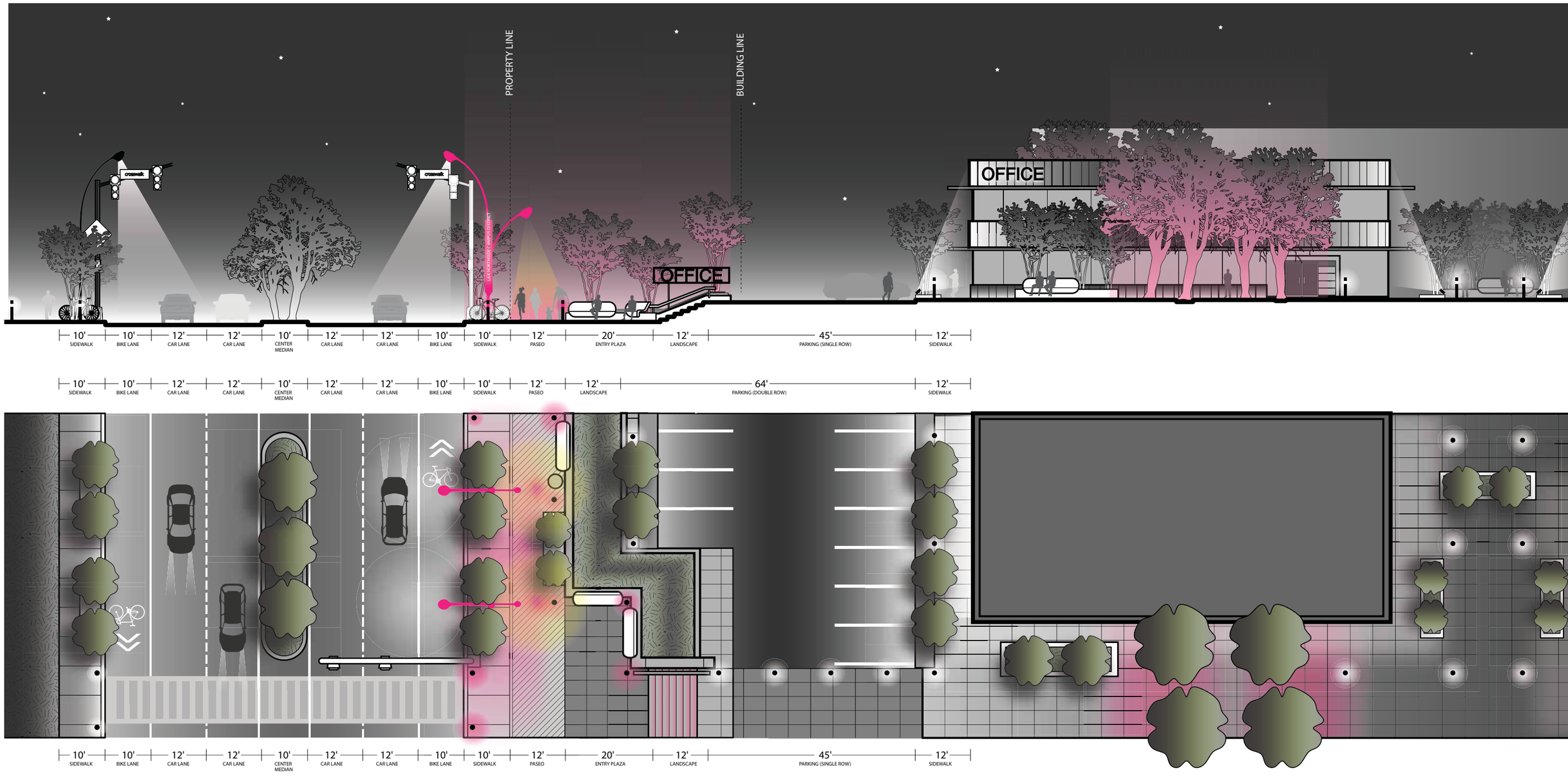
SMALL PARKS

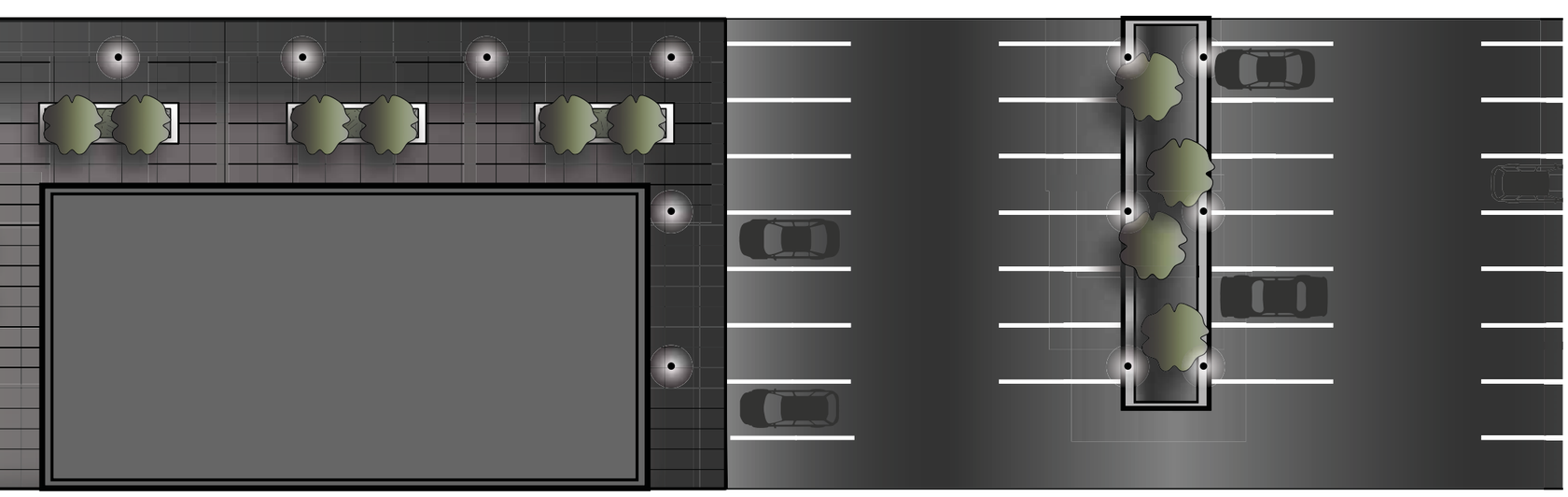
LARGER GROUPS

WATER FEATURES

FOOD TRUCKS

PUBLIC EVENTS


PROPERTY LINE
BUILDING LINE
crosswalk
crosswalk
LED CONTOUR CANOPY LIGHT
OFFICE
OFFICE
10' SIDEWALK
10' BIKE LANE
12' CAR LANE
12' CAR LANE
10' CENTER MEDIAN
12' CAR LANE
12' CAR LANE
10' BIKE LANE
10' SIDEWALK
12' PASEO
20' ENTRY PLAZA
12' LANDSCAPE
45' PARKING (SINGLE ROW)
12' SIDEWALK
10' SIDEWALK
10' BIKE LANE
12' CAR LANE
12' CAR LANE
10' CENTER MEDIAN
12' CAR LANE
12' CAR LANE
10' BIKE LANE
10' SIDEWALK
12' PASEO
12' LANDSCAPE
64' PARKING (DOUBLE ROW)
12' SIDEWALK
10' SIDEWALK
10' BIKE LANE
12' CAR LANE
12' CAR LANE
10' CENTER MEDIAN
12' CAR LANE
12' CAR LANE
10' BIKE LANE
10' SIDEWALK
12' PASEO
20' ENTRY PLAZA
12' LANDSCAPE
45' PARKING (SINGLE ROW)
12' SIDEWALK

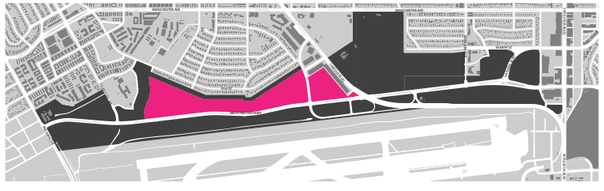


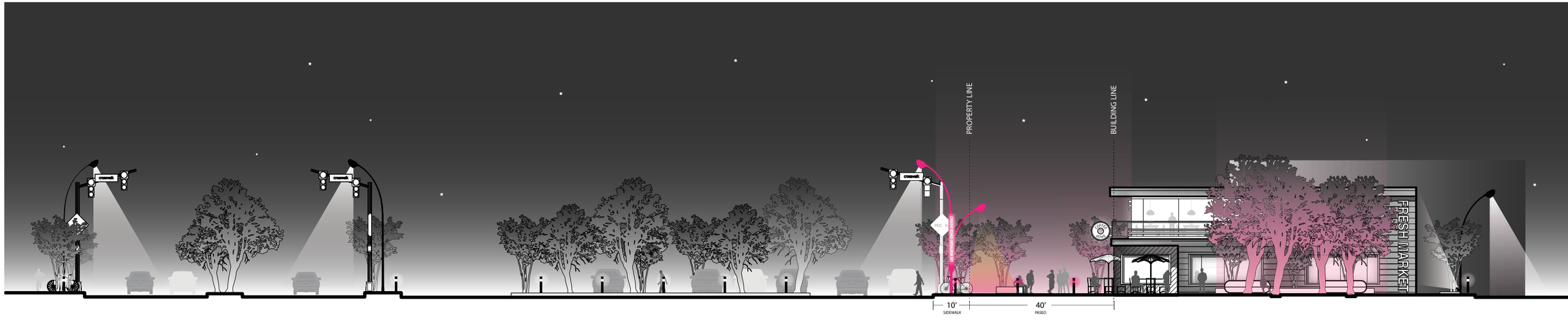
NORTH

FIGURE 03.6-1

SITE LIGHTING - CAMPUS EXAMPLE

This Figure provides an example of site lighting in the LAX Northside Campus District. Site lighting is designed to prevent light spillover, enhance pedestrian awareness and safety.




PROPERTY LINE
BUILDING LINE
FRESH MARKET
10'
SIDEWALK
40'
PASEO

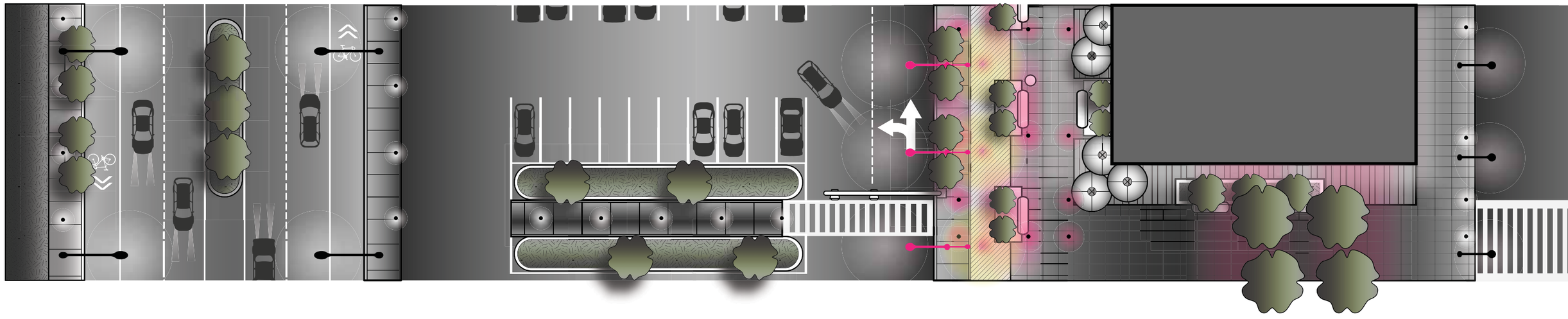
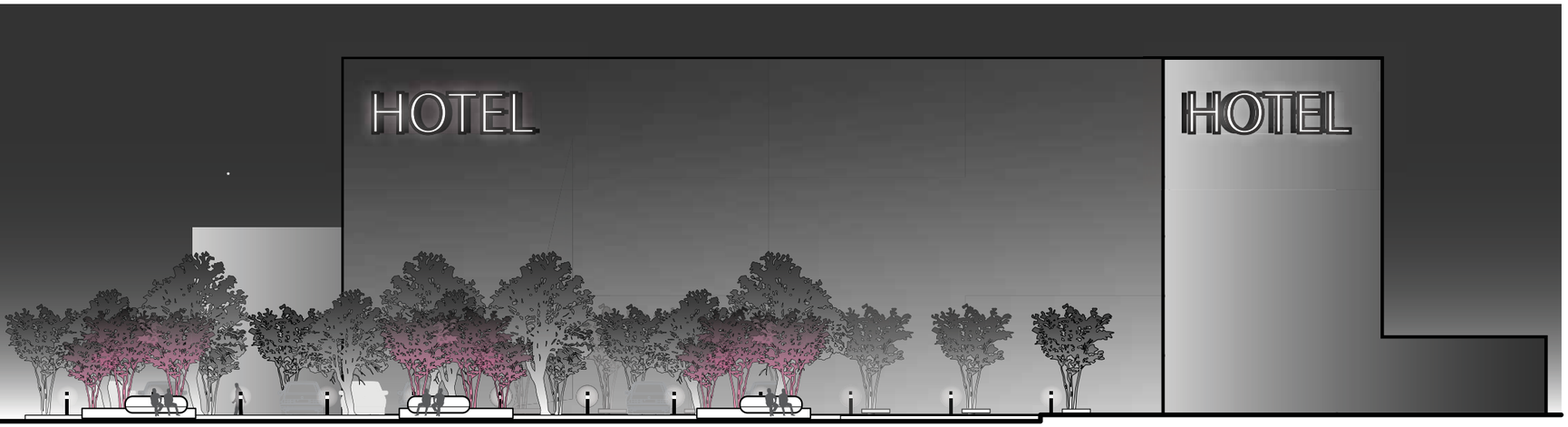


