

**COMMITTEE MEMBERS:**

- Jim Van Dusen, Chair
- Paul Barbosa
- Mark Millner
- George Skarpelos



HOLLYWOOD UNITED NEIGHBORHOOD COUNCIL  
 Certified Council #52,  
 P.O. Box 3272 Los Angeles, CA 90078  
 www.MyHUNC.org email us at Info@MyHUNC.org

**COMMITTEE MEETING MINUTES**  
**Planning and Land Use Management (PLUM) Committee**  
**Thursday, August 7, 2025, 6:30 PM**  
**Fire Station 82 Annex**  
**1800 N. BRONSON AVENUE, L.A., CA 90028**  
**Second Floor Conference Room**

Welcome

**6:31 PM start**

1. Roll Call

**Attending**

Brandi D'Amore                      Mark Millner                      George Skarpelos

**Absent**

Paul Barbosa                      Rosalind Helfand

2. Approval of Minutes

**Tabled**

3. Public Comment on items not on the Agenda (2 minutes each)

4. Discussion and possible vote to recommend filing a Community Impact Statement (CIS) on Planning & Land Use Management Committee Council File (CF) 25-0247 Building Code / Multifamily Unit Residential Buildings / Six Stories / Single Exit / Single-Stairway / Modification

File: <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=25-0247>

Motion: [https://cityclerk.lacity.org/onlinedocs/2025/25-0247\\_misc\\_3-5-25.pdf](https://cityclerk.lacity.org/onlinedocs/2025/25-0247_misc_3-5-25.pdf)

**Tabled: Postponed until LAFD submits there findings.**

5. Committee Member announcements on items not on the Agenda

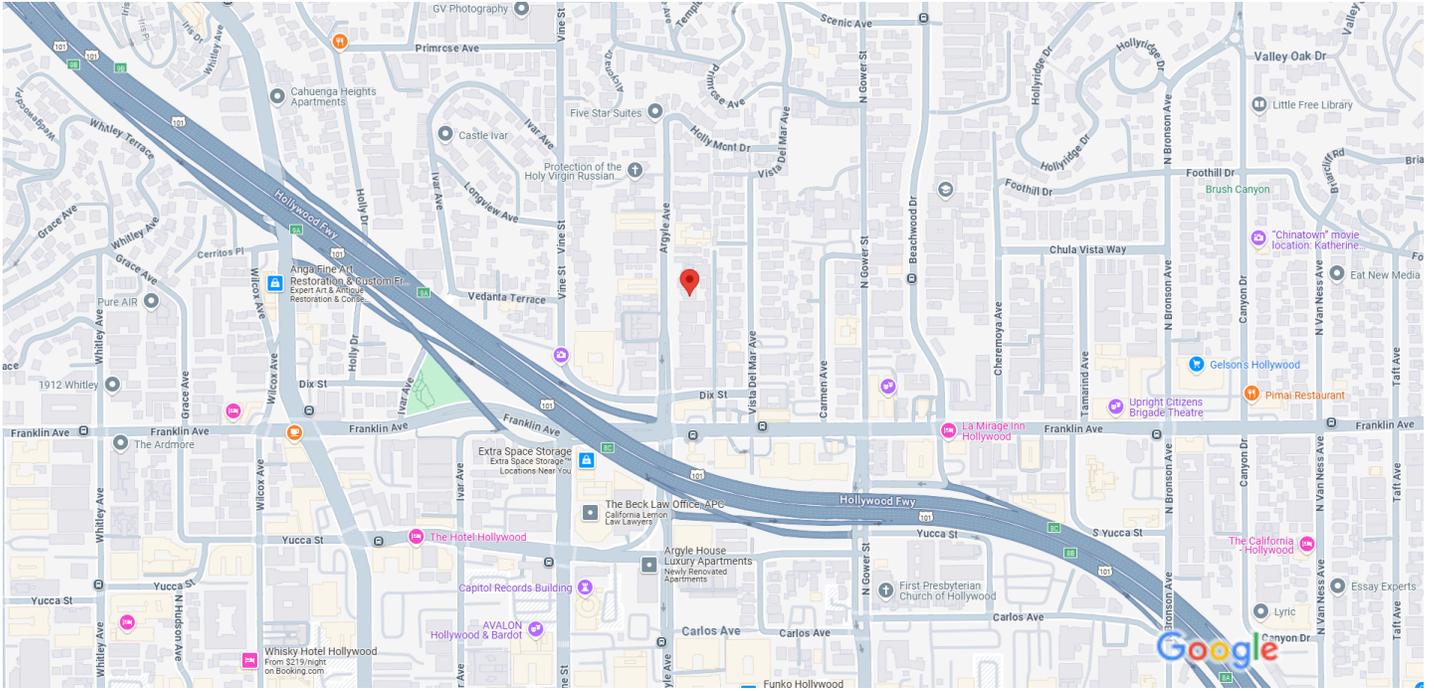
6. Old/Ongoing Business

7. New/Future Business

Adjournment at 6:50 PM

Reconsideration: The Board may reconsider and amend its action on items listed on the agenda if that reconsideration takes place before the end of the meeting at which it was considered or at the next regular meeting. The Board, on either of these two days, shall: (1) Make a Motion for Reconsideration and, if approved, (2) hear the matter and take an action. If the motion to reconsider an action is to be scheduled at the next meeting following the original action, then two items shall be placed on the agenda for that meeting: (1) A Motion for Reconsideration on the described matter and (2) a [Proposed] action should the motion to reconsider be approved. A Motion for Reconsideration can only be made by a Board member who has previously voted on the prevailing side of the original action taken. If a Motion for Reconsideration is not made on the date the action was taken, then a Board member on the prevailing side of the action must submit a memorandum to the Recording Secretary identifying the matter to be reconsidered and a brief description of the reason(s) for requesting reconsideration at the next regular meeting. The aforesaid shall all be in compliance with the Ralph M. Brown Act.

# 1954-1956 Argyle Ave Vicinity Map



Map data ©2025 Google 200 ft



**Arsen Margossian, MS**, Certified Consulting Arborist (#WE-7233A)  
Member, American Society of Consulting Arborists (ASCA)  
Member, International Society of Arboriculture (ISA)  
ASCA Academy Graduate (2007)  
ISA Tree Risk Assessment Qualified (TRAQ)  
California Licensed Pest Control Adviser (#71429) & Forestry Applicator (#121525)  
California Licensed Contractor (#874409)  
3512 Rosemary Ave., Glendale, CA 91208  
818 957 7175, 818 957 1490 fax, 818 669 6469 mobile, [arsenm@pacbell.net](mailto:arsenm@pacbell.net)



November 11, 2024



**TO WHOM IT MAY CONCERN**

Re: Tree Inventory Report.  
1954 N. Argyle Ave., Los Angeles, CA 90068  
**APN: 5586-006-021**

This is to certify that I, Arsen Margossian, Certified Arborist and Licensed Pest Control Adviser, visited the above referenced property on this day, November 11, 2024.

I confirm that there are **seventeen** trees on site, and none of the trees is City of Los Angeles protected native tree or shrub, as specified by City of Los Angeles Ordinance No. 186873. Protected Tree is *“Any of the following Southern California indigenous species, which measures four inches or more cumulative diameter, four and one-half feet above the ground level at the base of the tree (DBH): a) Indigenous Oak tree excluding the Scrub Oak, b) Southern California Black Walnut, c) Western Sycamore and d) California Bay, and Protected Shrub is Mexican Elderberry and Toyon.* There are also hedgerows of Indian Laurel Fig (*Ficus macrocarpa nitida*) trees along the north and south property lines. Trees #1 and #2 are palm trees located on the public right-of-way planter. There are no native protected shrubs on site. And, there are no native trees or shrubs on the abutting properties, in close proximity of the property lines.

Below is the inventory of the trees, photographs and attached is the tree inventory site plan (TISP).

If I can be of further assistance, do not hesitate to contact me.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Arsen Margossian'.

Arsen Margossian

Continued...

**TREE INVENTORY**

1954 N. ARGYLE AVE., LOS ANGELES, CA 90068, APN: 5568-006-021  
 ARSEN MARGOSSIAN, MS  
 ISA CONSULTING ARBORIST (WE-7233A), CA DPR PEST CONTROL ADVISER (71429)  
 818 669 6469 , ARSENM@PACBELL.NET  
 NOVEMBER 11, 2024

TREE NO.	SPECIES	COMMON NAME	TRUNK DIAMETER (DBH)	CROWN HEIGHT	CONDITION	REMOVE / RETAIN
1	<i>WASHINGTONIA ROBUSTA</i>	MEXICAN FAN PALM	N/A	20FT CLEAR TRUNK (CT)	3	REMOVE
2	<i>WASHINGTONIA ROBUSTA</i>	MEXICAN FAN PALM	N/A	20FT CT	3	REMOVE
3	<i>CITRUS SINENSIS</i>	ORANGE	1.5" (3X0.5")	6'	3	REMOVE
4	<i>CITRUS JAPONICA</i>	KUMQUAT	2" (4X0.5")	6'	3	REMOVE
5	<i>CITRUS PARADISI</i>	GRAPEFRUIT	2.25" (3X0.75")	7'	3	REMOVE
6	<i>CITRUS SINENSIS</i>	ORANGE	1" (2X0.5")	5'	3	REMOVE
7	<i>FIGUS CARICA</i>	FIG EDIBLE	2" (2X1")	5'	3	REMOVE
8	<i>FIGUS CARICA</i>	FIG EDIBLE	3" (6X0.5")	7'	3	REMOVE
9	<i>FIGUS MICROCARPA NITIDA</i>	INDIAN LAUREL FIG	7.5" (3X2.5")	7'	3	REMOVE
10	<i>CITRUS SINENSIS</i>	ORANGE	2" (4X0.5")	6'	3	REMOVE
11	<i>FIGUS CARICA</i>	FIG EDIBLE	2" (2X1")	6'	3	REMOVE
12	<i>ARCHONTOPHOENIX CUNNINGHAMIANA</i>	KING PALM	N/A	3X6FT CT	3	REMOVE
13	<i>PITTOSPORUM TOBIRA</i>	JAPANESE CHEESEWOOD	9"	18'	3	REMOVE
14	<i>OLEA EUROPAEA</i>	OLIVE	7.5" (4X0.75" & 3X1.5")	9'	3	REMOVE
15	<i>ARCHONTOPHOENIX CUNNINGHAMIANA</i>	KING PALM	N/A	5FT CT	3	REMOVE
16	<i>ARCHONTOPHOENIX CUNNINGHAMIANA</i>	KING PALM	N/A	20FT CT	3	REMOVE
17	<i>OLEA EUROPAEA</i>	OLIVE	3.75" (5X0.75")	20'	3	REMOVE

TREE CONDITION: 0=DEAD , 1=POOR , 2=FAIR , 3=AVERAGE , 4=GOOD , 5=EXCELLENT

I CERTIFY THAT THERE ARE ONLY SEVENTEEN (17) TREES ON SITE, AND NONE IS CITY OF LOS ANGELES NATIVE PROTECTED TREE OR SHRUB, AS SPECIFIED BY ORDINANCE NO.186873. TREES #1 AND #2 ARE STREET TREES, LOCATED ON THE PUBLIC RIGHT-OF-WAY. THERE ARE NO NATIVE SHRUBS ON SITE. AND THERE ARE NO VISIBLE NATIVE PROTECTED TREES OR SHRUBS ON THE ABUTTING PROPERTIES, IN CLOSE PROXIMITY OF THE PROPERTY LINES. AND THERE ARE HEDGEROWS OF INDIAN LAUREL FIG TREES ALONG THE NORTH AND SOUTH PROPERTY LINES.