FIGURE 03.6-2

SITE LIGHTING - CENTER EXAMPLE

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



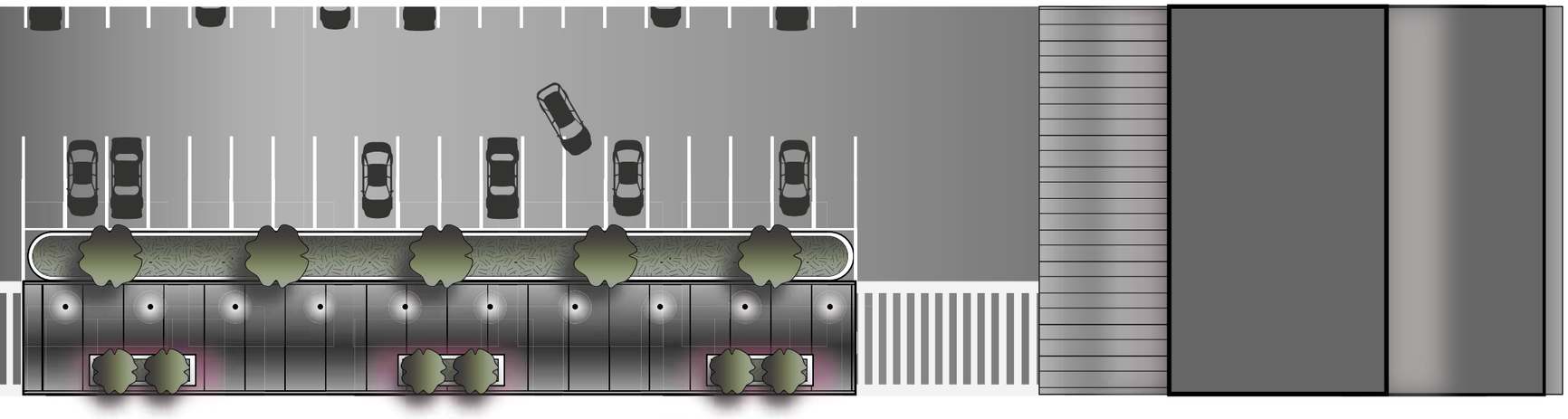


FIGURE 03.7-1

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.

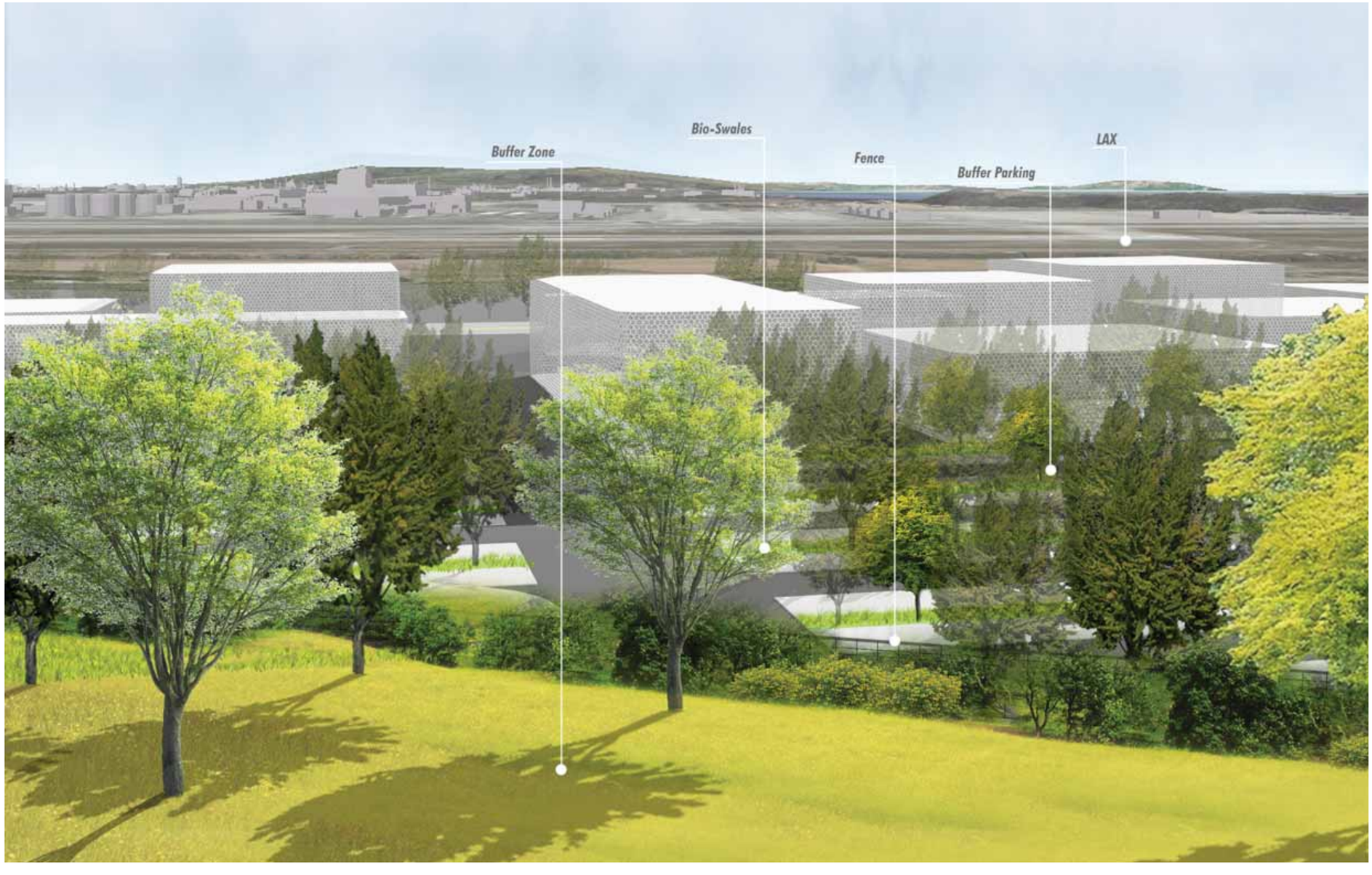


FIGURE 03.7-2

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.

North

PART II

DESIGN GUIDELINES AND STANDARDS

PART II
4 DESIGN REVIEW AND IMPLEMENTATION

Part II of this document contains the design guidelines and standards for Urban Design, Architecture, Landscape, the Paseo, and Signage and Graphics. Each section describes the overall design intent and contains specific design guidelines and standards to achieve the future vision of the LAX Northside as described in Part I of this document. This chapter describes how the LAX Northside Design Guidelines and Standards shall be implemented, summarizes the procedures for ensuring compliance, and contains the guidelines and standards to be used during project design review.

AUTHORITY

The Executive Director shall have the authority to review each project for compliance with all applicable provisions of the LAX Specific Plan and LAX Northside Design Guidelines and Standards. Except as provided in the LAX Specific Plan, no grading permit, foundation permit, building permit, use of land permit, or permit for a change of use shall be issued for any project on any lot located in whole or in part within the LAX Northside unless an approval has been issued pursuant to the procedures set forth in the LAX Specific Plan.

- No approval shall be issued for a project that would cause overall development in the LAX Northside to exceed the Site Development Standards of the LAX Specific Plan.
- No approval shall be issued unless the project complies with all applicable provisions of the LAX Specific Plan, including compliance with all applicable Project Design Features and Mitigation Measures and the LAX Northside Design Guidelines and Standards.

IMPLEMENTATION PROCEDURES

Applicants must submit an LAX Specific Plan Northside Application with the LAWA for all proposed projects. The application will be reviewed by other City Departments including but not limited to the Department of City Planning, Department of Building and Safety, and Department of Transportation as appropriate, in conformance with the procedures delineated in the LAX Specific Plan for the LAX Northside Sub-Area. For further information regarding application requirements and the approval process, please refer to the LAX Specific Plan Northside Application form.

Achieving the highest levels of sustainability in design and construction is an important goal for LAWA and the City of Los Angeles. Accordingly, LAWA will structure future procurement processes for a third party and/or master plan developers of the LAX Northside to incentivize sustainable practices including but not limited to the inclusion of EV chargers for 20 percent of a project's parking as well as other strategies required and/or encouraged in the LAX Northside Design Guidelines and Standards.

DESIGN REVIEW

Part II of this document contains design guidelines as well as standards. As illustrated below, Design guidelines are recommendations that should be considered and are encouraged to be implemented. Design standards are requirements that shall be adhered to in order to achieve compliance with the LAX Northside Design Guidelines and Standards. Design standards are indicated in most instances with checkboxes, while guidelines have no corresponding checkbox, as indicated in the diagram at the end of this chapter.

APPLICATION MATERIALS

Applications for approval shall include, but not be limited to:

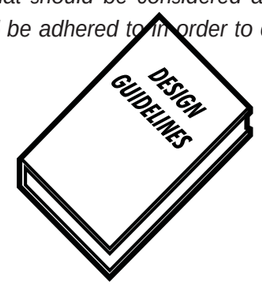
Floor Area Calculations
Every application for approval shall include a table that identifies the following:

- Proposed project building floor area.
- New total of developed building floor area within the LAX Northside.
- Total remaining allowed building floor area within the LAX Northside.
- New total developed building floor area for all areas within the LAX Northside.
- Total remaining allowed building floor area within the LAX Northside.

Trip Generation Calculations
Every application for approval shall include a table that identifies the following:

- Proposed project trip generation.
- New total trip generation within the LAX Northside.
- Total remaining allowed trip generation within the LAX Northside.

As illustrated below, Design Guidelines are recommendations that should be considered and are encouraged to be implemented. Design Standards are requirements that shall be adhered to in order to comply with the LAX Northside Design Guidelines and Standards.



REQUIRED

SHALL be adhered to and
indicated in most instances with a checkbox ☐

ENCOURAGED

SHOULD or are ENCOURAGED to be included

PART II
5 URBAN DESIGN

"Urban design" refers to all spaces and infrastructure that provide character, identity and form to the overall built urban environment in the LAX Northside. The purpose of the urban design guidelines and standards 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.

The urban design concepts contained herein 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 support 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. The LAX Northside facilitates a sustainable and healthy environment by nurturing active living through design and providing pedestrian-scaled infrastructure. The primary design elements that 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;

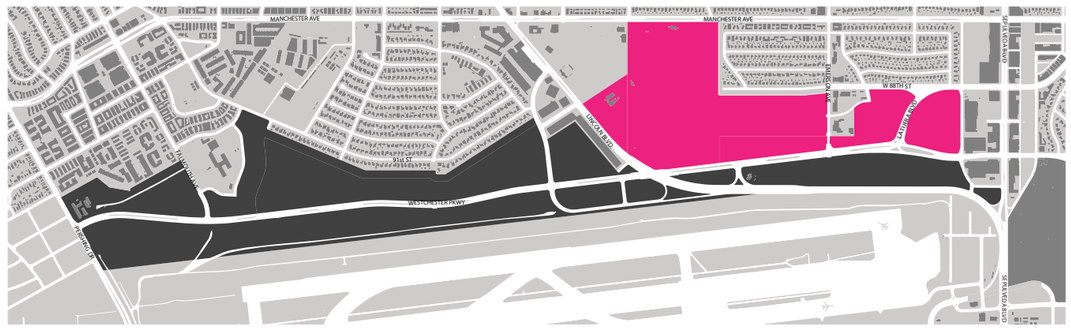
2. Preserving and enhancing existing recreational activities in the community through the creation of a pedestrian paseo along Westchester Parkway;

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; and

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.



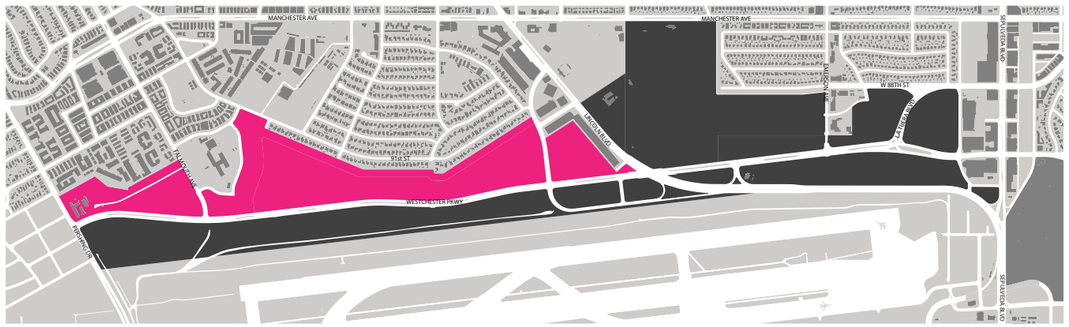
LAX NORTHSIDE CENTER DISTRICT

The LAX Northside Center District will be a low to mid-rise, retail and office environment extending from Sepulveda Westway to Lincoln Boulevard, incorporating Areas 11, 12A East and West, 12B (existing Westchester Golf Course) and 13. Vehicular access will be allowed primarily off of Westchester Parkway, with secondary access allowed along La Tijera Boulevard and Sepulveda Westway. Building stepbacks and setbacks along Westchester Parkway and La Tijera Boulevard will accommodate a pedestrian environment that is consistent with the proposed paseo and promotes pedestrian activity along primary building frontages.

Pedestrians will access the development through plazas, connecting existing site conditions along Sepulveda Boulevard into the new developments. Transportation stations (for either bus or future light rail) are also accomodated in this mixed office and commercial use environment. In addition, future developments will provide bike racks and carpool parking to help promote alternative forms of transportation and trip reduction.

In Areas 11 and 12A East, buildings will frame a series of small, internal landscaped open spaces. In Area 11, building massing will be allocated to the periphery of the uniquely shaped parcel, providing massing along the edges of Westchester Parkway and La Tijera Boulevard. Along the La Tijera edge, the existing soundwall will be preserved and building frontages will be required to step back as height increases in order to provide privacy for adjacent neighbors. By locating building massing around the area's edges, the internal space of the parcel will be available for surface parking and pedestrian connections in necessary locations. Similar massing strategies will be used in Area12A East as a means to reinforce activity along Westchester Parkway. In the northern portion of the area, a parking garage is allowed that will maintain privacy for adjacent neighbors through the location and articulation of the parking garage's facade. In Areas 12A West and 13, civic and community buildings along Westchester Parkway and Lincoln Boulevard will maintain pedestrian scaling through setbacks and height limits (20 to 60 feet).

Abundant annual blooms will provide color and attraction to the pedestrian environments of the Northside Center District. Landscape setbacks and general landscape materials in the LAX Northside Center District will be comprised of a fifty-fifty split between native and non-native species. Where landscape setbacks are required, privacy between adjacent neighbors will be preserved through the articulation of a planted edge. With the majority of space being designated for surface parking, planting materials will be designed to be capable of managing storm water and runoff, including through use of bioswales. These landscaping requirements in parking areas will help provide an additional buffering screen to adjacent neighbors and will help to define a sense of beauty throughout the district.



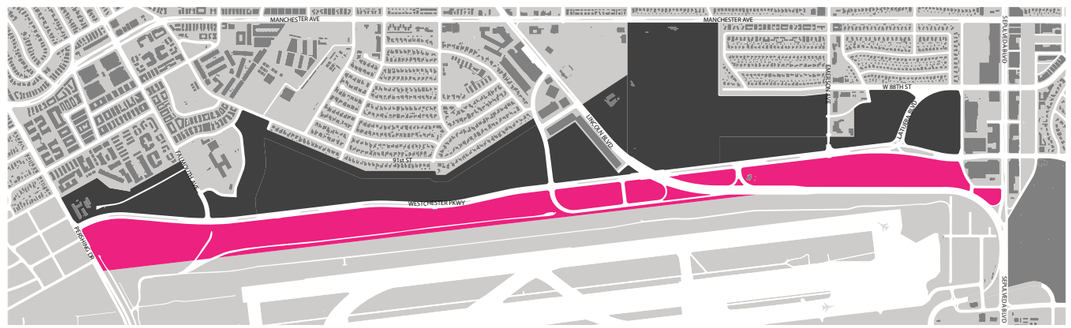
LAX NORTHSIDE CAMPUS DISTRICT

The LAX Northside Campus District will be a low-rise, low density office or 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 environment (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 the western portion of Area 2. All recreation spaces will be secured with a perimeter fence and will operate with established hours of operation, and lighting will be designed to prevent light spillover. Parking will be provided for all recreation areas 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.


MANCHESTER AVE
PLAYA DEL REY
WESTCHESTER
LAX NORTHSIDE CAMPUS
LINCOLN BLVD
FALMOUTH AVE
MANITOBA ST
PERSHING DR
STANMOOR DR
90TH ST
91ST ST
LOYOLA BLVD
AREA 1
AREA 2A
AREA 2B
AREA 2C
AREA 2D
AREA 2E
WESTCHESTER PKWY
AREA 4

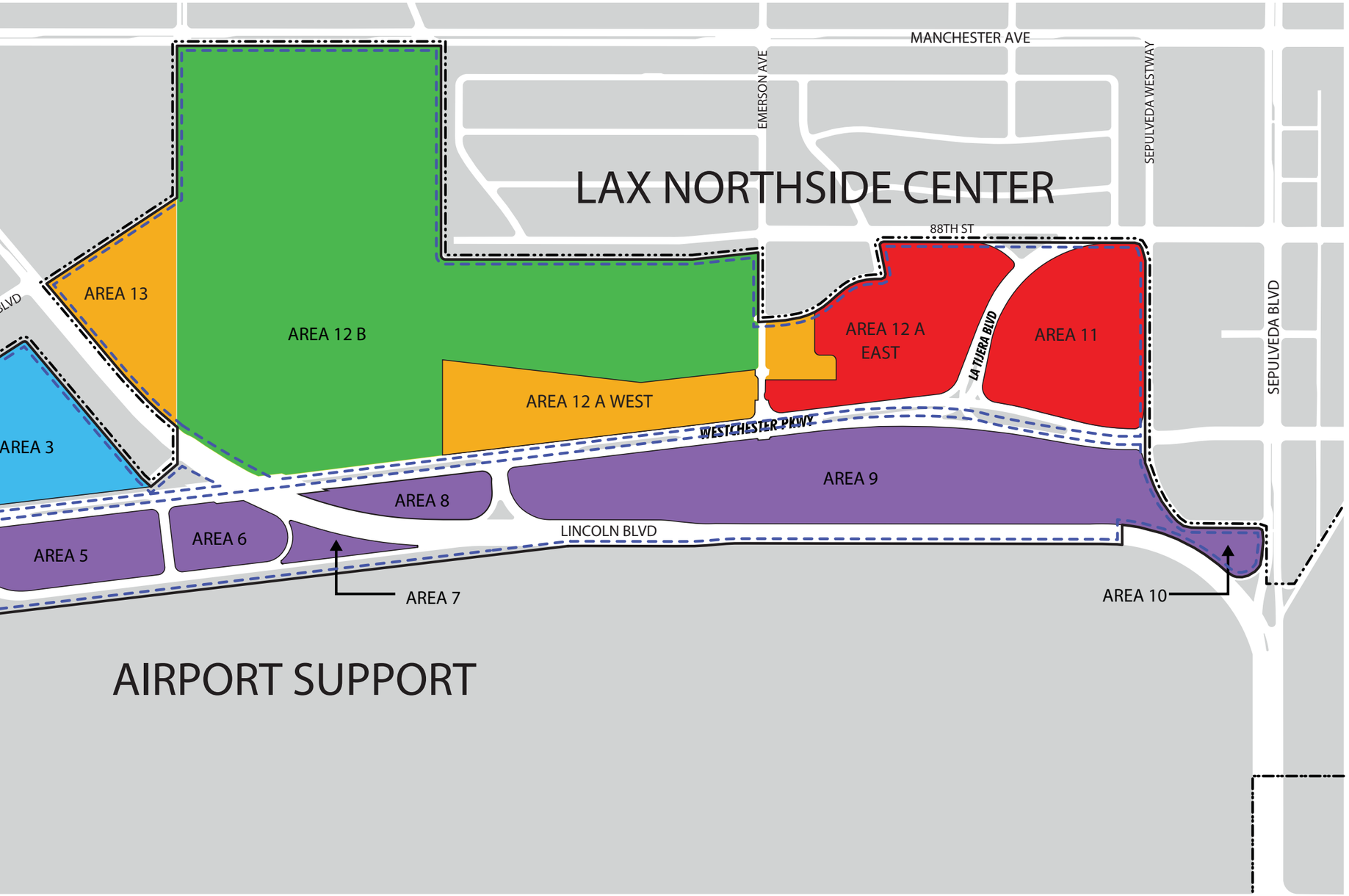


FIGURE 05.1

LAND USE MAP

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

NORTH

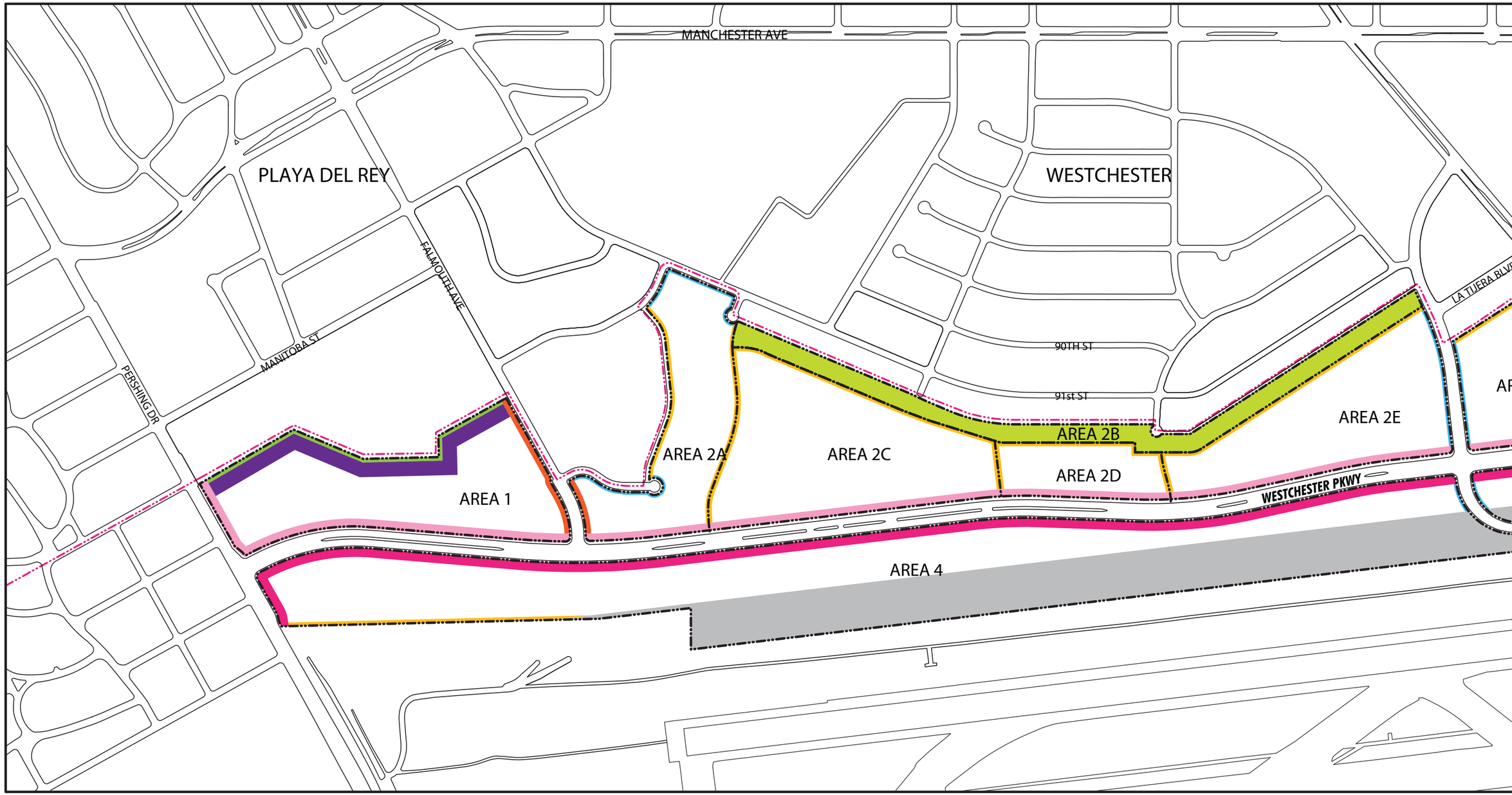
LEGEND

BOUNDARIES

- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY
- DISTRICT BOUNDARY

PERMITTED LAND USES

- OFFICE, or RESEARCH and DEVELOPMENT USE (OR)
- COMMUNITY or CIVIC USE (CC)
- MIXED USE- COMMERCIAL (MU)
- AIRPORT SUPPORT (AS)
- RECREATION and OPEN SPACE (OS)
- BUFFER USES (B)


MANCHESTER AVE
PLAYA DEL REY
WESTCHESTER
FALMOUTH AVE
MANITOBA ST
PERSHING DR
90TH ST
91st ST
LA TIJERA BLVD
AREA 2E
AREA 2B
AREA 2A
AREA 2C
AREA 2D
AREA 1
WESTCHESTER PKWY
AREA 4