Continued...



**The property front and Trees #1 and #2 seen from the street.**

(This and the following photographs were taken on November 11, 2024.)

Continued...



**Trees #3 to #8**

Continued...



**Trees #9 and #10.**

Continued...



**Tree #11.**

Continued...



**Trees #12, #13 and #14.**

Continued...



**Trees #15, #16 and #17.**

# ARGYLE APARTMENT

# 1954 ARGYLE AVE LOS ANGELES, CA 90068

## NOTES

### GENERAL:

- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS.
- THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND CONDITIONS AND SHALL CALL TO THE ARCHITECT OR DESIGNER OF ANY QUESTIONS OR CONFLICT FOR RESOLUTION BEFORE PROCEEDING WITH WORK.
- DO NOT SCALE DRAWINGS. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE SHOWN FROM FACE OF STUD OF EXISTING WALL UNLESS OTHERWISE NOTED.
- ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. THE DESIGNER SHALL BE NOTIFIED FOR CLARIFICATIONS REQUIRED.
- TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS PER SECTION 303.7
- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION WITH OTHER TRADES OR SUB - CONTRACTORS AND THEIR WORK TO ENSURE COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.
- CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY DEVICES, TEMPORARY BARRICADES, SCAFFOLDING, LIGHTING, COVERINGS, FIRE PREVENTION AND OTHER EQUIPMENT TO PROTECT THE SAFETY OF ALL PERSONS ON THE PROPERTY THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS CLEANUP OF THE SITE OF ALL DEBRIS WHETHER CREATED BY HIS WORK OR THE FAILURE OF HIS SUBCONTRACTORS TO CLEAN UP AFTER THEIR WORK.
- ALL WORK SHALL COMPLY WITH APPLICABLE FEDERAL LAWS, STATE STATUTES, LOCAL ORDINANCES AND REGULATIONS OF AGENCIES HAVING JURISDICTION.
- CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF PLUMBING, MECHANICAL DUCTS AND ELECTRICAL WORK.
- INSTALL APPROVED FIRE-RATED DAMPERS WHERE DUCTS PENETRATE FIRE RATED PARTITIONS, CEILING AND FLOOR ASSEMBLIES.
- GENERAL CONTRACTOR TO ENSURE THAT ALL PARTITIONS ARE ATTACHED OR BRACED TO STRUCTURAL MEMBERS AND/OR SLAB ABOVE AS REQUIRED TO BE SAFE AND SECURE. SUPPORT LATERALLY AND SEISMICALLY AS REQUIRED BY APPLICABLE CODES.
- THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH THE CONSTRUCTION SAFETY ORDERS AND THE GENERAL INDUSTRIAL SAFETY ORDERS OF THE STATE DIVISION OF INDUSTRIAL SAFETY, HEALTH ADMINISTRATIONS AND SUCH OTHER AGENCIES GOVERNING THE CONTRACTORS ACTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HOLD HARMLESS THE DESIGNER FOR ANY DAMAGES AND / OR PENALTY RESULTING FROM HIS FAILURE TO COMPLY WITH SAID LAWS, STATUTES, ORDINANCES AND REGULATIONS.
- THE DESIGN ADEQUACY AND SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND HAS NOT BEEN CONSIDERED BY THE ARCHITECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL SHEAR WALLS, ROOF AND FLOOR DIAPHRAGMS AND FINISH MATERIALS. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE ABOVE LISTED MATERIALS.
- CONTRACTOR TO PROVIDE NECESSARY MEASURES TO DEQUATELY CONNECT PLUMBING LINES TO EXISTING RESIDENTIAL LINES, PROVIDING A MIN. 2% SLOPE AS REQUIRED BY U.P.C. CODES AND GOVERNING CITY, COUNTY AGENCIES.
- ALL EXTERIOR WALL OPENING, FLASHINGS, COUNTER FLASHINGS, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.
- APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170.158) (SEPARATE PLUMBING PERMIT IS REQUIRED).
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1,000). (R314.6.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)
- ALL EXTERIOR WALL OPENING, FLASHINGS, COUNTER FLASHINGS, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1,000). (R314.6.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- APPROVED SMOKE ALARMS SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTER BACK UP AND LOW BATTERY SIGNAL. (R314)
- A SEPARATE PERMIT IS REQUIRED FOR THE FOLLOWING:
  - RETAINING WALLS
  - BLOCK WALLS
  - FIRE SPRINKLER SYSTEM
  - ELECTRICAL WORK
  - MECHANICAL WORK
  - GRADING BACKFILL
  - DEMOLITION WORK
- A FIRE ALARM SYSTEM IS REQUIRED FOR THIS STRUCTURE. 3 COPIES OF THE SYSTEM PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL, PRIOR TO INSTALLATION.
- SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING DEPARTMENT PRIOR TO INSTALLATION.
- AN APPROVED AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED THROUGHOUT THE BUILDING. (BUILDING CODE 903 AND FIRE CODE 903)
- GRAFFITI RESISTANT FINISH ON GROUND LEVEL WALLS TO BE "IP631 ULTRASHIELD CLEAR" BY DUNN EDWARDS CORPORATION, LARR#25162-T. AND EXTEND 9'-0" MIN. ABOVE FINISHED GRADE.
- THE BUILDING DESIGN MEETS THE REQUIREMENTS OF TITLE 24, PART 2, CHAPTER 2-53.
- INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDER STATING THAT THE INSTALLATION CONFORMS WITH THE REQUIREMENTS OF TITLE 24, CHAPTER 2-53 AND THAT THE MATERIALS INSTALLED CONFORM WITH THE REQUIREMENTS OF TITLE 20, CHAPTER 2, SUBCHAPTER 4, ARTICLE 3.
- ALL INSULATION MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH THE CALIFORNIA QUALITY STANDARDS FOR UNSULATING MATERIAL.
- DOORS AND WINDOWS BETWEEN CONDITIONED AND OUTSIDE OF UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR GAS FURNACES SHALL BE FULLY WEATHERSTRIPPED.
- MANUFACTURED DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED IN COMPLIANCE WITH THE APPROPRIATE INFILTRATION STANDARDS.
- 25 LUMENS/WATT EFFICIENCY SHALL BE PROVIDED FOR GENERAL LIGHTING IN KITCHENS AND BATHROOMS (FLUORESCENT LIGHTS).
- ALL OPENINGS (DOORS AND WINDOWS) SHALL BE PROPERLY WEATHER STRIPPED, CERTIFIED AND LABELED.
- BACKDRAFT DAMPERS FOR ALL EXHAUST AND FAN SYSTEMS SHALL BE PROVIDED.
- A R-12 EXTERIOR BLANKET SHALL BE PROVIDED FOR HOT WATER HEATER AND SOLAR TANKS.
- R-3 INSULATION SHALL BE PROVIDED FOR THE FIRST FIVE FEET OF THE WATER HEATER OUTLET PIPE.
- ALL WATER HEATING AND SPACE CONDITIONING EQUIPMENT, SHOWER HEADS AND FAUCETS SHALL BE C.E.C. CERTIFIED.
- MASONRY AND FACTORY BUILT FIREPLACES SHALL BE INSTALLED WITH TIGHT FITTING, CLOSEABLE METAL OR GLASS DOORS.
- ALL STEAM AND STEAM CONDENSATE RETURN PIPING AND ALL CONTINUOUSLY CIRCULATING DOMESTIC HEATING OR HOT WATER PIPING SHALL BE INSULATED AS REQUIRED BY THE PLUMBING DIVISION.
- FIRE DEPARTMENT NOTES:
  - VERIFY 5" HIGH ADDRESS # TO BE PLACED NEAR THE ENTRANCE OF THE BUILDING IN ACCORDANCE TO LAMC 57.09.11
  - ROOF CONSTRUCTION SUCH AS TELEVISION ANTENNA GUY WIRES, SOLAR PANELS, AND RAZOR RIBBON SHALL NOT PREVENT FIRE DEPARTMENT ACCESS OR EGRESS IN THE EVENT OF A FIRE.
  - PROVIDE COLLISION BARRIERS ADEQUATE TO PROTECT CONTROL METERS, REGULATORS, AND PIPING FOR HAZARDOUS MATERIALS THAT ARE EXPOSED TO VEHICULAR DAMAGE.
  - CONSPICUOUSLY MARK GAS-SHUT-OFF VALVE
  - PROVIDE A PORTABLE FIRE EXTINGUISHER W/ A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR. ALSO DURING CONSTRUCTION
  - DRAFT STOPS SHALL BE PROVIDED WITHIN ATTICS, MANSARDS, OVERHANGS AND SIMILAR CONCEALED SPACES FORMED OF COMBUSTIBLE CONSTRUCTION
  - AN APPROVED PERMANENT AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR CEILING ASSEMBLY SHALL BE SEALED, LINED OR INSULATED
  - ALL SMOKE DETECTORS TO BE HARD-WIRED
  - PROVIDE EXIT SIGNS AND DIRECTIONAL EXIT SIGNS WITH A MINIMUM OF 6" HIGH BY 3/4" STROKE BLOCK LETTERS ON A CONTRASTING BACKGROUND @ 5 FOOT CANDLE SPACING BETWEEN SIGNS SHALL NOT EXCEED 200 FT. @ 5 FEET CANDLE.

10. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON ADDRESS SIDE OF BUILDING

11. PROVIDE SINGLE STATION SMOKE DETECTOR WITHIN SLEEPING AREAS AND AREAS GIVING ACCESS TO SLEEPING AREA AND ON TOP CENTER OF STAIRS LEADING THERETO.

12. ROOF COVERING SHALL CONFORM WITH TABLE 15-A. (LAMC 91.1501)

13. INTERIOR WALL AND CEILING FINSHES SHALL COMPLY WITH TABLE 8B.

14. EXIT COURT, LESS THAN 10 FEET IN WIDTH, SHALL HAVE A MINIMUM OF ONE-HOUR, FIRE-RESISTIVE CONSTRUCTION FOR A DISTANCE OF 10 FEET ABOVE THE COURT, AND OPENING SHALL BE PROTECTED WITH THREE-FOURTHS HOUR FIRE ASSEMBLIES.

15. DRAFT STOPS ARE REQUIRED ABOVE AND IN LINE WITH WALLS SEPARATING TENANT SPACES FROM EACH OTHER AND FROM OTHER USES.

16. WINDOWS IN 1-HR CORRIDOR SHALL BE LIMITED TO FIXED GLAZING OF 45 MIN FIRE RATING AND SHALL NOT EXCEED 25% OF CORRIDOR / ROOM, COMMON WALL.