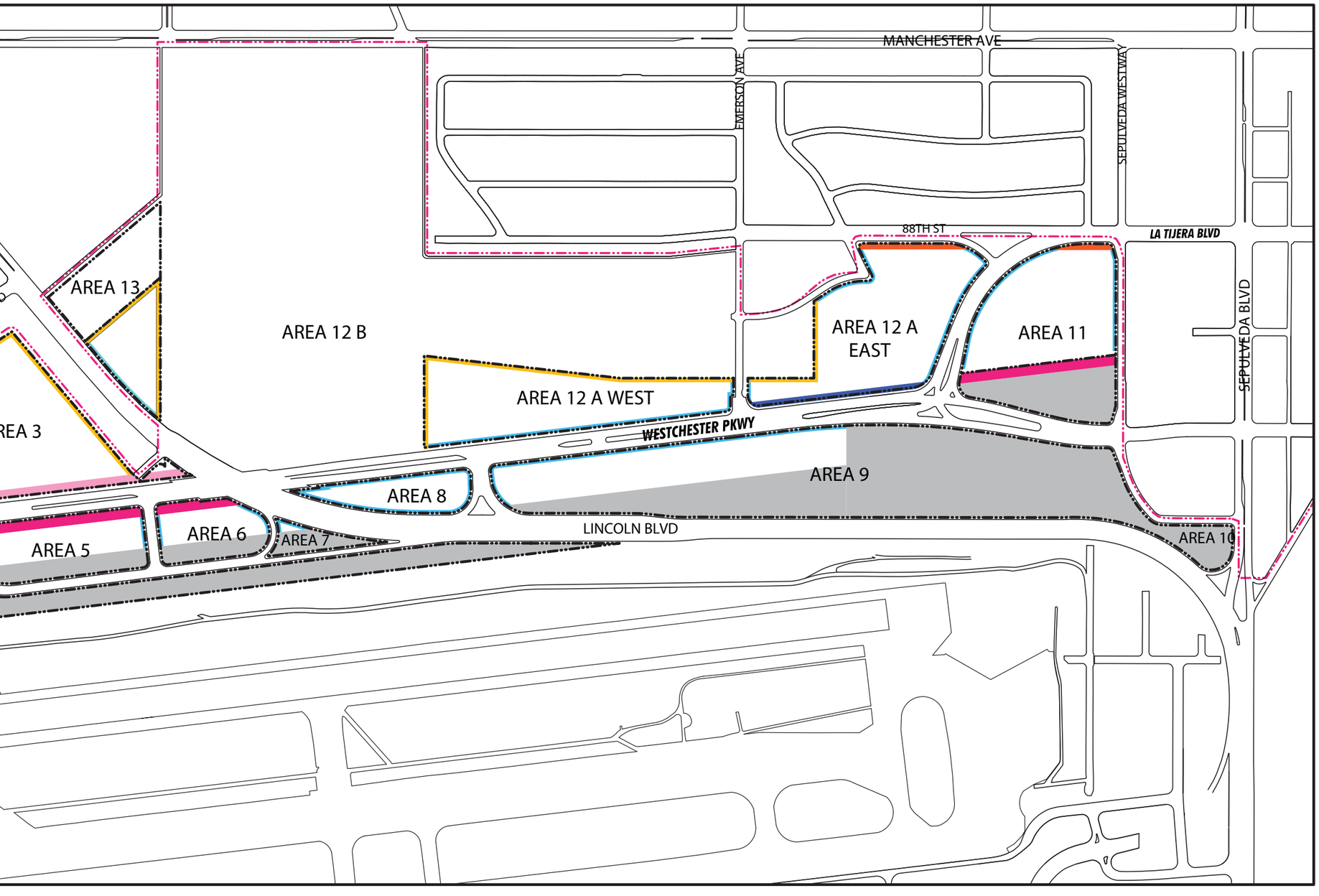


FIGURE 05.2

BUILDING SETBACKS

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

NORTH

LEGEND

BOUNDARIES

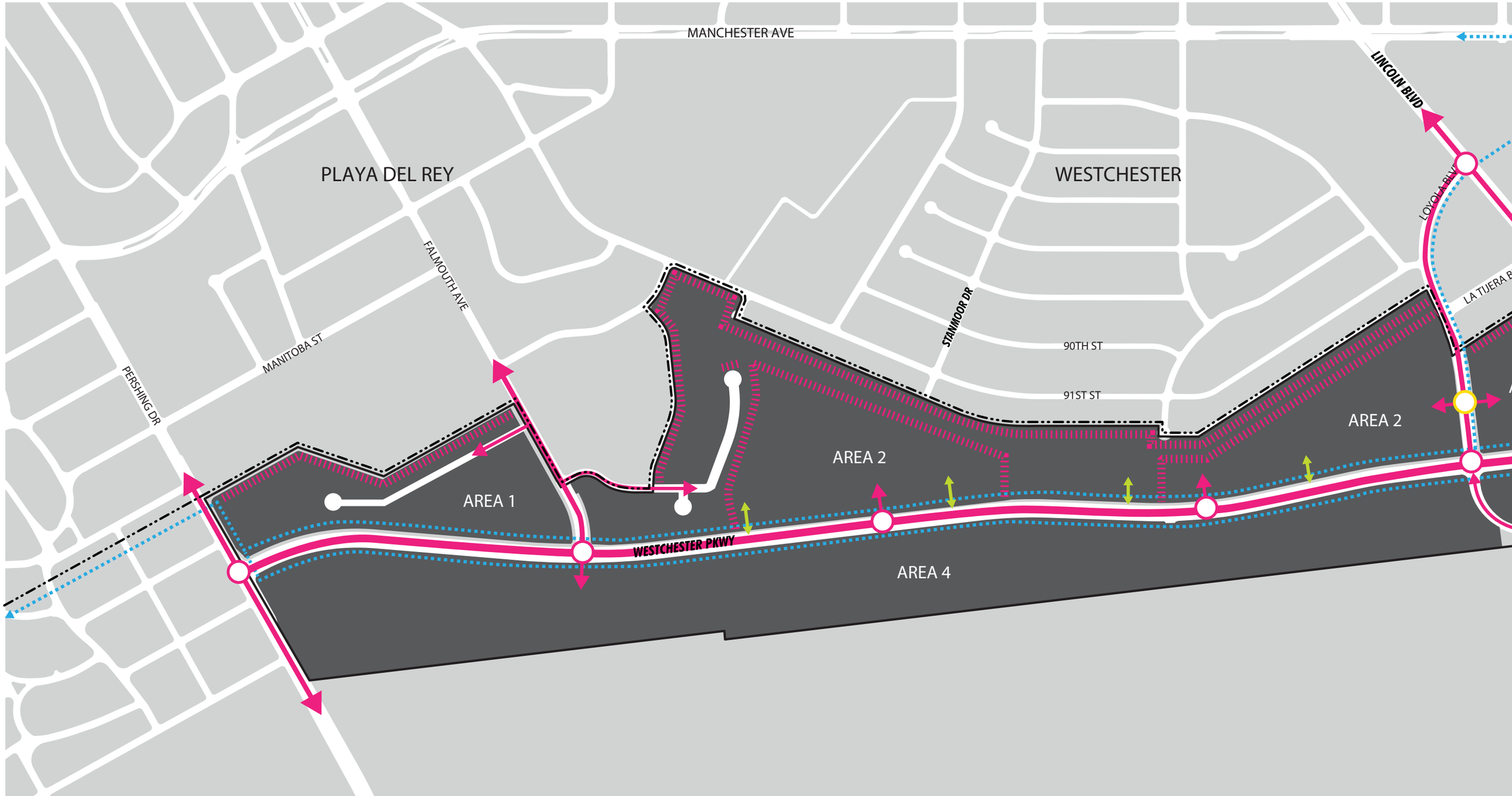
- AIRPORT PROPERTY BOUNDARY
- PROPERTY LINES

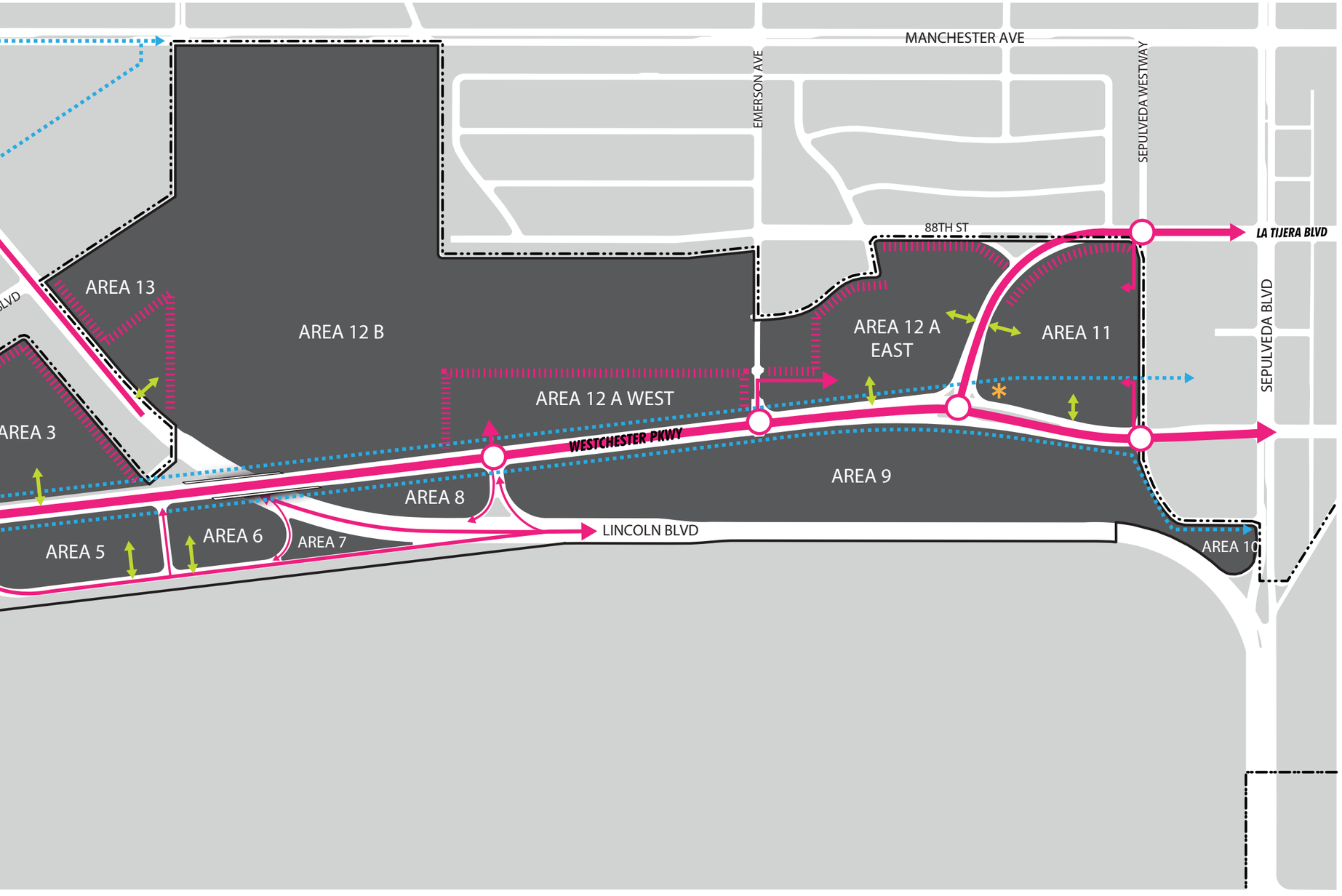
REQUIRED SETBACKS

- 15′ SETBACK
- 18′ SETBACK
- 20 ′ SETBACK
- 30′ SETBACK
- 38′ SETBACK
- 50′ SETBACK
- 80′ SETBACK
- LIMITED DEVELOPMENT AREA SETBACK

REQUIRED BUFFERS

- 20′ BUFFER
- 100′ BUFFER


MANCHESTER AVE
PLAYA DEL REY
WESTCHESTER
LINCOLN BLVD
LOYOLA BLVD
LA TIJERA B
FALMOUTH AVE
MANITOBA ST
PERSHING DR
STANMOOR DR
90TH ST
91ST ST
AREA 1
AREA 2
AREA 2
AREA 4
WESTCHESTER PKWY



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 05.3

CIRCULATION & ACCESS

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

URBAN DESIGN GUIDELINES AND STANDARDS CHECKLIST

5 Urban Design Guidelines and Standards

All projects within the LAX Northside 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 3: Vision.

5.1 Land Use

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

☐ B. Vehicle Trip Cap
The maximum permitted total daily vehicle trips generated by the LAX Northside shall not exceed 23,635 trips.

☐ C. Project Land Use
The LAX Northside shall be developed with the land uses as defined by Section E and G below. These land uses shall be developed in the Districts, as shown on Figure 05.1, the Land Use Map.

☐ D. Designation of Sub-Areas
The LAX Northside contains three Districts and 15 Areas, as shown on the District Map, Figure 01.1. The Districts are designated as: LAX Northside Center District, LAX Northside Campus District, and LAX Northside Airport Support District. The Areas are designated as Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B, and 13.

☐ E. 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

☐ F. Transfer and Equivalency Program
Transfers of floor area between all Areas within a District are permitted, however, transfers between LAX Northside Districts is prohibited. In no event shall the maximum permitted floor area within the LAX Northside exceed 2,320,000 square feet of floor area. Transfers and equivalencies shall conform to the Land Use Equivalency Program (Section 5.3).

☐ G. Permitted Land Uses
Permitted land uses are indicated with "X" for each Area in the

PERMITTED LAND USE TABLE			
LAND USE	AREAS/DISTRICT		
	1-3 Campus	4-10 Airport Support	11-13 Center
Buffer Uses (B)			
a. Undeveloped, landscape buffer areas	X		X
b. Underground infrastructure and utilities, with limited related surface structures	X		
c. Ancillary uses and structures related to the primary permitted uses	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, police stations, fire stations and libraries	X		X
d. Cultural institutions such as performing arts or museums	X		X
e. Other community-serving uses	X		X
f. Non-profit club or lodge	X		X
g. Underground infrastructure and utilities, with limited related surface structures	X		X
h. Ancillary uses and structures related to the primary permitted uses	X		X
i. Farmer's market	X		X
Office, Research & Development (OR)			
a. Community and Civic (CC) land 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, motion picture, or broadcast studio, without transmission towers	X		
g. Animal care, kennel, or boarding facility	X		
h. Underground infrastructure and utilities, with limited related surface structures	X		

PERMITTED LAND USE TABLE			
LAND USE	AREAS/DISTRICT		
	1-3 Campus	4-10 Airport Support	11-13 Center
i. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14	X		
j. Farmer's market	X		
k. Ancillary uses and structures related to the primary permitted uses	X		
Recreation and Open Space (OS)			
a. Golf course	X		X
b. Athletic fields, outdoor athletic courts	X		X
c. Public shade structures, picnic areas and rest rooms	X		X
d. Dog park	X		X
e. Below grade storm water treatment facilities	X		X
f. Underground infrastructure and utilities, with limited related surface structures	X		X
g. Farmer's market	X		X
h. Ancillary uses and structures related to the primary permitted uses	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		X
i. Parking	X		X
j. Wholesale stores			X
k. Auto repair or service			X
l. Auto fueling stations			X

PERMITTED LAND USE TABLE			
LAND USE	AREAS/DISTRICT		
	1-3 Campus	4-10 Airport Support	11-13 Center
m. Farmer's market			X
n. Underground infrastructure and utilities, with limited related surface structures			X
o. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14			X
p. Ancillary uses and structures related to the primary permitted uses			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	
j. Underground infrastructure and utilities, with limited related surface structures		X	
k. All of the uses permitted in the M2 Zone, as specified in LAMC Section 12.19		X	
l. Ancillary uses and structures related to the primary permitted uses		X	
Additional Permitted Uses			
Alcohol sale, subject to a Conditional Use Permit	X		X

☐ H. Prohibited Land Uses

The following land uses shall be prohibited in the LAX Northisde.

a. Residential, or dwelling units of any kind, except hotels
b. K-12 education
c. A retail store over 100,000 gross square feet of floor area
d. Auto dealerships
e. Adult businesses 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-Commercial permitted use categories
h. Hazardous materials testing
i. Aircraft under power

5.2 Development Regulations

5.2A 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 finished Grade, as defined in Section 12.03 of the Planning and Zoning Code.

Table 05.2A.1 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′

5.2B 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′.

5.2C 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) and Table 05.2C.1

☐ 2. No building or portion of a building is permitted within the Building Setback, except architectural features as defined herein.

☐ 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.

☐ 7. Architectural features such as canopies, awnings, and architectural overhangs are permitted to extend beyond the face of the building into the public right-of-way, provided they do not impede any streetscape trees or other streetscape elements.

TABLE 05.2C1 BUILDING SETBACKS

Area	Required Setback
Area 1, 2, and 3 at Westchester Parkway	38 feet
Area 1 west boundary	38 feet
Area 1 north boundary	80 feet
Area 1 east boundary at Falmouth Avenue	30 feet
Area 2 west boundary at Falmouth Avenue	30 feet
Area 2 between OS and OR land uses	20 feet
Area 2 between OR, CC and B land uses	20 feet
Area 2 east boundary at Loyola Avenue	15 feet
Area 2 north boundary	15 feet
Area 3 west boundary at Loyola Avenue	15 feet
Area 3 east and north boundaries	20 feet
Area 13 west boundary at Lincoln Boulevard	15 feet
Area 13 north and east boundaries	20 feet
Area 12A West north and west boundaries	20 feet
Area 12A West south and east boundaries	15 feet
Area 12A East west at Emerson Avenue, north and west along 88th Place, and east boundaries	15 feet
Area 12A East south boundary	18 feet
Area 12A East north and west boundary with existing use	20 feet
Area 12A East north at 88th Street	30 feet
Area 11 east and west boundaries	15 feet

TABLE 05.2C1 BUILDING SETBACKS	
Area	Required Setback
Area 11 north boundary	30 feet
Area 11 south boundary	50 feet
Area 4 west boundary	50 feet
Area 4 southwest boundary	20 feet
Areas 4 through 6 north boundary	50 feet
Areas 5 through 10 east and west boundaries	15 feet
Areas 7 through 10 north boundaries	15 feet
Areas 4 through 10 south boundaries at airfield	0 feet

5.2D Site Access

Vehicular access location and design shall conform with the following standards and guideline. Site access requirements are also illustrated in Figure 05.3 Circulation and Access.

1. Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the LAX Northside, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue.
2. 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.
3. Minor intersections shall include a right turn only entry way into developments that do not require a signalized entrance way. Primary access drives (Major Intersections), shall include a signalized intersection that allows for both right and left turn entry.
4. Primary access drives along Westchester Parkway should be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians.

5.2E 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.

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.
2. Landscape islands and landscape fingers containing trees shall be a minimum of six feet in width.
3. Any portion of the parking area not used for parking, loading drive aisles, or pedestrian connectivity shall be landscaped.
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.
5. Parking areas shall be designed to mitigate stormwater in compliance with the City of Los Angeles' Low Impact Development Ordinance, as amended.
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 landscape islands and fingers.
7. A minimum 20% of all parking spaces provided should be wired to accommodate electric vehicle charging stations.

5.2F Building Location

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

1. Buildings within Areas 2, 11, and 12A shall front Westchester Parkway, La Tijera, and Sepulveda Westway setbacks.
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.
3. Ancillary buildings shall not front Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive.
4. Parking structures shall not front Westchester Parkway.

5.2G Pedestrian and Bicycle 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.

1. A direct pedestrian connection designated by distinct landscaping and paving materials shall be provided between parking areas and the buildings they serve.
2. Retail or restaurant uses shall provide bicycle parking within a minimum of one hundred (100) feet of each primary building entrance.
3. Office or research buildings shall provide bicycle parking within a minimum of two hundred (200) feet of an employee entrance.
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.
5. Bicycle parking shall be provided consistent with Section 12.21.A.16 of the Los Angeles Municipal Code, as amended.
6. Existing bicycle lanes along Westchester Parkway are encouraged to be upgraded to protected lanes using bollards, raised paving, or other strategies.

5.2H 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 7.
3. Plantings shall be dispersed evenly throughout Landscape Buffers and shall not be limited to the perimeter.
4. A 10-foot high fence shall secure the perimeter of a Landscape Buffer identified in the Land Use Map, Figure 05.1. Fence color shall complement proposed landscaping. Examples of appropriate fencing are presented at the end of this Section.
5. Trees planted within the Area 1 Buffer shall be planted to minimize obstruction of views from adjacent residences.

5.2I 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.

- ☐ 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.
- ☐ 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 structure or screened from public view.
- ☐ 3. Service areas shall be designed to minimize automobile/pedestrian conflicts.
- ☐ 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.
- ☐ 5. Walls designed to screen utilitarian equipment shall be a maximum of six (6) feet in height, measured from finish grade.
- ☐ 6. Loading areas shall be accommodated entirely on-site.
- ☐ 7. Loading docks and doors for areas dedicated to loading shall not be visible from a public street.
- ☐ 8. Ancillary buildings shall be built with permanent materials that relate in style and finish to the primary buildings with which they are associated.
- ☐ 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.
- ☐ 10. Trash enclosures and loading areas shall be designed using similar materials and colors as the primary buildings with which they are associated.
- ☐ 11. Recycling bins shall be screened.
- ☐ 12. Functional building elements, such as roof scuppers and vents shall not be visible from a public street.
- ☐ 13. Sheet metal vents, pipe stacks, and flashing shall be similar in finish and color to the adjacent roof or wall material.
- 14. The use of reclaimed water in all new developments is encouraged, when available.
- 15. All new construction is encouraged to be solar-ready.
- 16. Pole structures are encouraged to be wi-fi ready.

5.2J Walls and Fences

Fences and walls shall conform to the following standards.

- ☐ 1. Walls and fences are discouraged along interior lot lines, except where Landscape Buffers or demonstrated security needs are required.
- ☐ 2. Recreation Areas shall be secured with an eight (8) foot tall fence and provide limited and controlled access to the general public.
- ☐ 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 wide planting strip shall be located adjacent to walls and fences and shall include shrubs, vines and ground cover identified in Chapter 7.
- ☐ 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.
- ☐ 5. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is prohibited within the Northside Center and Campus Districts.
- ☐ 6. Long expanses of walls (50 feet or greater) shall be broken up with projections or recessed elements, landscape pockets, or changes in materials.
- ☐ 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.

5.2K Site Lighting

The following lighting standards apply:

- ☐ 1. Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties.
- ☐ 2. Lighting mounted above ten (10) feet from finished grade shall incorporate a full cut-off shield fixture.
- ☐ 3. Lighting shall be provided in parking areas, near access drives, pedestrian pathways or crosswalks, and internal vehicular circulation areas.
- ☐ 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.
- ☐ 5. Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area.
- ☐ 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 candles and minimum of .18 foot candles
- ☐ 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.

5.3 Land Use Equivalency Program Guidelines

The LAX Northside would be developed by a variety of individual applicants over a period of years, and may not eventually have the exact amount of development of each land use described in the LAX Northside Plan Update Environmental Impact Report. In order to maintain flexibility, it is necessary to provide a mechanism to reduce development of one type of land use in favor of increasing development of another.

Because the LAX Northside's various land uses generate trips at different rates, substitutions of square footage[1] between land uses would change the number of trips expected to be generated. The LAX Northside Plan Update Environmental Impact Report analyzed the maximum development "envelope"- measured by the number of peak hour trips it generates- to ensure that all potentially significant traffic impacts were identified. The land use equivalency program defines factors by which developed square footage can be adjusted between Areas within Districts. By applying these factors, these adjustments can be made such that no additional significant traffic impacts would result.

Land Use Equivalency

The land use equivalency factors are calculated by dividing the trip generation rate of a particular land use by the respective rates of each other land use. Table 5.3.1 summarizes the factors for each of the six proposed trip-generating land uses based on the trip generation estimates from Table 11 in the LAX Northside Plan Update Draft EIR Traffic Study. Table 5.3.1 summarizes factors based on daily, morning peak hour, and afternoon peak hour trip generation. However, in practice, the afternoon peak hour factors are used to simplify the land use equivalency calculation. Table 5.3.2 summarizes the afternoon peak hour equivalency factors on their own.

Application of Factors

The land use equivalency factors allow conversion of square footage from one land use to another. The row headers on the left side of Table 5.3.2 show the initial land use and the column headers at the top show the new land use. Equivalency factors are chosen by matching the row of the initial land use with the column of the new land use. If a particular land use is being reduced by a known amount, the equivalency factor should be multiplied by the amount of that reduction to calculate the allowable increase of the new land use. If the goal is to increase a particular land use by a known amount, then the amount of that new land use should be divided by the equivalency factor to determine how much of the original land use must be reduced. For example, if reducing the amount of research and development space by 5,000 square feet (sf) in favor of developing additional office space, the appropriate factor would be 0.71 (transferring from R&D to office). A reduction of 5,000 sf of R&D would translate to an increase of 3,550 sf of office in its place (5,000 sf x 0.71 = 3,550 sf). If reducing the amount of community/civic space by 10,000 sf in favor of adding additional airport support uses, the ratio is 2.46. A reduction of 10,000 sf of community/civic space would translate to additional LAX facilities housing 25 employees (10,000 sf x 2.46 = 24.6 employees, rounded up to 25).

If desiring to build two extra open space and recreation playing fields by reducing retail space, the ratio is 0.13, which should be divided by the number of fields. The increase of two fields would require the reduction of 15,385 sf of retail space (2 fields / 0.13 = 15.385 ksf = 15,385 sf). If desiring to increase the amount of community/civic space by 5,000 sf by reducing R&D, the ratio is 0.65 and a total of 7,692 sf of R&D space must be reduced (5,000 sf / 0.65 = 7,692 sf).

Therefore, the two equations are:
1. [Amount of Reduced Land Use] x [Equivalency Factor] = [Amount of New Land Use]
2. [Amount of New Land Use] / [Equivalency Factor] = [Amount of Reduced Land Use]

[1] Two of the six land uses generate trips based on other metrics than square footage. Open Space and Recreation are based on the number of fields, and Airport Support are based on the number of employees anticipated. For practical reasons, the term "square footage" is used when describing land use transfers in this document, but transfers can be made between land uses using whichever metric is unique to that land use (e.g., some square footage of office space could be transferred for some number of employees at LAX facilities).