17. ALL OPENING IN FLOORS ARE REQUIRED TO BE ENCLOSED BY A SHAFT HAVING WALL, FLOOR, AND CEILING OF 1-HR FIRE RESISTIVE CONSTRUCTION.

18. DRAFT STOPS SHALL BE PROVIDED WITHIN A CONCEALED FLOOR CEILING ASSEMBLY FORMED OF COMBUSTIBLE CONSTRUCTION

19. PROVIDE A PORTABLE FIRE EXTINGUISHER W/A RATING OF NOT LESS THAN 10BC FOR PARKING GARAGE

20. ENCLOSED USEABLE SPACE UNDER INTERIOR STAIRS REQUIRES 1 HR FIRE RESISTIVE CONSTRUCTION ON ENCLOSED SIDE.

21. PLANS FOR THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.

### FIRE EXIT SIGN NOTES:

- EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED (1013.3)
- EXIT SIGNS ILLUMINATED BY EXTERNAL SOURCE SHALL HAVE INTENSITY NOT LESS THAN 5-FOOT CANDLES. (1013.6.2)
- INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS' INSTRUCTIONS AND SECTION 2702.
- EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. (1013.6.3)
- EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90 MIN. INN CASE OF PRIMARY POWER LOSS. (1013.6.3)
- EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. (1010.1.9)
- DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN 34" AND A MAX 48" ABOVE THE FINISHED FLOOR. (1010.1.9.2)
- ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
- ALL RATED DOORS MUST BE EITHER SELF CLOSING OR AUTOMATIC CLOSING AND HAVE A UL 1784 SMOKE AND DRAFT CONTROL SEAL. (716)
- THE MEANS OF EGRESS INCLUDING THE EXIT DISCHARGE SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. (1008)
- THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1' CANDLE AT THE WALKING SURFACE (1008.2.1, 1008.3.5)
- THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE AND EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS: (1008.3)
  - ASILETS CORRIDORS AND EXIT ACCESS STAIRWAYS AND RAMPS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS. (1008.3.1)
  - INTERIOR EXIT ACCESS STAIRWAYS AND RAMPS, INTERIOR AND EXTERIOR STAIRWAYS AND RAMPS, EXIT PASSAGE WAYS, AND VESTIBULES AND AREAS ON THE LEVEL OF EXIT DISCHARGE USED FOR EXIT DISCHARGE IN ACCORDANCE WITH 1028.1 IN BUILDINGS THAT REQUIRE TWO OR MORE MEANS OF EGRESS. (1008.3.2)
  - ELECTRICAL EQUIPMENT ROOMS, FIRE COMMAND CENTERS, FIRE PUMP ROOMS, GENERATOR ROOMS AND PUBLIC RESTROOM LARGER THAN 300 SQFT. (1008.3.3)
  - THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR DURATION OF NOT LESS THAN 90 MIN AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ONSITE GENERATOR. THE INSTALLATION OF EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702 (1008.3.4)
- EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1' CANDLE AND A MINIMUM AT ANY POINT OF 0.1 FOOT CANDLE) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT CANDLE AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT CANDLE AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM TO MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. SEE EXCEPTION FOR I-2 OCCUPANCIES. (1008.2.5)
- THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FOR STORAGE BATTERIES UNIT EQUIPMENT OR AN ON SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE. FOR HIGH-RISE BUILDINGS, SEE SECTION 403.
- PROVIDE EMERGENCY RESPONDER RADIO COVERAGE. (LAFCS10.1)

SYMBOL LEGEND		BUILDING CODE INFORMATION		
TYPE OF CONSTRUCTION	IA	IA	IIIA	
	WINDOW STYLE: LETTER DESIGNATIONS			
	SECTION CUT NUMBER			
	DETAIL NUMBER			
	FLOOR ELEVATION			
	REVISION NUMBER			
TYPE OF CONSTRUCTION	IA	IA	IIIA	
	OCCUPANCY GROUP	S-2	S-2	R-2
SPRINKLERED BUILDING	HEIGHT			
ALLOWABLE	UL	UL	85'	
Without area increase				
SPRINKLERED BUILDING	AREA			
ALLOWABLE	UL	UL	72,000	
Without height increase				
SPRINKLERED BUILDING	# OF STORY			
ALLOWABLE	UL	UL	5	

## PROJECT INFORMATION

THIS PROJECT IS 100% PRIVATLEY FUNDED, NOT RECEIVING TAX CREDIT INCENTIVE AND NOT A PUBLIC HOUSING

**PROJECT SITE ADDRESS** 1654 Argyle Ave Los Angeles, CA 90068

**LEGAL DESCRIPTION**  
ASSESSOR PARCEL (APN) : 5586006021  
LOT: 17  
BLOCK : NONE  
TRACT: RE-SURVEY OF THE SCHLOESSER TERRACE TRACT NO 2  
MAP REFERENCE: M B 7-82  
THOMAS BROTHERS GRID: PAGE 593 - GRID F3

**BUILDING CODES**  
ALL CONSTRUCTION SHALL COMPLY WITH :  
• 2022 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.  
• 2022 CALIFORNIA BUILDING CODE (CBC), PARTS 1 & 2, TITLE 24 C.C.R.  
• 2023 LOS ANGELES BUILDING CODE  
• 2023 LOS ANGELES GREEN CODE

**PROJECT TYPE:** NEW 20 - UNITS APARTMENT BUILDING+ ADU  
**USE:** MULTIPLE - DWELLING UNITS  
**ZONING:** R3-1XL  
**LOT / PARCEL AREA:** 8,352.7 (sq ft)  
**OCCUPANCY:** R-2&S-2  
**NUMBER OF STORIES:** 1 SUBTERRANEAN PARKING+ON-GRADE PARKING + 5 RESIDENTIAL STORIES + ROOF DECK  
**TYPE OF CONSTRUCTION:** TYPE III-A (APARTMENTS) & TYPE I-A (PARKING GARAGE+1ST FLOOR)

**SPRINKLERED:** YES, FULLY SPRINKLERED THROUGHOUT NFPA13  
**FIRE ALARM:** FIRE ALARM SHOULD BE PROVIDED THROUGHOUT THE BUILDING

<b>TOTAL PROJECT UNITS:</b>	20+ADU	H/C PARKING= 22 X 2% = 1 1 H/C PARKING PROVIDED				
<b>PROPOSED HEIGHT PER ZONING:</b>	64' - 10" (From ALG)	<b>PROVIDED PARKIN (PP):</b> 22 REQUIRED EVSE 30% OF PP: 4 REQUIRED EVCS 10% OF PP: 3 7 EV PARKING PROVIDED				
<b>BAY INCENTIVES.</b>						
<b>PARKING</b>						
NUMBER OF UNITS	30 UNITS	TOTAL REQUIRED	ACCESSIBLE	STANDARD	COMPACT	TOTAL PROVIDED
REQUIRED	0.5 PER UNIT	20X0.5 = 10	1	9	0	
PROVIDED		15	1	12	7	20
<b>FAR</b>						
BASE FAR	FAR INCREASE	TOTAL PROVIDED				
3:1	INCREASE OF UP TO 50%,					
5,026.75X3 = 15,080.25	15,080.25 X 1.5 = 22,620.375 S.F.	20,786 S.F.				
<b>DENSITY</b>						
BASE DENSITY	DENSITY INCREASE	TOTAL ALLOWABLE	TOTAL PROVIDED			
LOT AREA +1/2 ALLEY/800	70%					
8,352.7+500/800= 11.06	12 X 70 % = 8.4	9+12=21	20 UNITS+ADU			
ROUND UP = 12	ROUND UP = 9					

SETBACK	FRONT YARD	SIDE WEST YARD	SIDE EAST YARD	BACK YARD
BASE SETBACK	15'	5'	5'	15' FROM THE CENTER OF ALLEY
REQUIRED SETBACK PER ZONING	15'	8'	8'	15' FROM THE CENTER OF ALLEY
REQUIRED SETBACK PER TOC (30 % REDUCTION)		5.6'	5.6'	
PROJECT SETBACK	15'	5'-8"	5'-8"	15' FROM THE CENTER OF ALLEY

### ADDITIONAL INCENTIVES (T.O.C. TIER 3) :

CONSTRUCTION TYPE	LEVEL	UNIT #	#BEDROOM	AREA (S.F.)	TOTAL AREA (S.F.)
I-A	S-2	BASEMENT	PARKING	6,620 S.F.	6,620 S.F.
III-A	S-2	1ST FLOOR	PARKING	1,100 S.F.	1,100 S.F.
III-A	R-2	1ST FLOOR	101ADU-REC ROOMS (102,103,104)	2,524 S.F.	2,524 S.F.
III-A	R-2	2ND,3RD,4TH	201,301,401	2 BED	940 S.F.
III-A	R-2	2ND,3RD,4TH	202-302-402	2 BED	866 S.F.
III-A	R-2	2ND	203	2 BED	955 S.F.
III-A	R-2	3RD,4TH,5TH	303-403,503	2 BED	962 S.F.
III-A	R-2	2ND,3RD,4TH,5TH	204-304-404-504	1 BED	560 S.F.
III-A	R-2	2ND	205	2 BED	1053 S.F.
III-A	R-2	3RD,4TH,5TH	305-405-505	1 BED	596 S.F.
III-A	R-2	5TH	501	1 BED	692 S.F.
III-A	R-2	5TH	502	1 BED	650 S.F.

## AREA SUMMARY

CONSTRUCTION TYPE	LEVEL	UNIT #	#BEDROOM	AREA (S.F.)	TOTAL AREA (S.F.)
III-A	R-2	2ND,3RD,4TH	201,301,401	2 BED	940 S.F.
III-A	R-2	2ND,3RD,4TH	202-302-402	2 BED	866 S.F.
III-A	R-2	2ND	203	2 BED	955 S.F.
III-A	R-2	3RD,4TH,5TH	303-403,503	2 BED	962 S.F.
III-A	R-2	2ND,3RD,4TH,5TH	204-304-404-504	1 BED	560 S.F.
III-A	R-2	2ND	205	2 BED	1053 S.F.
III-A	R-2	3RD,4TH,5TH	305-405-505	1 BED	596 S.F.
III-A	R-2	5TH	501	1 BED	692 S.F.
III-A	R-2	5TH	502	1 BED	650 S.F.

**TOTAL FLOOR AREA**  
18,206 S.F. (UNITS+REC ROOMS AREA) + 2,200 (CORRIDORS)+ 270 S.F. (LOBBY) + 43 S.F. (TRASHROOM) + 67 S.F. (RECYCLE) = 20,786 S.F.

**UNIT MIX**  
9x (1 BED) + 11 x (2 BED) = 20 UNITS +ADU

**ZONING AREA:**  
TOTAL (R-2) = 20,786 S.F. < 22,619.25 S.F. MAX. ALLOWABLE F.A.R  
TOTAL (S-2) = 7,350 S.F.(BASEMENT) + 4,645 (1ST FLOOR) = 11,995 S.F.