Table 05.3.1 Land Use Equivalency Matrix
LAX Northside Trip Generation Equivalency

From this land use ↓ / To this land use →	Open Space and Recreation (fields)			Community or Civic (ksf)			Office (ksf)			Research and Development (ksf)			Airport Support (employees)			Mixed Use-Commercial (ksf)		
	Daily	AM	PM	Daily	AM	PM	Daily	AM	PM	Daily	AM	PM	Daily	AM	PM	Daily	AM	PM
Open Space and Recreation	1.00	1.00	1.00	3.28	0.91	15.01	7.80	1.04	16.59	10.32	1.43	23.23	35.67	10.94	36.91	2.37	2.00	7.92
Community or Civic	0.30	1.10	0.07	1.00	1.00	1.00	2.38	1.15	1.11	3.14	1.57	1.55	10.87	12.02	2.46	0.72	2.20	0.53
Office	0.13	0.96	0.06	0.42	0.87	0.90	1.00	1.00	1.00	1.32	1.37	1.40	4.57	10.49	2.23	0.30	1.92	0.48
Research and Development	0.10	0.70	0.04	0.32	0.64	0.65	0.76	0.73	0.71	1.00	1.00	1.00	3.46	7.65	1.59	0.23	1.40	0.34
Airport Support	0.03	0.09	0.03	0.03	0.08	0.41	0.22	0.10	0.45	0.29	0.13	0.63	1.00	1.00	1.00	0.07	0.18	0.21
Mixed Use-Commercial	0.42	0.50	0.13	1.38	0.45	1.90	3.29	0.52	2.10	4.35	0.71	2.93	15.03	5.47	4.66	1.00	1.00	1.00

Note: Community/Civic, Office, and R&D uses include 5% transit credit. Mixed Use-Commercial includes 30% pass-by credit.

Table 05.3.2 Land Use Equivalency Matrix
LAX Northside Trip Generation Equivalency- PM Peak Hour Only

From this land use ↓ / To this land use →	Open Space and Recreation (fields)	Community or Civic (ksf)	Office (ksf)	Research and Development (ksf)	Airport Support (employees)	Mixed Use-Commercial (ksf)
Open Space and Recreation	1.00	15.01	16.59	23.23	36.91	7.92
Community or Civic	0.07	1.00	1.11	1.55	2.46	0.53
Office	0.06	0.90	1.00	1.40	2.23	0.48
Research and Development	0.04	0.65	0.71	1.00	1.59	0.34
Airport Support	0.03	0.41	0.45	0.63	1.00	0.21
Mixed Use-Commercial	0.13	1.90	2.10	2.93	4.66	1.00

Note: Community/Civic, Office, and R&D uses include 5% transit credit. Mixed Use-Commercial includes 30% pass-by credit.

PART II
6 ARCHITECTURAL DESIGN

"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.

ARCHITECTURE DESIGN GUIDELINES AND STANDARDS CHECKLIST

6 Architecture Design Guidelines and Standards

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.

6.1 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.

☐ 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:

- 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.
- Off-set windows on walls adjacent to a neighboring residences to prevent direct views into neighboring windows.
- 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.
- Use landscaping to provide a buffer or screening between properties.

☐ 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.

☐ 3. Two or more of the following design strategies shall be used to reduce the perceived height, bulk, and massing of the building:

- Variation in the vertical wall in locations in excess of item 2 above.
- Variation in parapet or roof by more than two (2) feet for every forty (40) feet.
- Variation of roof types, or alternating roofs and parapets.
- Variation of facade material, so that no material is more than 35% of the total facade area, including glazing.

☐ 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.

☐ 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.

☐ 6. The ground floor shall be differentiated from upper floors through changes in massing, architectural relieve, or other strategies.

6.2 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.

☐ 1. Building massing shall be broken down into smaller units, with vertical and horizontal queues to promote pedestrian scale.

☐ 2. Mirror or reflective surfaces shall not be primary building materials.

3. Architectural details should be consistent with the proportions and scale of the building(s).

4. All building facades should be treated with an equal level of detail and articulation.

6.3 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.

☐ 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).

☐ 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.

☐ 3. All roof mounted mechanical equipment shall be screened to the height of the equipment. Line of sight screening is not acceptable.

- o Buildings with flat or low-pitched roofs shall incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment.
- o 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.

☐ 4. Roof access shall be provided from the interior of the building. Exterior roof access ladders are prohibited.

☐ 5. Roof surfaces shall be light in color.

6. Green roofs are encouraged.

6.4 Parking Structures

☐ 1. Parking structures shall be designed and sited to reduce visual impact from public view and neighboring residential development.

☐ 2. The following strategies shall be considered when siting and designing a parking structure:

- o Minimize visual and lighting impacts on neighboring properties.
- o Vehicle ramps within the interior of the structure to limit headlight exposure.
- o Utilize exterior screen systems for planting and vegetation, or additional architectural articulation to improve aesthetic quality.
- o Provide additional accent or façade articulation at vehicular and pedestrian entries to the garage.

☐ 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.

☐ 4. A ten foot minimum landscape strip shall be provided at the base of the structure where pedestrian or vehicle access is not provided.

5. Naturally ventilated parking is encouraged in order to minimize mechanical ventilation.

6. Elevators and stairs of parking structures should be highlighted architecturally, so visitors can easily find and access these entry points.

7. Signage and wayfinding should be provided within the parking structure architecture.

6.5 Pedestrian Amenities and Infrastructure

☐ 1. Pedestrian amenities shall be selected to complement the overall character of the development and adhere to the following objectives:

- o Furnishings shall be attractive, functional, durable and easy to maintain.
- o Amenities shall promote safe, visually pleasing, and comfortable pedestrian environments.

☐ 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.

☐ 3. Incorporate features such as white markings, signage, and lighting at crosswalks so that pedestrian crossings are visible to moving vehicles during the day and at night.

☐ 4. Pave sidewalks with pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.

6.6 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.

- ☐ 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.
- ☐ 2. Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area.
- ☐ 3. Building light fixtures shall be designed or selected to be architecturally compatible with the main structure.
- ☐ 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.
- ☐ 5. Exposed bulbs are prohibited.

6.7 Stormwater Management

All areas shall integrate Low Impact Design (LID) best practices into projects to promote and facilitate water conservation.

- ☐ 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.
- ☐ 2. Natural vegetation and native and/or drought tolerant plants shall be planted in parking lot islands and other landscaped areas where feasible.
- ☐ 3. Natural drainage systems shall be utilized to the maximum extent feasible.
- ☐ 4. Impervious area shall be minimized.
- ☐ 5. Non-structural Best Management Practices shall be used unless they are infeasible in which case the infeasibility shall be documented and structural Best Management Practices are implemented.
- ☐ 6. Stormwater shall be pre-treated prior to infiltration or discharge from site.

Bike Racks

Bollards

Trash Receptacles

Appropriate Pedestrian Amenities

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 specifiy the specific items, but capture the spirit of the project in their articulation and represent input from community workshops.




Planters



Benches




Benches

PART II
7 LANDSCAPE DESIGN

"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 undesireable 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 sixty (60) percent native plants and forty (40) percent non-native, 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.

LANDSCAPE DESIGN GUIDELINES AND STANDARDS CHECKLIST

7 Landscape Design Guidelines and Standards

7.1 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 7.1.

☐ 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.

☐ 6. Any Areas not developed shall be landscaped within 90 days of the maximum permitted floor area being developed within each District.

7. Mulch should be used underneath all planted materials to promote weed control and water conservation.

8. Planted areas should be equipped with automatic irrigation systems and conform to the City of Los Angeles' conservation requirements.

9. The extension of reclaimed water pipes (purple pipes) into the LAX Northside is encouraged.

7.2 Site Maintenance

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

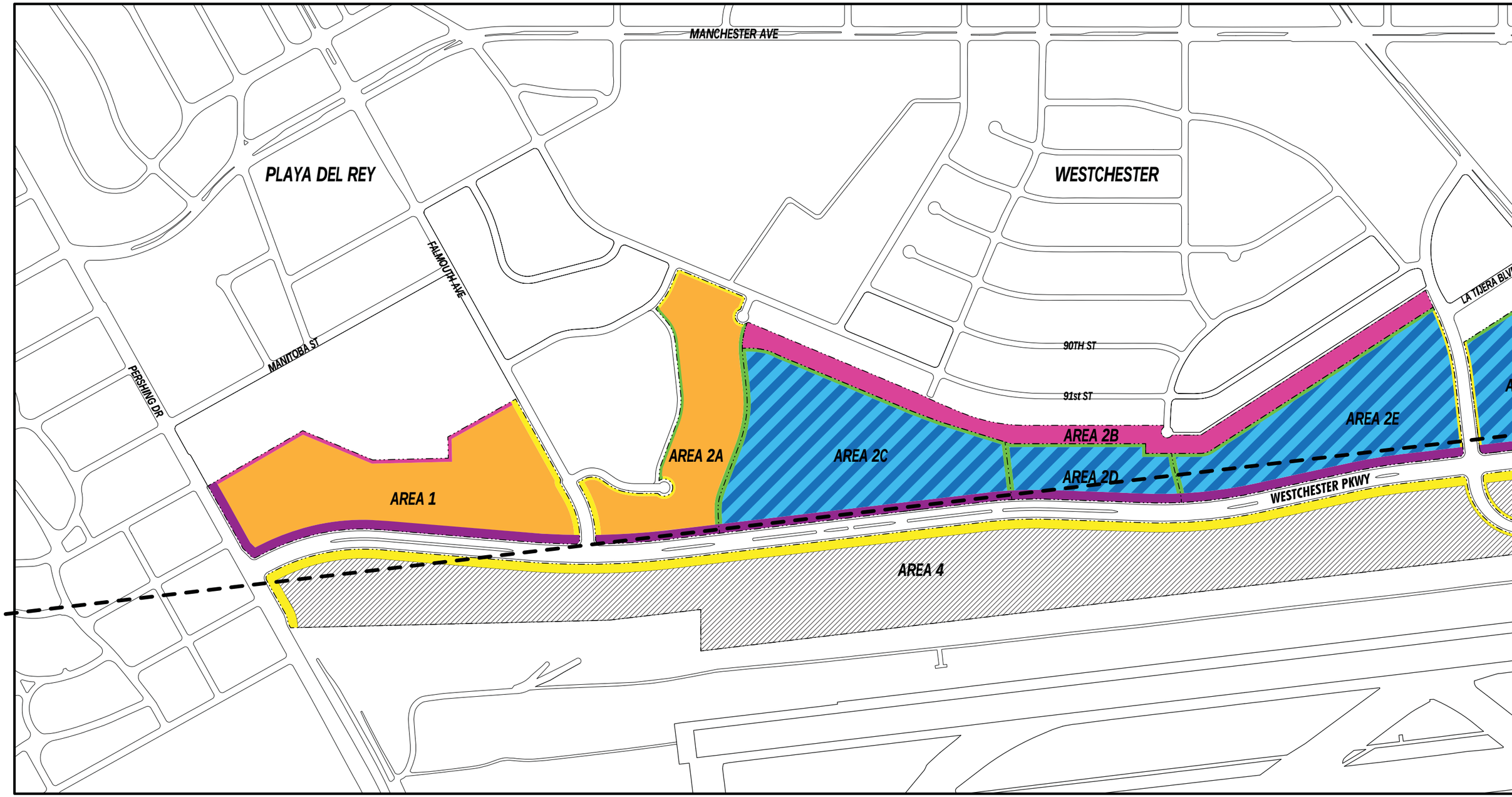
☐ 1. Areas not used for structures, walkways, paved driveways, or storage areas shall maintain a well-kept landscaped condition and according to the maintenance specifications to be provided by the lessee.

☐ 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.