**BUILDING AREA:** 7,720  
20,786 S.F. TOTAL (R-2) + 2,050 S.F.(TOTAL ELEVATOR, STAIR WAY & SHAFTS) = 22,836 S.F. < 72,000 (TYPE IIIA, FULLY SPRINKLERED)

**SCHOOL FEE:**  
20,786 TOTAL (R-2) + 2,050 (TOTAL STAIRWAYS&SHAFTS)+ 750 (AREA OF EXTERNAL WALLS) = 23,586 S.F.

## OPEN SPACE CALCULATION

REQUIRED OPEN SPACE:	QUANTITY	REQ. OPEN SPACE / UNIT	TOTAL (S.F.)
2 HABITABLE ROOM (1BED)	9	100 S.F.	900 S.F.
3 HABITABLE ROOM (2 BED)	11	125 S.F.	1375 S.F.
<b>TOTAL REQUIRED OPEN SPACE : 2,275 S.F</b>			
<b>25% open space reduction = 568.75 sqft</b>			
<b>PROVIDED OPEN SPACE:</b>			
1ST FLOOR REC ROOM UNIT # 102 = 866 SQFT (ONLY 25% X 2,275 SQFT TOWARD COMMON OPEN SPACE CALC.) = 568.75 SQFT			
960 SQFT ON ROOF DECK +300 (6X50) SQFT BALCONY =			
<b>TOTAL PROVIDED OPEN SPACE = 1,828.75 S.F.&gt;1,706.25 sqft</b>			

**OWNER**  
JACK26 PROPERTIES LLC  
1954 ARGYLE AVE LOS ANGELES CA 90068

**ARCHITECT**  
MALY ARCHITECTS, INC.  
12304 SANTA MONICA BLVD #216 LOS ANGELES CA 90025  
TEL: 310-993-1220

**LAND USE CONSULTANT**  
ENTITLE AND PERMITS  
ADDRESS:  
TEL:  
EMAIL:

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**PROJECT NO:**  
3/6/2025 9:26:21 AM

**DATE:**  
3/6/2025 9:26:21 AM

**DRAWN BY:**  
FARZIN MALY

**APPROVED BY:**  
Approver

**SHEET NO:**  
A0.01

**BICYCLE PARKING CALCULATION**  
**REQUIRED :**  
30 LONG TERM (PER EACH UNIT)  
%10 OF NUMBER OF UNITS SHORT TERM = 3 SHORT TERM BIKE PARINGS

**PROVIDED :**  
30 LONG TERM (BASEMNT)+ 4 SHORT TERM (1ST FLOOR) = 34 BIKE PARKING

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE, REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH THE ARCHITECT, WITHOUT PREJUDICE. VISUAL CONTACT WITH THESE DOCUMENTS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THESE RESTRICTIONS.

MALLY ARCHITECTS INC.

TITLE SHEET-MULTI FAMILY

SHEET TITLE: TITLE SHEET-MULTI FAMILY

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REVISIONS

NO.	DATE
1	
2	

**BUILDING GENERAL NOTES**

**A. GENERAL REQUIREMENTS**

2. ADD NOTES ON PLANS:  
\* THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VALVES, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOKUP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.  
\* AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170.158) (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER \$10,000.)  
SEPARATE PLUMBING PERMIT IS REQUIRED.  
\* PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.  
\* SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH NON-ABSORBENT SURFACE TO HEIGHT NOT LESS THAN 72 INCHES ABOVE THE DRAIN INLET (SECTION 1210.2.3). USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3  
\* WATER HEATERS MUST BE STRAPPED TO A WALL (SEC. 507.3, UPC)  
\* UNIT LIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED). 2405.5  
\* A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

**E. FIRE-RESISTANCE RATED CONSTRUCTION**

19. PENETRATIONS IN A FIRE-RATED WALL SHALL BE PROTECTED BY AN APPROVED FIRE STOP MATERIAL IN ACCORDANCE WITH SECTION 714.3.1.  
A. STEEL, COPPER OR FERROUS PIPES OR CONDUITS MAY PENETRATE CONCRETE OR MASONRY WALLS WHERE THE PENETRATING ITEM IS A MAXIMUM 6- INCH DIAMETER AND THE AREA OF THE OPENING THROUGH THE WALL DOES NOT EXCEED 144 SQUARE INCHES  
B. MEMBRANE PENETRATIONS OF MAXIMUM 2- HR. FIRE-RESISTANCE RATED WALL AND PARTITIONS BY STEEL ELECTRICAL OUTLET BOXES NOT EXCEEDING 16 SQUARE INCHES ARE PERMITTED PROVIDED OPENINGS DO NOT EXCEED 100 SQUARE INCHES FOR ANY 100 SQUARE FEET OF WALL AREA. OUTLET BOXES ON OPPOSITE SIDES OF WALLS OR PARTITIONS MUST BE SEPARATED BY A HORIZONTAL DISTANCE OF 24 INCHES. (714.3.2)  
C. WHERE WALLS ARE PENETRATED BY OTHER MATERIALS OR WHERE LARGER OPENINGS ARE REQUIRED THAN PERMITTED IN (B) ABOVE, THEY MUST BE QUALIFIED BY TESTS CONDUCTED IN ACCORDANCE WITH SECTION (714.3.1.1)  
20. SMOKE AND FIRE DAMPERS MUST BE INSTALLED IN THE FOLLOWING LOCATIONS PER SECTIONS 717.5  
A. DUCT PENETRATIONS OF FIRE WALLS IN ACCORDANCE TO SECTION (717.5.1)  
B. DUCT PENETRATIONS OF FIRE BARRIERS, EXCEPT EXIT ENCLOSURES AND EXIT PASSAGEWAYS WHERE THEY ARE NOT ALLOWED TO PENETRATE. (717.5.2)  
C. DUCTS PENETRATING SHAFTS. (717.5.3)  
D. DUCTS PENETRATING FIRE PARTITIONS AND FIRE-RATED CORRIDOR WALLS. SEE EXCEPTION FOR STEEL DUCTS WITH NO OPENINGS INTO CORRIDOR (717.5.4)  
E. DUCTS PENETRATING SMOKE BARRIERS (717.5.5)  
F. DUCTS PENETRATING EXTERIOR WALLS (717.5.6)  
G. DUCTS PENETRATING SMOKE PARTITIONS (717.5.7)  
H. DUCTS PENETRATING HORIZONTAL ASSEMBLIES (717.6)

25. NOTE ON PLANS: FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE WITH SECTION 718 AT THE FOLLOWING LOCATIONS:  
A. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS. (718.2.2)  
B. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL. (718.2.2)  
C. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS, COVE CEILINGS AND SIMILAR LOCATIONS. (718.2.3)  
D. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE STAIR AND BETWEEN STAIR STRINGERS AND IN LINE WITH THE RUN OF STAIRS IF THE WALL UNDER THE STAIRS IS UNFINISHED. (718.2.4)  
E. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH NONCOMBUSTIBLE MATERIALS. (718.2.5)

26. THIS BUILDING IS OF TYPE V-A/II-A CONSTRUCTION. PROVIDE / SHOW:  
A. CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQUIRED UNLESS THE WALLS ARE WITHIN THE UNIT AND NON- BEARING. BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE IMPRACTICAL IN 1-HOUR BUILDINGS  
B. ALL INTERIOR BEARING WALLS SHALL BE CONSTRUCTED OF NOT LESS THAN 1-HOUR FIRE-RESISTIVE CONSTRUCTION. (T-601)  
C. ATTIC ACCESS OPENINGS IN 1-HOUR CEILING CAN BE 2 LAYERS OF 3/4" PLYWOOD OR ONE LAYER OF 1-5/8" 1&G MATERIAL. SELF-POSTR/CORR.LST.18 (REV. 11/02/17) WWW.LADBS.ORG PAGE 10 OF 19  
CLOSING.  
D. ALL OPENINGS IN FLOORS ARE REQUIRED TO BE ENCLOSED BY A SHAFT HAVING WALL, FLOOR, AND CEILING OF \_\_\_\_\_ HOUR FIRE RESISTIVE CONSTRUCTION. (718.3.1)  
E. RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND WITH 5/8" TYPE "X" DRYWALL TO MAINTAIN THE 1-HOUR CEILING ASSEMBLY.  
F. CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECTRICAL SERVICE PANELS. FIRE HOSES AND MEDICINE CABINETS.  
G. EXHAUST FANS FROM THE BATHROOM MUST ENTER THROUGH THE WALL. DAMPERS ARE REQUIRED IF THE CEILING IS PENETRATED (717.5)  
H. PLUMBING PENETRATION THROUGH HORIZONTAL OCCUPANCY SEPARATIONS SHALL BE BOXED OUT AND FILLED WITH APPROVED SAFING MATERIAL. INSULATION IS NOT APPROVED.  
I. PENETRATION OF THE 1 HOUR CEILING BY DUCTS FROM THE FAU AND THE STONE HOOD REQUIRE DAMPERS (USE A DUCTLESS HOOD WHENEVER POSSIBLE). ATTIC UNITS (INCLUDING HEAT PUMPS) REQUIRE DAMPERS AT ALL CEILING PENETRATIONS (71)  
J. STEEL BEAMS AND COLUMNS SHALL BE PROTECTED AS REQUIRED FOR 1-HOUR PROTECTION. WHERE CEILING FORMS THE PROTECTIVE MEMBRANE FOR FIRE-RESISTIVE ASSEMBLIES (OCCUPANCY SEPARATIONS AND RATED ROOF/CEILING OR FLOOR/CEILING ASSEMBLIES), THE CONSTRUCTION (FLOOR JOISTS) AND THEIR SUPPORTING HORIZONTAL STRUCTURAL MEMBERS (BEAMS) NEED NOT BE INDIVIDUALLY FIRE PROTECTED EXCEPT WHERE SUCH MEMBERS SUPPORT DIRECTLY APPLIED LOADS FROM MORE THAN ONE FLOOR OR ROOF. THE REQUIRED FIRE RESISTANCE SHALL NOT BE LESS THAN THAT REQUIRED FOR INDIVIDUAL PROTECTION OF MEMBERS. (704.3)  
K. ALL PLUMBING PENETRATIONS THRU WALLS WHICH REQUIRE PROTECTED OPENINGS (FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING.