MANCHESTER AVE
PLAYA DEL REY
WESTCHESTER
FALMOUTH AVE
MANITOBA ST
PERSHING DR
90TH ST
91st ST
LA TIJERA BLVD
AREA 1
AREA 2A
AREA 2C
AREA 2B
AREA 2D
AREA 2E
WESTCHESTER PKWY
AREA 4

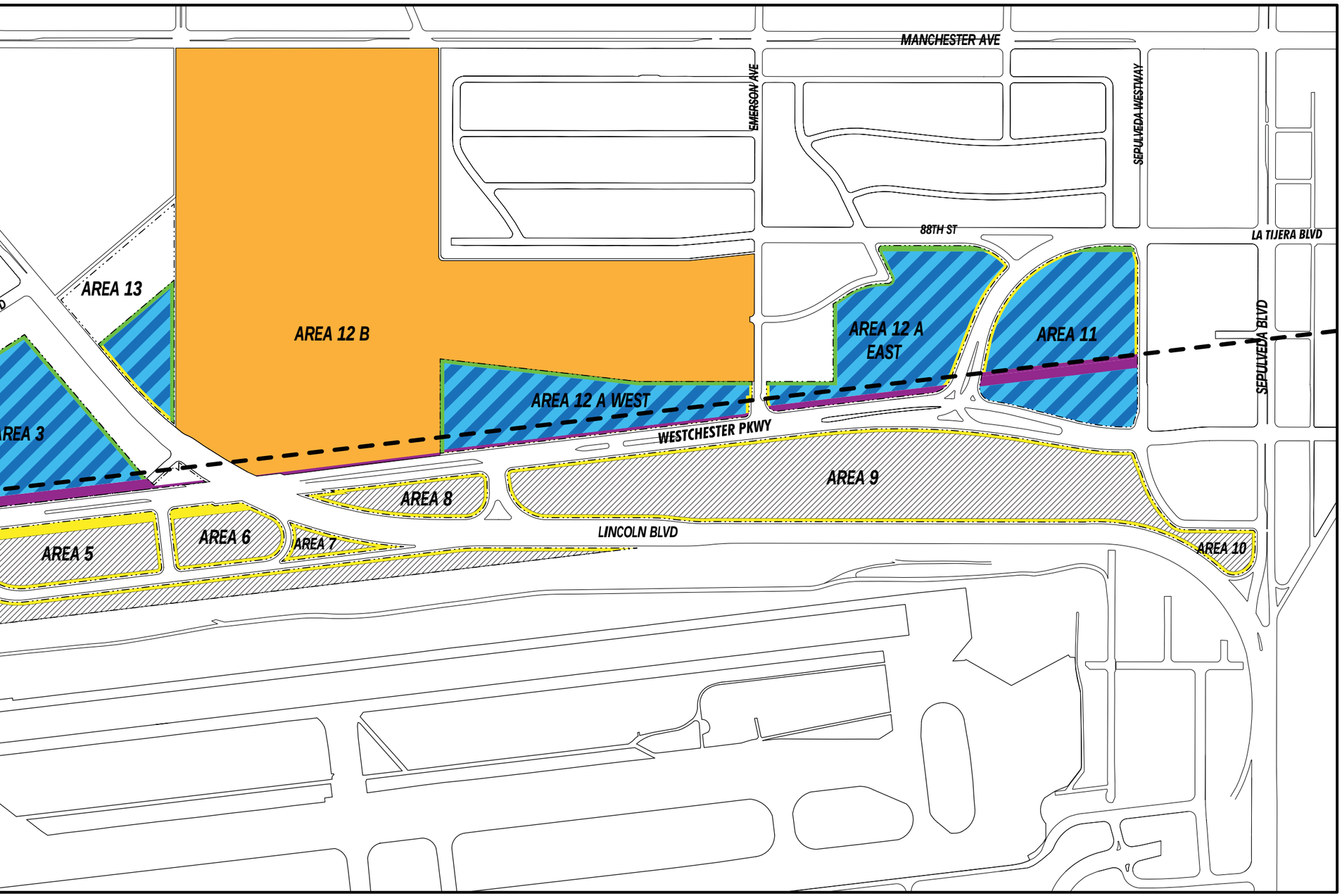


FIGURE 07.1

PLANTING ZONES

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

NORTH

- *LANDSCAPE SETBACK ZONES*
- *PASEO ZONES*
- *STREETSCAPE ZONES*
- *RECREATION ZONES*
- *LANDSCAPE BUFFER ZONES*
- *STORM WATER MITIGATION (BIOSWALES)*
- *PARKING and DEVELOPMENT ZONES*
- *AIRPORT ZONE*
- *URBAN TREE LINE*

TABLE 07.2-1 // TREES

Estimated growth > 30' H

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

TABLE 07.2-2// SMALL TREES & LARGE SHRUBS

Estimated growth < 30' H

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

TABLE 07.2-2 // SMALL TREES & LARGE SHRUBS

Estimated growth < 30' H

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

TABLE 07.2-3 // SHRUB & PERENNIALS

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES							
X	Acalypha californica	California copperleaf		X				X	X	X	
X	Arctostaphylos catalinae	Catalina Manzanita		X	X	X		X	X	X	
X	Arctostaphylos edmundsii	Little Sur Manzanita		X	X	X		X	X	X	
X	Arctostaphylos glandulosa	Eastwood Manzanita		X	X	X		X	X	X	
X	Arctostaphylos glauca 'Los Angeles'	Los Angeles Big Berry Manzanita		X	X	X		X	X	X	
X	Arctostaphylos hookeri	Hooker's Manzanita		X	X	X		X	X	X	
X	Arctostaphylos hybrids, cultivars	Manzanita		X	X	X		X	X	X	
X	Arctostaphylos insularis	Island Manzanita		X	X	X		X	X	X	

TABLE 07.2-3 // SHRUB & PERENNIALS

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
X	Arctostaphylos morroensis	Park View' Manzanita, Morro Manzan		X	X	X		X	X	X		
X	Arctostaphylos nummularia sensitiva	Glossyleaf Manzanita		X	X	X		X	X	X		
X	Arctostaphylos osoensis (A. cruzensis)	SLO Valley Manzanita		X	X	X		X	X	X		
X	Arctostaphylos pacifica x	San Bruno Carpet		X	X	X		X	X	X		
X	Arctostaphylos pajaroensis Brother James	Brother James Manzanita.		X	X	X		X	X	X		
X	Arctostaphylos pumila	Sandmat Manzanita		X	X	X		X	X	X		
X	Arctostaphylos purissima	La Purisima Manzanita		X	X	X		X	X	X		
X	Arctostaphylos rudis	Sand Mesa Manzanita		X	X	X		X	X	X		
X	Arctostaphylos uva-ursi	Bear Berry, Kinnikinnick		X	X	X		X	X	X		
	Agapanthus africanus	Lily Of The Nile		X	X	X	X		X	X	X	
X	Artemisia californica	California Sagebrush					X	X	X	X		
X	Artemisia douglasiana	Mugwort					X	X	X	X	X	
	Asteriscus sericeus	Canary Island Daisy		X	X	X			X	X		
X	Astragalus trichopodus var. lonchus	Santa Barbara Milk Vetch						X	X	X		
X	Atriplex canescens	Four-wing Salt Bush						X	X	X		
X	Atriplex nummularia	Saltbush or Sand Mat						X	X	X		
X	Baccharis pilularis spp.	Coyote Bush		X	X	X	X	X	X	X		
X	Calliandra californica	Red Baja Fairy Duster		X	X	X			X	X		
X	Ceanothus foliosus	Wavy Leaf Mountain lilac		X	X	X	X	X	X	X		
X	Ceanothus gloriosus	Mountain lilac		X	X	X	X	X	X	X		
X	Ceanothus griseus	Carmel Ceanothus		X	X	X	X	X	X	X		
X	Ceanothus hearstiorum	San Simeon Ceanothus		X	X	X	X	X	X	X		
X	Ceanothus maritumus	Bluff California Lilac		X	X	X	X	X	X	X		
X	Ceanothus thyrsifolius	Coastal Mountain lilac		X	X	X	X	X	X	X		
	Centaurea cineraria	Velvet Centaurea, Dusty Miller		X	X	X			X	X		
	Cercocarpus betuloides	Mountain mahogany		X	X	X		X	X	X		
	Chamelaucium uncinatum	Wax Flower		X	X	X			X	X		
	Cistus spp.	Rock rose		X	X	X			X	X		
X	Coreopsis gigantea	Giant coreopsis		X	X	X		X	X	X		
X	Coreopsis maritima	Sea Dahlia		X	X	X		X	X	X		
	Correa spp.	Australian Fuchsia		X	X	X			X	X		
X	Dendromecon harfordii	Channel Island Bush Poppy		X	X	X	X	X	X	X		
X	Dendromecon rigida	Tree poppy, Bush Poppy		X	X	X	X	X	X	X		
	Dianella spp.	Dianella		X	X	X			X	X		
	Echium candicans	Pride of Madeira		X	X	X			X	X		
X	Encelia californica	Califronia Coast Sunflower		X	X	X	X	X	X	X		
X	Encelia farinosa	Brittlebush or Incienso		X	X	X	X	X	X	X		

TABLE 07.2-3 // SHRUB & PERENNIALS

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
X	Encelia ventorum	Baja Bush Sunflower		X	X	X	X	X	X	X		
X	Epilobium canum	California fuchsia		X	X	X	X	X	X	X		
	Eremophila hygrophana	Blue bells		X	X	X			X	X		
	Eremophila x	Emu Bush		X	X	X			X	X		
X	Ericameria laricifolia	Turpentine Bush		X	X	X			X	X		
X	Erigeron glaucus	Seaside daisy		X	X	X	X	X	X	X		
	Erigeron karvinskianus	Santa Barbara Daisy		X	X	X	X		X	X		
	Eriogonum parvifolium	Coast Buckwheat		X	X	X	X	X	X	X		
X	Eriophyllum nevinii	Island snow flake, Catalina Silverlace		X	X	X	X	X	X	X		
X	Erysimum insulare ssp. suffrutescens	Island Wallflower						X				
	Euphorbia rigida (E. biglandulosa)	Gopher Plant		X	X	X			X	X		
X	Galvezia speciosa	Island Snapdragon		X	X	X	X	X	X	X		
	Gaura lindheimeri	Gaura		X	X	X			X	X		
	Gaillardia	Blanket flower		X	X	X			X	X		
	Grevillea spp	Grevillea		X	X	X			X	X		
X	Grindelia spp	Gum plant		X			X	X	X	X	X	
	Hamelia patens	Texas Firecracker		X	X	X			X	X		
	Havardia pallens (Pithecellobium Pallens)	Haujillo		X	X	X			X	X		
X	Hazardia cana	San Clemente Island Hazardia		X			X	X	X	X	X	
	Helichrysum italicum	Licorice Plant		X	X	X			X	X		
X	Heuchera sanguinea	Coralbells		X	X	X	X		X	X		
X	Iris douglasiana and PCH hybrids	Douglas iris		X	X	X	X	X	X	X		
X	Isocoma menziesii var. menziesii	Coast Golden Bush						X				
X	Isomeris arborea	Bladderpod						X				
	Ilex vomitoria 'Stokes'	Stokes Yaupon		X	X	X			X	X	X	
	Juniperus procumbens	Spreading Juniper		X	X	X			X	X		
	Juniperus rigida conferta	Shore Juniper		X	X	X			X	X		
	Justicia spicigera	Mexican Honeysuckle		X	X	X			X	X		
X	Lavatera assurgentiflora	Island Tree Mallow						X	X	X		
X	Lepechinia calycina	Pitcher sage		X	X	X		X	X	X		
X	Lepechinia fragrans	Fragrant Pitcher Sage		X	X	X		X	X	X		
X	Lotus scoparius scoparius	Deerweed						X	X			
X	Lupinus arboreus var. arboreus	Yellow Tree Lupine		X	X	X	X	X	X	X		
X	Lupinus chamissonis	Dune lupine		X			X	X	X			
X	Lycium californicum	California Box Thorn					X	X	X	X		
X	Mimulus aurantiacus	Sticky Monkeyflower		X	X	X	X	X	X	X		
X	Mimulus clevelandii	Cleveland's Monkey Flower		X	X	X	X	X	X	X		

TABLE 07.2-3// SHRUB & PERENNIALS

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
X	Oenothera elata hookerii	Hooker's Evening Primrose		X				X	X	X	X	
	Pelargonium tomentuosum	Peppermint-scented Geranium		X	X	X			X	X		
X	Penstemon spp	Penstemon		X	X	X	X	X	X	X		
	Phlomis fruticosa	Jerusalem Sage		X	X	X			X	X		
	Phormium tenax	New Zealand Flax		X	X	X			X	X		
X	Polypodium californicum	California polypody fern		X	X	X			X	X	X	
	Rhaphiolepis spp	Hawthorn		X	X	X			X	X		
X	Rhus integrifolia	Lemonade Berry		X	X	X		X	X	X		
	Rhus laurina	Laurel Sumac		X	X	X		X	X	X		
	Rosmarinus spp.	Rosemarry		X	X	X	X		X	X		
	Rusellia equisetiformis	Coral Fountain		X	X	X			X	X		
	Rusellia x	Coral Fountain cultivars		X	X	X			X	X		
X	Salvia apiana	White Sage		X	X	X	X	X	X	X		
X	Salvia brandegeei	Brandegee's Sage		X	X	X	X	X	X	X		
X	Salvia clevelandii	Cleveland Sage		X	X	X	X	X	X	X		
X	Salvia columbariae	Chia		X	X	X	X	X	X	X		
	Salvia leucantha	Mexican Bush Sage		X	X	X		X	X	X		
X	Salvia leucophylla	Purple Sage		X	X	X	X	X	X	X		
X	Salvia millifera	Black Sage		X	X	X	X	X	X	X		
X	Salvia munzii	San Miguel Mtn or Munz's Sage		X	X	X	X	X	X	X		
X	Salvia spathacea	Hummingbird Sage		X	X	X	X	X	X	X		
	Salvia spp	Sage, Non native spp		X	X	X			X	X		
	Senna oliogophylla	Outback Cassia		X	X	X			X	X		
	Tecoma stans	Yellow bells		X	X	X			X	X		
	Tecoma hybrids/cultivars			X	X	X			X	X		
	Teucrium chamaedrys	Germander		X	X	X			X	X		
	Teucrium cosnii	Majorcan Germander		X	X	X			X	X		
	Teucrium fruticans	Bush Germander		X	X	X			X	X		
	Teucrium x lucidrys	Germander		X	X	X			X	X		
X	Trichostema lanatum	Woolly Blue Curls or Romero		X	X	X		X	X	X		
	Westringia fruticosa	Coast Rosemary		X	X	X			X	X		