27. S2 OCCUPANCY, TYPE I CONSTRUCTION GARAGE REQUIRES 2 HOUR SEPARATION (MINIMUM FLOOR ASSEMBLY FOR S2 OCCUPANCY ) FROM R2 OCCUPANCY, BUT NOT LESS THAN REQUIRED PER T508.4 SHOW DETAILS (510.4, 508.3.3, T508.4). A \_\_\_\_\_ RATED SELF-CLOSING DOOR BETWEEN THE GARAGE AND \_\_\_\_\_ (406.1.4)  
28. S2 OCCUPANCY GARAGE SHALL COMPLY WITH THE FOLLOWINGS:  
A. CONCRETE OR SIMILAR NONCOMBUSTIBLE AND NONABSORBENT FLOOR, OR ASPHALT SURFACE AT GROUND LEVEL ONLY. (406.4.5)  
B. SLOPED FLOOR TO FACILITATE THE MOVEMENT OF LIQUIDS TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (406.4.5)  
C. FLOOR SYSTEM DESIGNED FOR UNIFORM OR CONCENTRATED LOADS PER TABLE 1607.1  
D. MINIMUM HEADROOM OF 7'11" (406.4.1)  
E. VEHICLE BARRIERS NOT LESS THAN 2 FEET 9 INCHES HIGH PLACED AT THE END OF DRIVE LANES, AND AT THE END OF PARKING SPACES WHERE THE DIFFERENCE IN ADJACENT FLOOR ELEVATION IS GREATER THAN 1 FOOT. (406.4.3)  
F. VEHICLE BARRIERS DESIGNED IN ACCORDANCE WITH SECTION 1607.8.3

**F. INTERIOR FINISHES**

1. INDICATE ON PLANS THAT INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9.  
2. THE FLAME-Spread RATING OF PANELING MATERIALS ON THE WALLS OF THE CORRIDOR, LOBBY AND EXIT ENCLOSURE MUST BE IDENTIFIED ON PLANS. (T-803.11)  
3. AN AUTOMATIC SPRINKLER SYSTEM IS REQUIRED THROUGHOUT PER SECTION 903.2.8.

**G. FIRE PROTECTION**

1. BUILDING WITH FLOOR AREAS OVER 1500 SF SHALL BE SPRINKLERED WHERE 20 SQ. FT. OF OPENING FOR EVERY 50 FT. OF WALL LENGTH IS NOT PROVIDED. (903.2.11)  
2. AN AUTOMATIC SPRINKLER SYSTEM IS REQUIRED THROUGHOUT ALL BUILDINGS WITH A GROUP "R" FIRE AREA. NOTE ON PLAN, "THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13 / NFPA-13R). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION." (903.2)  
3. ADD NOTE: "THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72". (907.2.9, 907.5.2.3.3, 907.5.2.3.4)  
12. THE FOLLOWING NOTE SHALL BE PROVIDED ON THE PLANS: "BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS." THIS NOTE SHALL APPLY TO ALL NEW BUILDINGS MEETING ANY ONE OF THE FOLLOWING CONDITIONS:  
A. THERE ARE MORE THAN 3 STORIES ABOVE GRADE PLANE  
B. THE TOTAL BUILDING AREA IS 50,000 S.F. OR MORE  
C. THE TOTAL BASEMENT OR PARKING AREA IS 10,000 S.F. OR MORE  
D. ANY BASEMENT OR LEVEL THAT EXTENDS 2 OR MORE STORIES BELOW GRADE PLANE  
E. ANY BUILDING THAT IS 21,000 S.F. OR GREATER AND IS EQUIPPED WITH A SOLAR VOLTAIC SYSTEM

**H. MEANS OF EGRESS**

34. BUILDING HAS AN EXIT ENCLOSURE CONNECTING MORE THAN 3-STORIES. PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR AND THE IDENTIFICATION NUMBER OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION. (1023.9)  
42. ACCESSIBLE MEANS OF EGRESS: (1009)  
A. IN BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOOR IS FOUR PC/STR/CORR.LST.18 (REV. 11/02/17) WWW.LADBS.ORG PAGE 13 OF 19  
OR MORE STORIES ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE, EGRESS ELEVATOR SHALL BE PROVIDED, SEE EXCEPTIONS (1009.2.1)  
B PROVIDE 48" CLEAR WIDTH BETWEEN HANDRAILS. (1009.3)  
C. PLATFORM LIFTS NOT ALLOWED AS PART OF ACCESSIBLE MEANS OF EGRESS. (1009.5)  
D. MAX FORCE TO OPERATE DOORS IS LIMITED TO 15-LB (1010.1.3)  
E. SHOW LOCATION AND DIMENSION AREA OF REFUGE. (1009.6)  
I. SIZE: (2) 30"x48" OR 1/200, WHICHEVER IS GREATER (1009.6.3)  
II. SEPARATION FROM OTHER SPACE BY A SMOKE BARRIER (1009.6.4) (DETAIL CONSTRUCTION PER SECTION 709)  
III. NOTE: TWO-WAY COMMUNICATION REQUIRED (1009.8)  
IV. SIGNAGE ON DOOR OF AREA OF REFUGE (1009.9)  
V. EXTERIOR AREA OF REFUGE TO COMPLY WITH SECTION 1009.7

10. BUILDING PROJECTIONS INTO PUBLIC PROPERTIES MUST COMPLY WITH CHAPTER 32. NOTE ON THE PLANS: "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 3306. OBTAIN PUBLIC WORKS' APPROVAL. (3201.3, 3202.3.4, 3306)

16. MULTI-UNIT RESIDENTIAL PROJECTS WHICH SUBMIT AN APPLICATION FOR A WATER SERVICE WITH LADWP AFTER JANUARY 1, 2018 MAY BE SUBJECT TO SENATE BILL NO. 7 AND MAY BE REQUIRED TO MEASURE THE QUANTITY OF WATER SUPPLIED TO EACH INDIVIDUAL DWELLING UNIT AS A CONDITION OF NEW WATER SERVICE.

36. NOTE ON PLANS. "DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5, CHART NO. 5."

15. FIRE PARTITIONS AND SMOKE BARRIERS SHALL BE CONTINUOUS TO THE UNDERSIDE OF THE FLOOR OR ROOF SHEATHING AND PASSING THROUGH ANY CONCEALED SPACES OR ATTIC AREAS (708.4, 709.4)

2. FIRE RATED ASSEMBLIES SHALL BE PER TABLE 721, GENERIC ASSEMBLIES OF GYPSUM HANDBOOK, HAVE LARR APPROVAL OR ICC APPROVAL

15. FIRE BARRIER AT VERTICAL OCCUPANCY SEPARATIONS MUST HAVE CONTINUITY AND MUST EXTEND THROUGH UNDERFLOOR AREA, ATTIC AREAS, AND SUSPENDED CEILING AREAS (707.5)

21. SHOW DRAFT STOP LOCATION ON PLANS. ALSO, PROVIDE THESE NOTES ON THE PLANS:  
A. IN BUILDINGS USED FOR RESIDENTIAL OCCUPANCIES, DRAFT STOPS MUST BE INSTALLED IN WOOD FRAME FLOOR CONSTRUCTION CONTAINING CONCEALED SPACE. DRAFT STOPPING SHALL BE LOCATED ABOVE AND IN LINE WITH THE DWELLING UNIT AND SLEEPING UNIT SEPARATION. (718.3.2).  
B. IN BUILDINGS USED FOR RESIDENTIAL OCCUPANCIES, DRAFT STOPS MUST BE INSTALLED IN THE ATTIC (MANSARDS) (OVERHANGS) (FALSE FRONTS SET OUT FROM WALLS) (SIMILAR CONCEALED SPACES) FORMED BY COMBUSTIBLE CONSTRUCTION. DRAFT STOPPING SHALL BE INSTALLED ABOVE AND IN LINE WITH SLEEPING UNIT AND DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE FLOOR SHEATHING ABOVE. (718.4.2).  
C. DRAFT-STOPPING MATERIALS MUST NOT BE LESS THAN 1/2-INCH GYPSUM BOARD, 3/8-INCH PLYWOOD, 3/8-INCH TYPE 2-M PARTICLE BOARD, OR OTHER MATERIALS APPROVED BY THE BUILDING DEPARTMENT. DRAFT-STOPP

**NOTE ON PLANS:**

1. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED  
2. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 LUX)  
3. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SECTION 2702.  
4. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES.  
5. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS. (1013.5-1013.6.3)  
6. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. (1010.1.9)  
7. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1010.1.9.2)  
8. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9  
9. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1FOOT-CANDLE AT THE WALKING SURFACE. (1008.1)  
10. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM POSTR/CORR.LST.18 (REV. 11/02/17) WWW.LADBS.ORG PAGE 14 OF 19  
SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS (1008.3):  
A. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS;  
B. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS;  
C. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THEIR LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS  
D. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS  
E. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.  
11. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702. (1008.3)  
12. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOTCANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. (1008.3)  
13. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FROM STORAGE BATTERIES UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE.

19. INDICATE ON PLANS THAT INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1. CLEARLY INDICATE ON THE PLANS

25. WALLS AND PARTITIONS WITHIN 2 FEET OF SERVICE SINKS, URINALS, AND WATER CLOSING SHALL HAVE A SMOOTH, HARD, NONABSORBENT SURFACE TO A HEIGHT OF NOT LESS THAN 4 FEET ABOVE THE FLOOR, AND EXCEPT FOR STRUCTURAL ELEMENTS, THE MATERIALS USED IN SUCH WALLS SHALL BE OF A TYPE THAT IS NOT ADVERSELY AFFECTED BY MOISTURE. (1210.2.2)

26. CEMENT, FIBER-CEMENT, OR GLASS MAT GYPSUM BACKERS IN COMPLIANCE WITH ASTM C1178, C1288 OR C1325 SHALL BE USED AS A BASE FOR WALL TILE IN TUB AND SHOWER AREAS AND WALL AND CEILING PANELS IN SHOWER AREAS. WATER-RESISTANCE GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN WATER CLOSET COMPARTMENT WALLS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. REGULATED GYPSUM WALLBOARD IS PERMITTED UNDER TILE OR WATER PANELS IN OTHER WALL AND CEILING AREAS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. WATER-RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS: SECTION 2509.2  
A. OVER A VAPOR RETARDER.  
B. IN AREAS SUBJECT TO CONTINUOUS HIGH HUMIDITY, SUCH AS SAUNAS, STEAM ROOMS OR GANG SHOWERS ROOMS  
C. ON CEILINGS WHERE FRAME SPACING EXCEEDS 12 INCHES O.C. FOR 1/2 INCH THICK AND MORE THAN 16 INCHES O.C. FOR 5/8 INCH THICK.

29. ONE ELEVATOR IN BUILDINGS FOUR OR MORE STORIES ABOVE OR BELOW GRADE PLANE SHALL BE OF SUCH A SIZE TO ACCOMMODATE A 24-INCH BY 84-INCH AMBULANCE STRETCHER IN THE HORIZONTAL, OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES. SEE 3002.4A FOR EXCEPTIONS. 91.3002.4

30. ADD NOTE ON PLANS:  
A. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION 1205.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF NOT LESS THAN 10 FOOT-CANDLES OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (1205.1 AND 1205.3)  
22. DRAFT STOPS SHALL BE PROVIDED WITHIN ATTICS, MANSARDS, OVERHANGS AND SIMILAR CONCEALED SPACES FORMED OF COMBUSTIBLE CONSTRUCTION, UNLESS THE BUILDING IS SPRINKLERED WITH NFPA13 SPRINKLER SYSTEM (3000 SF BETWEEN DRAFT STOPS) (718.4.3)

23. DRAFT STOP SHALL BE PROVIDED WITHIN A CONCEALED FLOOR-CEILING ASSEMBLY FORMED OF COMBUSTIBLE CONSTRUCTION, UNLESS THE BUILDING IS SPRINKLERED WITH NFPA 13 SPRINKLER SYSTEM (718.3.2)

47. ONE OPENABLE WINDOW WITH AN OPENABLE AREA OF NOT LESS THAN 5.7 SQ. FT., MINIMUM CLEAR 24" HEIGHT AND 20" WIDTH, AND A SILL HEIGHT NOT OVER 44" ABOVE THE FLOOR IS REQUIRED IN ALL BEDROOMS BELOW THE FOURTH STORY AND BASEMENT. (1030.2)

**Supplemental Plan Check Corrections Sheet for Security Requirements (2017 LABC):**

1. ALL ENTRY DOORS TO DWELLING UNITS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER, THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW PORTS IN THE DOOR OR ADJOINING WALL. (6708)  
2. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8 FT. OF THE UTILITY POLE OR ACCESS STRUCTURES. (6707)  
3. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8" THICK MINIMUM WITH SOLID CORE CONSTRUCTION. (6709.1) DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBIT TO THE JAMB. (6709.4)  
4. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH INCANDESCENT LIGHT BULB (60 WATT MIN) AT A MAXIMUM HEIGHT OF 6 FEET ON THE EXTERIOR SIDE OF THE UNIT. (6708)  
5. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIA. STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. (6709.5, 6709.7)  
6. PROVIDE DEAD BOLTS WITH HARDENED INSERTS; DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. DOORS MUST BE OPERABLE FROM THE INSIDE WITHOUT A KEY, SPECIAL KNOWLEDGE, OR SPECIAL EFFORT (LATCH NOT REQUIRED IN B, F, M AND S OCCUPANCIES). (6709.2)  
7. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8", AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MIN. THROW OF 3/4". (6709.3)  
8. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 INCH THICK WITH SHAPED PORTIONS OF THE PANELS NOT LESS THAN 1/4 INCH THICK, AND INDIVIDUAL PANELS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MULLIONS NOT OVER 18 INCHES LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER WITH A THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8 INCHES AND 3 INCHES IN WIDTH. (6709.1 ITEM 2)  
9. SLIDING GLASS DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANEL FROM THE TRACK WHEN IN THE CLOSED POSITION. (6710)  
10. SLIDING GLASS DOORS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.1  
11. METAL OR WOODEN OVERHEAD AND SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK, PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE BOLTED, HARDENED STEEL HASPS, METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED ELECTRICALLY OPERATED. (6711)  
12. PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE-TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS. (6712)  
13. IN GROUP B, F, M, AND S OCCUPANCIES, PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 6 IN. BUT LESS THAN 48 IN. SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGLARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES. (6714)  
14. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED AND LOCKED POSITION, SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY-RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS. (6713)  
PC/STR/CORR.LST.103 (REV. 12/29/16) WWW.LADBS.ORG PAGE 2 OF 2  
15. LOUVERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS THAT HAVE AT LEAST ONE DIMENSION OF 6" OR LESS, WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY. (6715.3)  
16. OTHER OPERABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES IN GROUP B, F, M AND S OCCUPANCIES. SUCH DEVICES SHALL BE GLIDE BARS, BOLTS, CROSS-BARS, AND/OR PADLOCKS WITH MINIMUM 9/32" HARDENED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS. (6715.2)  
17. SLIDING WINDOWS SHALL BE PROVIDED WITH LOCKING DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANES IN THE CLOSED OR PARTIALLY OPEN POSITION. (6715.1)  
18. SLIDING WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.2  
19. ANY RELEASE FOR METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION. (6715.4)  
20. ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION. (6716)

24. HORIZONTAL OCCUPANCY SEPARATION MUST BE SUPPORTED WITH A STRUCTURAL SYSTEM HAVING EQUIVALENT FIRE-RESISTIVE PROTECTION. (704.1)

12. ALL EXIT DOORS SHALL COMPLY WITH SECTION 1010-1010.1  
A. CLEAR WIDTH OF EACH DOOR OPENING SHALL BE MIN. 32" OR PER SECTION 1005.1, WHICHEVER IS GREATER  
B. MIN. DOOR HEIGHT OF 6'-8"  
C. SHALL BE CAPABLE OF OPENING 90 DEGREES.  
D. THE MAXIMUM WIDTH OF A SWINGING DOOR LEAF SHALL BE 48" NOMINAL  
E. EXIT DOOR SHALL BE PIVOTED OR SIDE-HINGED SWINGING TYPE (1010.1.2)

**Supplemental Plan Check Correction Sheet for Sound Transmission (2017 LABC) :**

1. IN GROUP R OCCUPANCIES, WALL AND FLOOR- CEILING ASSEMBLIES SEPARATING DWELLING UNITS OR GUEST ROOMS FROM EACH OTHER AND FROM PUBLIC SPACE SUCH AS INTERIOR CORRIDORS AND SERVICE AREAS SHALL PROVIDE AIRBORNE SOUND INSULATION FOR WALLS AND BOTH AIRBORNE AND IMPACT SOUND INSULATION FOR FLOOR-CEILING ASSEMBLIES. ALL SUCH SEPARATING WALLS AND FLOOR-CEILING ASSEMBLIES SHALL PROVIDE AN AIRBORNE SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET A SOUND TRANSMISSION CLASS (STC) OF 50 (DN OF 45 IF FIELD TESTED). ALL SEPARATING FLOOR-CEILING SHALL PROVIDE IMPACT SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET AN IMPACT INSULATION CLASS (IIC) OF 50 (FIC OF 45 IF FIELD TESTED). (1207.6.1, 1207.7, 1207.8)  
EXCEPTION: IMPACT SOUND INSULATION IS NOT REQUIRED FOR FLOOR-CEILING ASSEMBLIES OVER NON HABITABLE ROOMS OR SPACES NOT DESIGNED TO BE OCCUPIED, SUCH AS GARAGES, MECHANICAL ROOMS OR STORAGE AREAS.  
A. IDENTIFY ALL SOUND RATED PARTITIONS ON THE FLOOR PLANS.  
B. PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED WALL ASSEMBLIES  
C. PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED FLOOR-CEILING ASSEMBLIES  
D. ALL RIGID CONDUITS, DUCTS, PLUMBING PIPES, AND APPLIANCE VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.  
E. AN APPROVED PERMANENT, AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED WITH:  
F. CARPETS OR SIMILAR SURFACE MATERIAL WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION. (1207.8)  
G. METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. EXCEPTION: DUCTS SERVING ONLY EAT WAYS, KITCHEN COOKING FACILITIES, AND BATHROOMS NEED NOT BE LINED).  
H. MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES WHENEVER A PLUMBING PIPING, OR DUCT PENETRATES A FLOOR-CEILING ASSEMBLY OR WHERE SUCH UNIT PASSES THROUGH THE PLANE OF THE FLOOR-CEILING ASSEMBLY FROM WITHIN A WALL. THE INSULATION SHALL BE INSTALLED TO A POINT 12" BEYOND THE PIPE OR DUCT. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE SPRINKLER PIPE, GAS LINE OR ELECTRICAL CONDUIT.  
I. ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK PC/STR/CORR.LST.105 (REV. 12/29/2016) WWW.LADBS.ORG PAGE 2 OF 2  
AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION. (TV, TELEPHONE AND INTERCOM OUTLETS MUST BE INSTALLED ACCORDINGLY.)  
J. THE ENTRANCE DOORS TO RESIDENTIAL UNITS FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MINIMUM STC RATING OF 26. (LAMINATED 1 3/8" SOLID-CORE DOORS WITH RESILIENT STOPS AND GASKETS OR 18 GAUGE INSULATED STEEL SLAB DOORS WITH COMPRESSION SEALS ALL AROUND, INCLUDING THRESHOLDS WILL MEET THIS REQUIREMENT)  
K. WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.  
L. ELECTRICAL PANELS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.  
2. THE BUILDING IS LOCATED WHERE THE ANNUAL LDN OR CNEL EXCEEDS 60 DB. PROVIDE ACOUSTICAL ANALYSIS SHOWING THAT THE PROPOSED DESIGN WILL ACHIEVE PRESCRIBED ALLOWABLE INTERIOR LEVEL, OR SHOW COMPLIANCE WITH PRESCRIPTIVE BUILDING STANDARDS OF PIBC 2017-074. (1207.11.3, 1207.11.1)  
7. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)  
11. EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY A MANUFACTURER'S DESIGNATION SPECIFYING WHO APPLIED THE DESIGNATION, THE MANUFACTURER OR INSTALLER AND THE SAFETY GLAZING STANDARD. THE FOLLOWING SHALL BE CONSIDERED SPECIFIC HAZARDOUS LOCATIONS FOR THE PURPOSED OF SAFETY GLAZING. GLAZING IN: SECTION 2406  
A. SWING DOORS.  
B. FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING AND BI-FOLD CLOSET DOOR ASSEMBLIES.  
C. WINDOW DOORS.  
D. UNFRAMED SWINGING DOORS.  
E. DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.  
F. FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES (610 MM) ARC OF EITHER VERTICAL EDGE OF THE DOOR OR THE EXPOSED EDGE AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE THE WALKING SURFACE. READ CODE FOR EXCEPTIONS.  
G. FIXED OR OPERABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, WHICH MEETS ALL OF THE FOLLOWING CONDITIONS (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).  
I. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET (0.84 M2)  
II. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES (457 MM) ABOVE THE FLOOR  
III. EXPOSED TOP EDGE GREATER THAN 36 INCHES (914 MM) ABOVE THE FLOOR  
IV. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES (914 MM) HORIZONTALLY OF THE PLANE OF THE GLAZING.  
H. GUARDS AND RAILINGS REGARDLESS OF AREA OR HEIGHT ABOVE A WALKING SURFACE. INCLUDED ARE STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL IN-FILL PANELS.  
I. WALLS AND FENCES ENCLOSED INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHERE ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:  
I. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE A WALKING SURFACE ON THE POOL OR SPA SIDE OF THE GLAZING.  
II. THE GLAZING IS WITHIN 60 INCHES (1525 MM) OF A SWIMMING POOL OR SPA WATER'S EDGE.  
J. ADJACENT TO STAIRWAYS, LANDINGS AND RAMPS WITHIN 36 INCHES HORIZONTALLY OF A WALKING SURFACE; WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE(READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).  
K. ADJACENT TO STAIRWAYS WITHIN 60 INCHES HORIZONTALLY OF THE BOTTOM TREAD OF A STAIRWAY IN ANY DIRECTION WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE NOSE OF THE TREAD (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).