TABLE 07.2-4 // GROUNDCOVER & VINES

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES							
X	Abronia maritima	Red sand verbena		X	X	X	X	X	X	X	
X	Abronia umbellata	Beach Sand Verbena		X	X	X	X	X	X	X	
X	Abronia villosa	Desert sand verbena		X	X	X	X	X	X	X	
X	Achillea millefolium	Yarrow		X	X	X	X	X	X	X	
	Ambrosia pumila	San Diego Ambrosia						X			
	Antigonon leptopus 'Baja Red'	Queen's Wreath									
X	Armeria maritima	Thrift, Sea Pink		X	X	X	X	X	X	X	
	Armeria douglasiana	Mugwort		X	X	X			X	X	
X	Aster chilensis	Coast Aster or California Aster		X	X	X		X	X	X	
	Asteriscus maritimus	Gold coin		X	X	X			X	X	
	Asteriscus sericeus	canary island daisy		X	X	X			X	X	
X	Atriplex barklayana	Dwarf Saltbush					X	X	X	X	
X	Atriplex leucophylla	Beach Saltbush					X	X	X	X	
	Bougainvillea spp.	Bougainvillea		X	X	X			X	X	
X	Calystegia macrostegia	Island Morning Glory		X	X	X	X	X	X	X	
	Cissus spp.	Grape Ivy		X	X	X			X	X	
	Distictis buccinatoria	Blood-red trumpet vine		X	X	X				X	X
X	Eriophyllum confertiflorum var. confertiflorum	Golden Yarrow		X	X	X	X	X	X	X	
X	Fragaria chiloensis	Beach Strawberry		X	X	X	X	X	X	X	X
	Gazinia rigens	Trailing Gazinia		X	X	X			X	X	
	Geranium incanum	Carpet Geranium		X	X	X			X	X	
	Hardenbergia comptoniana	Lilac Vine, Native wisteria		X	X	X			X	X	
	Hardenbergia violacea	Purple Vine Lilac		X	X	X			X	X	
	Hibbertia scandens	Guinea Gold Vine		X	X	X				X	X
	Hylocereus undatus	Pitaya, Dragonfruit			X	X			X	X	
	Kniphofia uvaria	Hot Poker		X	X	X			X	X	
	Lantana montevidensis	Purple Trailing Lantana		X	X	X	X		X	X	
	Lantana spp.	Lantana		X	X	X			X	X	
	Lavandula spp	Lavender		X	X	X			X	X	
X	Lessingia filaginifolia	California aster		X	X	X	X	X	X	X	
X	Leptodactylon californicum	Prickly Phlox						X	X		

TABLE 07.2-4 // GROUNDCOVER & VINES

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
X	Limonium californicum	Sea Lavender, Marsh Rosemary						X	X	X	X	
	Lobelia laxiflora	Loose Flowered Lobelia		X	X	X			X	X		
	Lonicera japonica	Japanese Honeysuckle		X	X	X			X	X		
X	Lotus heermannii var. heermannii	Heermann's Bird's Foot Trefoil					X	X	X			
X	Monardella linoides	Willowy Mint						X	X			
	Muehlenbeckia complexa	Wire Vine, Matress Vine		X	X	X			X	X		
X	Oenothera caespitosa	White Evening Primrose		X	X	X			X	X		
	Osteospermum spp	Trailing african daisy		X	X	X			X	X		
	Parthenocissus quinquefolia	Virginia Creeper		X	X	X			X	X		
	Plecostachys serpyllifolia	Dwarf Plecostachys, S. African Whit		X	X	X			X	X		
X	Rosa minutifolia	Baja wild rose						X				
	Santolina chamaecyparissus	Lavender Cotton		X	X	X			X	X		
X	Sidalcea malviflora	Checkerbloom						X				
X	Senecio flaccidus var. douglasii	Butterweed, Bush groundsel						X				
	Sphagneticola trilobata	Yellow Dot		X	X	X			X	X		
X	Tanacetum camphoratum	Camphor Dune tansy						X				
	Thymus spp.	Thyme		X	X	X			X	X		
	Thumbergia alata	Black-eyed Susan		X	X	X			X	X		
	Thumbergia gregorii	Orange Clock Vine		X	X	X			X	X		
	Zephyranthes x	Rain Lily		X	X	X			X	X		

TABLE 07.2-5 // HERBACIOUS & BULB-LIKE

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

TABLE 07.2-6// SUCCULENTS & SOD

ALL coastal adapted, non invasive species are acceptable.

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
	Aeonium spp			X	X	X			X	X		
	Agave spp.	Agave		X	X	X			X	X		
X	Agave shawii	Shaw agave		X	X	X		X	X	X		
	Aloe spp.	Aloe		X	X	X			X	X		
	Bulbine frutescens	NCN		X	X	X			X	X		
	Cereus hildmannianus (C. peruvianus)	Hedge Cactus		X	X	X			X	X		
	Delosperma litorale	White trailing iceplant		X	X	X			X	X		
X	Dudleya spp.	Dudleya		X	X	X		X	X	X		
	Echeveria spp	Hens and Chicks		X	X	X			X	X		
X	Euphorbia misera	Cliff Spurge		X	X	X		X	X	X		
	Furcraea foetida	Green Aloe										
	Furcraea gigantea	False Agave, Mauritius Hemp		X	X	X			X	X		
	Hesperaloe funifera	Giant Hesperaloe		X	X	X			X	X		
	Hesperaloe parviflora	Hesperaloe		X	X	X			X	X		
X	Jaumea carnosa	Jaumea		X	X	X		X	X	X	X	
	Kalanchoe spp	NCN		X	X	X			X	X		
	Manfreda maculosa	Manfreda, Texas Tuberose		X	X	X			X	X		
X	Opuntia littoralis	Prickly Pear		X	X	X			X	X		
	Portulacaria afra	Elephant's Food		X	X	X			X	X		
	Senecio spp.	Chalksticks		X	X	X			X	X		
X	Yucca baccata	Banana Yucca		X	X	X		X	X	X		
	Yucca gloriosa	Spanish dagger		X	X	X		X	X	X		
	Yucca pallida	Pale Leaf Yucca		X	X	X		X	X	X		
	Yucca rigida	Mexican Blue Yucca		X	X	X		X	X	X		
	Yucca rostrata	Beaked Yucca		X	X	X		X	X	X		
	Yucca rupicola	Twisted Leaf Yucca		X	X	X		X	X	X		
X	Yucca whipplei	Chaparral Yucca		X	X	X		X	X	X		
X	Preservation Mix by S & S seeds				X	X			X	X		
X	Native Mow Free by S & S seeds				X	X			X	X		
	NO-MOW (fescue)				X	X			X	X	X	
	GN-1 hybrid Bermuda								X			
	Tifway 419								X			
	Kakua								X			

TABLE 07.2-7 // GRASSES, SEDGES & RUSHES

ALL coastal adapted, non invasive species are acceptable.

NATIVE	SCIENTIFIC NAME	COMMON NAME	ESTIMATED GROWTH H x W	ZONES								
X	Agrostis exarata	Spike Bent Grass		X	X	X		X	X	X		
X	Agrostis pallens (A. snadiegoensis)	San Diego Bent Grass		X	X	X		X	X	X		
	Agrostis palustris	Creeping Bent Grass		X	X	X		X	X	X		
	Agrostis tenuis	Colonial Grass		X	X	X		X	X	X		
	Carex glauca	Blue sedge		X	X	X			X	X	X	
X	Carex praegracilis	Dune sedge		X	X	X		X	X	X	X	
	Chondropetalum elephantium	Large cape rush		X	X	X		X	X	X	X	
	Chondropetalum tectorum	Small cape rush		X	X	X		X	X	X	X	
	Cynodon dactylon	Bermuda grass		X	X	X		X	X	X		
	Dasylirion quadrangulatum (D. longissimum)	Toothless Desert Spoon		X	X	X		X	X	X		
	Dasylirion wheeleri	Grey Desert Spoon		X	X	X		X	X	X		
	Dasylirion texanum	Green Desert Spoon		X	X	X		X	X	X		
X	Distichlis spicata	Salt grass						X	X	X	X	
X	Festuca californica var. parishii	California Fescue		X	X	X		X	X	X	X	
X	Festuca rubra	Red fescue		X	X	X	X	X	X	X	X	
X	Hordeum intercedens	Little Barley						X	X	X		
	Isolepis nodosa	Knobby Club Rush		X	X	X			X	X	X	
X	Juncus patens	Wire grass		X	X	X		X	X	X	X	
X	Leymus condensatus	Giant wild rye		X	X	X		X	X	X		
	Leymus triticoides	creeping wild rye		X	X	X			X	X		
	Lolium multiflorum	Annual Ryegrass		X	X	X		X	X	X		
	Lolium perenne	Perennial Ryegrass		X	X	X		X	X	X		
	Lomandra spp and hybrids	Mat Rush		X	X	X	X		X	X	X	
	Poa annua	Annual Bluegrass		X	X	X		X	X	X		
X	Poa secunda var. juncifolia	Pine Bluegrass		X	X	X	X	X	X	X		
X	Poa secunda var. secunda	One-sided Bluegrass		X	X	X	X	X	X	X		
	Poa trivialis	Rough-stalked Bluegrass		X	X	X	X	X	X	X		
	Nolina nelsonii	Blue Nolina		X	X	X			X	X		
	Ophiopogon spp.	Mondo grass		X	X	X			X	X	X	
	Zoysia matrella	Manila Grass		X	X	X			X	X		
	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*

PART II
8 PASEO & PUBLIC REALM

"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.

PUBLIC REALM AND PASEO DESIGN GUIDELINES AND STANDARDS CHECKLIST

8 Public Realm and the Paseo Guidelines and Standards

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

8.1 Path Dimensions and Locations

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

- ☐ 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.
- ☐ 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.
- ☐ 3. A minimum of twelve (12) feet between the existing sidewalk and the 15-foot building setback located in Area12A West along Westchester Parkway.
- ☐ 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.
- ☐ 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.

8.2 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.

- ☐ 1. All tree wells shall have root barriers to prevent material deterioration of the sidewalks and recreation paths.
- ☐ 2. All soil in tree wells shall be finished with a minimum of two (2) inches of decomposed granite that is not stabilized.

8.3 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.

8.3A Bench Seating

☐ 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.

☐ 2. Sheltered bench seating shall be provided at all transit stations.

3. Benches should be durable and sturdy, with attractive design.

8.3B Bike Racks

☐ 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).

2. Bike racks should be durable and sturdy, with attractive design.

8.3C Lighted Bollards (excluding safety bollards)

☐ 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.

☐ 2. Lighted bollard spacing shall be at a minimum distance of twenty (20) feet along both sides of the paseo.

8.3D Planters

☐ 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.

☐ 2. Planters shall not exceed 36 inches in height.

☐ 3. Unless maintained on a regular schedule, all planters shall be irrigated.

☐ 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.

8.3E Trash Receptacles

☐ 1. Trash receptacles shall be located along pedestrian walkways, near parcel entry plazas, seating areas, transit stops, public plazas, and other pedestrian gathering areas.

8.3E Trash Receptacles, continued

☐ 2. Trash receptacle spacing shall not exceed a distance of one thousand (1,000) feet and shall be placed adjacent to benches and planters.

☐ 3. All trash receptacles shall be covered.

PART II
9 SIGNAGE & GRAPHICS

"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.

SIGNAGE AND GRAPHICS DESIGN GUIDELINES AND STANDARDS CHECKLI

9 Signage and Graphics Design Guidelines and Standards

Signage and graphics shall comply with the following standards.

9.1 Address Sign

☐	1. Address signs shall be required for all tenants. Address signs include any sign that is used to communicate the numerical or alphanumerical identification of a given business or development's address on a street.

9.2 Tenant Identification Sign

"Tenant Identification Sign" refers to a wall sign that is limited to a company logo, generic type of business, or the name of a business or building.

☐	1. A maximum of two (2) illuminated identification signs on two separate elevations of the building are allowable.
☐	2. Signage shall be located on building frontages and primary entry facades.
☐	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.
☐	4. Surface brightness of all translucent materials shall be consistent in all components of the sign.
☐	5. All conduits, lamps or transformers specific to the operation of the sign shall be entirely concealed within the sign.
☐	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.
☐	7. An exposed light source (neon, incandescent) is prohibited.
☐	8. Signs employing animated components, moving/flashing 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.
☐	9. Visible sign manufacturer's names, stickers, stamps or decals are prohibited on any sign or graphic.
☐	10. Simulated materials (i.e., wood grained plastic laminate, etc.) are prohibited as a primary sign surface.

9.2 Tenant Identification Sign, Continued

- [ ] 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.
- [ ] 12. Signs shall not overlap or directly impact the clarity of architectural features, such as mullions or window breaks.
- [ ] 13. 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.
- [ ] 14. 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.

9.3 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.

- [ ] 1. Lease signs attached to buildings shall be limited to the ground floor.
- [ ] 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.
- [ ] 3. Flags shall be no larger than 6' x 9'.
- [ ] 4. Banners and pennants shall only be permitted in interior court areas and not visible from public right-of-ways.
- [ ] 5. Special occasion banners or pennants shall be temporarily erected.
- [ ] 6. Temporary signs shall be submitted to the reviewing authority for approval prior to their installation.
- [ ] 7. No temporary sign shall be visible for more than a consecutive 30-day term.

9.4 Maintenance Guidelines

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

1. Every sign should 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.
2. Sign display surfaces should be kept neatly painted or finished at all times.
3. The base of any sign erected on the ground should be kept clear of weeds, rubbish or other combustible material at all times.
4. All signage shall be removed, or the face of said signs should be removed and replaced with blank panels painted to match adjacent background colors within ninety (90) days of a close of business.

AUGUST 2015