22. THRESHOLDS AT DOORWAYS SHALL NOT EXCEED 0.50" IN HEIGHT, 0.75" IN HEIGHT FOR SLIDING DOORS SERVING DWELLING UNITS. (104.7)

23. FLOORS OR LANDINGS ON EACH SIDE OF DOORS TO HAVE THE SAME ELEVATION. LANDINGS SHALL BE LEVEL EXCEPT FOR EXTERIOR LANDINGS (MAX. 2% SLOPE) (1010.1.5)

24. LANDING WIDTH AT DOORS MUST HAVE A MIN. CLEAR DIMENSION OF DOORS SERVED. LANDINGS SHALL HAVE A LENGTH MEASURED IN THE DIRECTION OF TRAVEL OF NOT LESS THAN 44" (36") (1010.1.6)

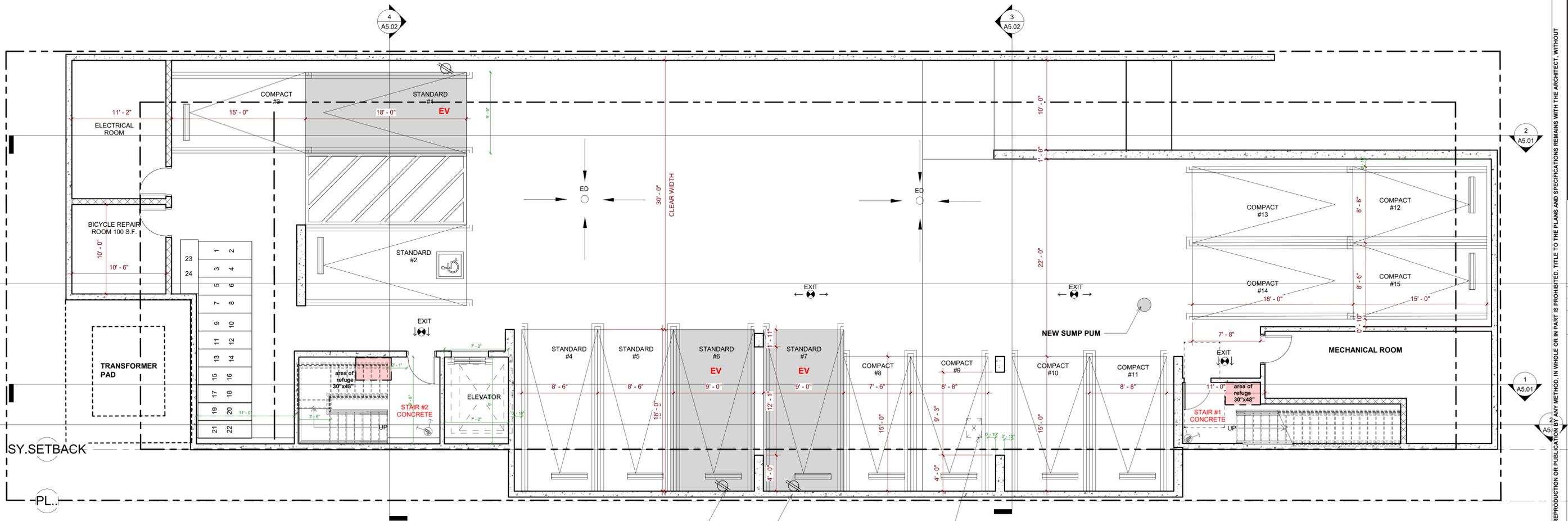
25. DOORS SHALL NOT PROJECT MORE THAN 7" INTO THE REQUIRED CORRIDOR WIDTH OR AT LANDINGS WHEN FULLY OPENED, AND NOT MORE THAN 50% IN ANY POSITION. (1010.1.6)

26. DEAD END CORRIDORS MUST NOT EXCEED 20 FEET, 50 FEET FOR SPRINKLERED BLDG. (1020.4)

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1 BASEMENT  
3/16" = 1'-0"

\*-THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MIN. BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.

\*-THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE. (4.106.4.2., 4.106.4.3)

**WATERPROOFING CONCRETE ICC#**

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SUPERINTENDENT OF BUILDING  
JOHN WEIGHT  
EXECUTIVE OFFICER

Penetron International  
45 Research Way, Suite 203  
East Setauket, NY 11733

Attn: Christopher Chen  
(631) 941-9700

RESEARCH REPORT: R 25888  
(CSI # 03050)

Expires: December 1, 2021  
Issued Date: August 1, 2020  
Code: 2020 LABC

**GENERAL APPROVAL – Renewal – PENETRON ADMIX® - Waterproofing Concrete Admixture.**

**DETAILS**

PENETRON ADMIX® is approved as an internal waterproofing (i.e., the concrete itself can be considered waterproofed but all non-conforming cracks, as defined in the Penetron literature, joints and penetrations are required to be waterproofed by other means) for below-grade concrete construction, exterior elevated concrete decks and for concrete roofs of parking structures, and concrete water retaining structures. PENETRON ADMIX® is added to the concrete mix at the time of batching. The amount of PENETRON ADMIX® used in the mix shall be 1.0% of the weight of the cementitious content

The admixture does not contain calcium chloride.

**The approval is subject to the following:**

- Where waterproofing is required by Section 1805.3, or by Section 1503.1 of the 2020 City of Los Angeles Building Code, the use of the system for each job shall be approved in writing by Penetron International, the design engineer or architect of record, and by the owner of the building.
- Walls, floors and roofs using the waterproofing system shall be designed to control concrete cracks. (Controlling of cracks require a concrete mix with low water/cement ratio, dense concrete properly placed and vibrated, good curing, low concrete stress and adequate foundation).

RR 25888  
Page 1 of 2

LADBS G-5 (Rev.6/08)

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

**PLAN LEGEND**

- PATH OF TRAVEL / PATH OF EGRESS
- ACCESSIBLE PATH OF TRAVEL
- 2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL
- 8" CMU WALL, REFER TO STRUCTURAL
- 2-HOUR FIRE RATED WALL
- 1-HOUR FIRE RATED WALL
- CONCRETE COLUMN / WALL. SEE STRUCTURAL.
- 2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR

- EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
  - EXIT SIGN
  - SMOKE DETECTOR
  - CARBON MONOXIDE DETECTOR
  - EXHAUST FAN
  - CLASS ONE STAND PIPE
  - WATER CURTAIN
  - EV CHARGER
- Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.  
- Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. i. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.

**ENERGY STAR NOTES:**

**ALL DISHWASHERS, THERMOSTATS, WASHER/DRYER AND REFRIGERATORS SHALL BE ENERGY STAR - SEE SHEET A0.04.1**

- T THERMOSTAT
- DW DISHWASHER
- WD WASHER/DRYER
- FR REFRIGERATOR

**NOTES:**

- FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
- FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

**BASEMENT FLOOR PLAN**

OWNER AND PROJECT ADDRESS:  
BEN PIRIAN  
1954 ARGYLE AVE LOS ANGELES, CA 90068

ARCHITECT:  
FARZIN MALY  
7136 Haskell Ave., #20  
Van Nuys, CA 91406  
Ph: 818 770 0161 Email: farzin.maly@gmail.com



PROJECT NO:

DATE:  
1/10/2025 3:36:26 PM

DRAWN BY:  
Author

APPROVED BY:  
Approver

SHEET NO:

**A3.00**

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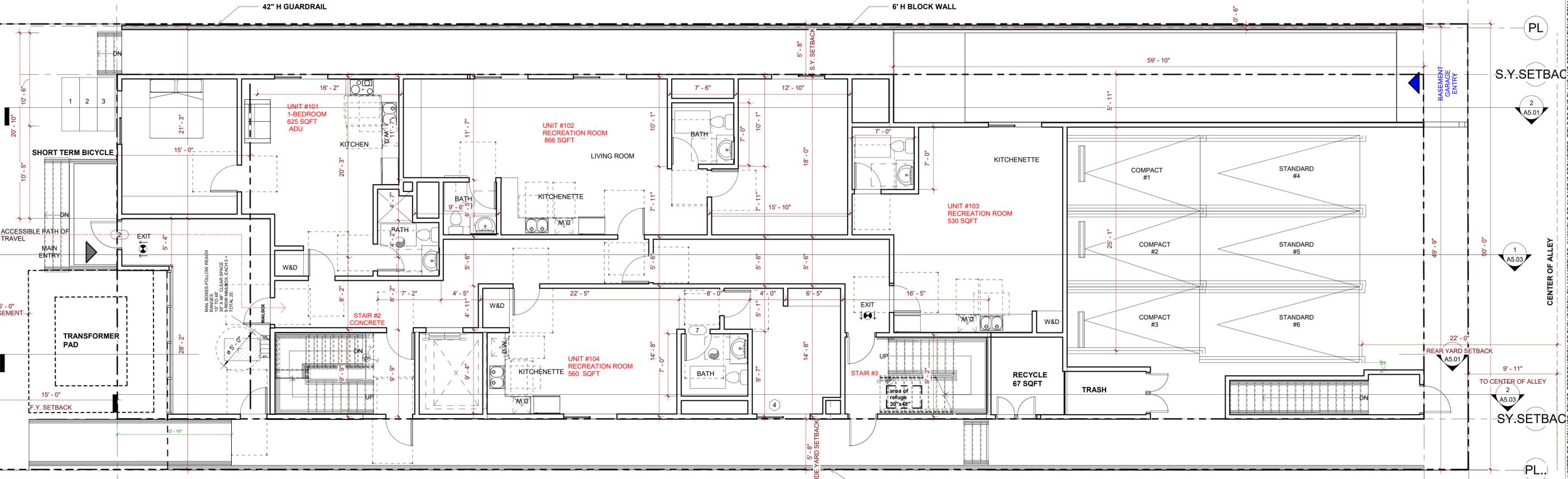
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MALY ARCHITECTS INC.

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F.Y.SETBACK

R.Y.S.BACKPL2



NO.	REVISIONS
1	
2	A5.01
3	

OWNER AND PROJECT ADDRESS:  
 BEN PIRIAN  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

SHEET TITLE: **1ST FLOOR PLAN**  
 ARCHITECT:  
 FARZIN MALY  
 7136 Hastell Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com



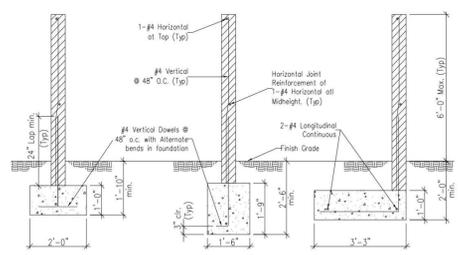
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 Author  
 APPROVED BY:  
 Approver

SHEET NO:  
**A3.01**

**BLOCK WALL STANDARD DETAIL:**

INFORMATION BULLETIN / PUBLIC - BUILDING CODE  
 REFERENCE NO.: Effective: 01-01-2020  
 DOCUMENT NO.: P/BC 2020-096 Revised:  
 Previously Issued As: P/BC 2017-096

**6" CONCRETE BLOCK MASONRY WALL DETAIL  
 (6'-0" HEIGHT MAXIMUM)**



- GENERAL SPECIFICATIONS:**
- Concrete mix for footing to be 1 part cement to 2.5 parts sand to 3.5 parts gravel with a maximum of 7.5 gallons of water per sack of cement/ Minimum T<sub>max</sub> = 2,500 psi.
  - Concrete block units shall conform to ASTM C90.
  - Reinforcing steel to be deformed and conformed to ASTM Standard A615 Grade 40 or Grade 60.
  - Rebar shall be centered in the concrete block cell in which it is located.
  - Concrete block units shall be placed in a running bond with head joints in successive courses horizontally offset at least one-quarter the unit length.
  - Concrete block units to have vertical continuity of cells unobstructed. All cells containing reinforcing shall be solid grouted (vertical and horizontal reinforcement). Cells not containing reinforcing shall not be grouted.
  - Mortar mix for concrete to be 1 part cement to 0.5 part lime to 3 parts damp loose sand.
  - Grout mix for concrete block wall to be 1 part cement to 3 parts sand to which may be added not more than 0.1 part lime. Sufficient water to be added to produce consistency for pouring without segregation of constituents. The grout may contain 2 parts pea gravel, maximum size 3/8".
  - Block fence may be placed in the center of the T-type foundation and at other edge to T-type foundation.
  - A first inspection is required when trenches are ready for concrete and all required steel is in place. A second inspection is required when final foundation is ready for concrete and all required steel is in place.
  - Foundation must be poured against undisturbed soil with no appreciable slope of side walls on all types of foundation.
  - Masonry or concrete fences over 3'-6" in height measured from adjacent grade shall require a building permit.
  - Height of fence shall comply with all provisions of the zoning code.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.  
 Page 1 of 1

**PLAN LEGEND**

	PATH OF TRAVEL / PATH OF EGRESS		ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
	ACCESSIBLE PATH OF TRAVEL		EXIT SIGN
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL		SMOKE DETECTOR - Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	8" CMU" WALL, REFER TO STRUCTURAL		CARBON MONOXIDE DETECTOR - Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. i. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	2-HOUR FIRE RATED WALL		EXHAUST FAN
	1-HOUR FIRE RATED WALL		CLASS ONE STAND PIPE
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.		WATER CURTAIN
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR		EV CHARGER

**ENERGY STAR NOTES:**

**ALL DISHWASHERS, THERMOSTATS, WASHER/DRYER AND REFRIGERATORS SHALL BE ENERGY STAR - SEE SHEET A0.04.1**

**T THERMOSTAT**

**DW DISHWASHER**

**WID WASHERDRYER**

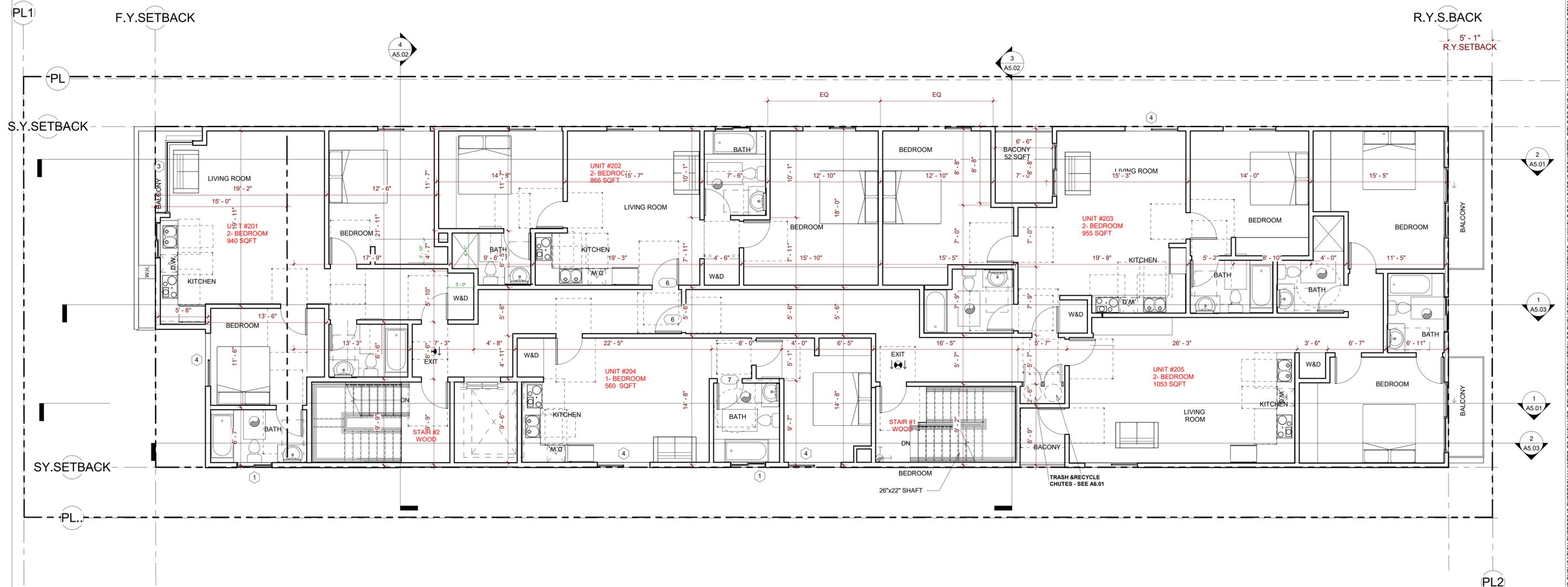
**FR. REFRIGERATOR**

**NOTES:**

- FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
- FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

**HORIZONTAL SEPARATION CALCULATION - per section CBC 1026.4.1:**  
 32" (DOOR WIDTH) : 0.2 (W/ SPRINKLER FACTOR) = 160  
 160 + (4,700 / 200) = 184  
 184 x 3 s.f. = 552 s.f.

**HORIZONTAL SEPARATION CALCULATION - per occupancy load:**  
 2nd floor area: 4,700 s.f.  
 Occupancy load: 4,700 / 200 = 24  
 24 x 3 s.f. = 72s.f.  
 AREA A: 148 s.f. > 72 s.f.  
 AREA B: 260 s.f. > 72 s.f.



1 2nd Floor Plan  
 3/16" = 1'-0"

**PLAN LEGEND**

- PATH OF TRAVEL/ PATH OF EGRESS
- ACCESSIBLE PATH OF TRAVEL
- 
- 
- 
- 
- 
- 

- ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
  - EXIT SIGN
  - SMOKE DETECTOR
  - CARBON MONOXIDE DETECTOR
  - EXHAUST FAN
  - CLASS ONE STAND PIPE
  - WATER CURTAIN
  - EV CHARGER
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 - Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. i. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.

- ENERGY STAR NOTES:**  
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- T THERMOSTAT
  - DW DISHWASHER
  - WID WASHERDRYER
  - FR REFRIGERATOR
- NOTES:**  
 1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.  
 2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

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**2ND FLOOR PLAN**

**ARCHITECT:**  
 FARZIN MALY  
 7136 Hasckell Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com

**OWNER AND PROJECT ADDRESS:**  
 BEN PIRIAN  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

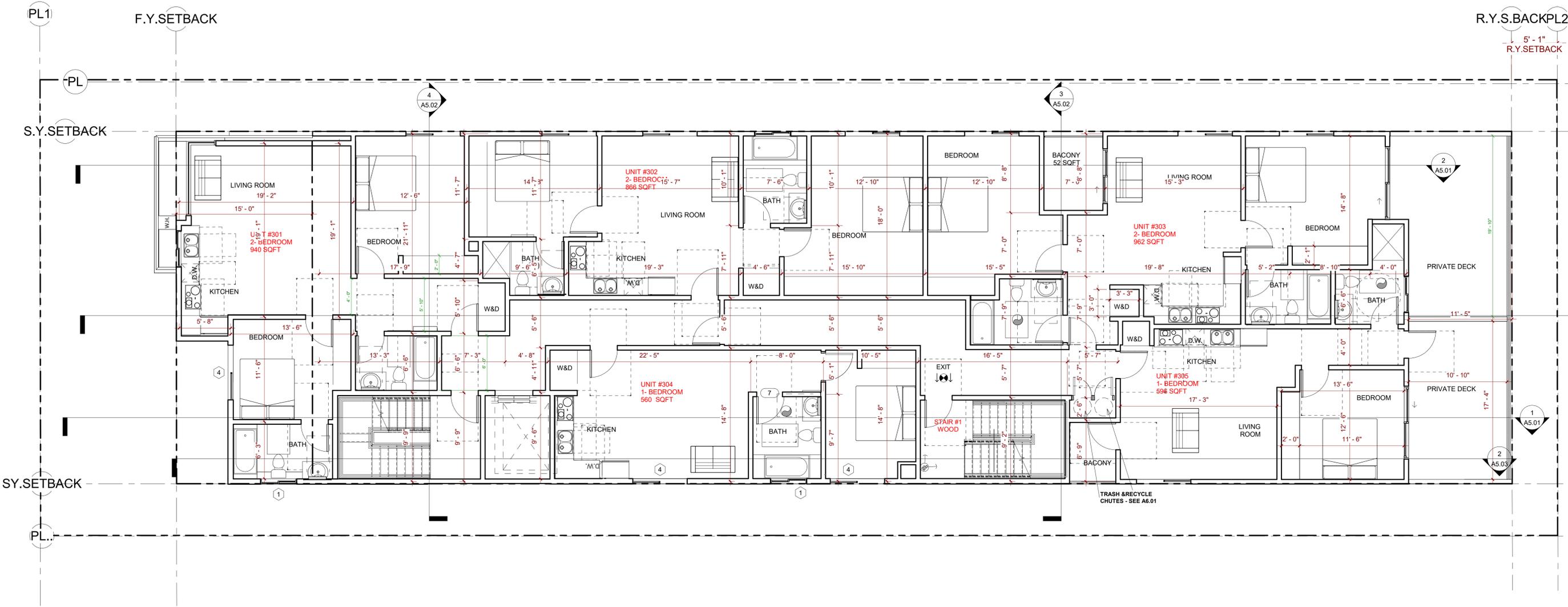


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**DRAWN BY:**  
 Author  
**APPROVED BY:**  
 Approver

**SHEET NO:**  
 A3.02

MALLY ARCHITECTS INC.

DATE: \_\_\_\_\_  
 NO. \_\_\_\_\_  
 REVISIONS



1 3rd Floor  
3/16" = 1'-0"

**PLAN LEGEND**

	PATH OF TRAVEL / PATH OF EGRESS		ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
	ACCESSIBLE PATH OF TRAVEL		EXIT SIGN
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL		SMOKE DETECTOR - Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	8" CMU WALL, REFER TO STRUCTURAL		CARBON MONOXIDE DETECTOR - Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	2-HOUR FIRE RATED WALL		EXHAUST FAN
	1-HOUR FIRE RATED WALL		CLASS ONE STAND PIPE
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.		WATER CURTAIN
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR		EV CHARGER

**ENERGY STAR NOTES:**  
 ALL DISHWASHERS, THERMOSTATS, WASHER/DRYER AND REFRIGERATORS SHALL BE ENERGY STAR - SEE SHEET A0.04.1

**T THERMOSTAT**

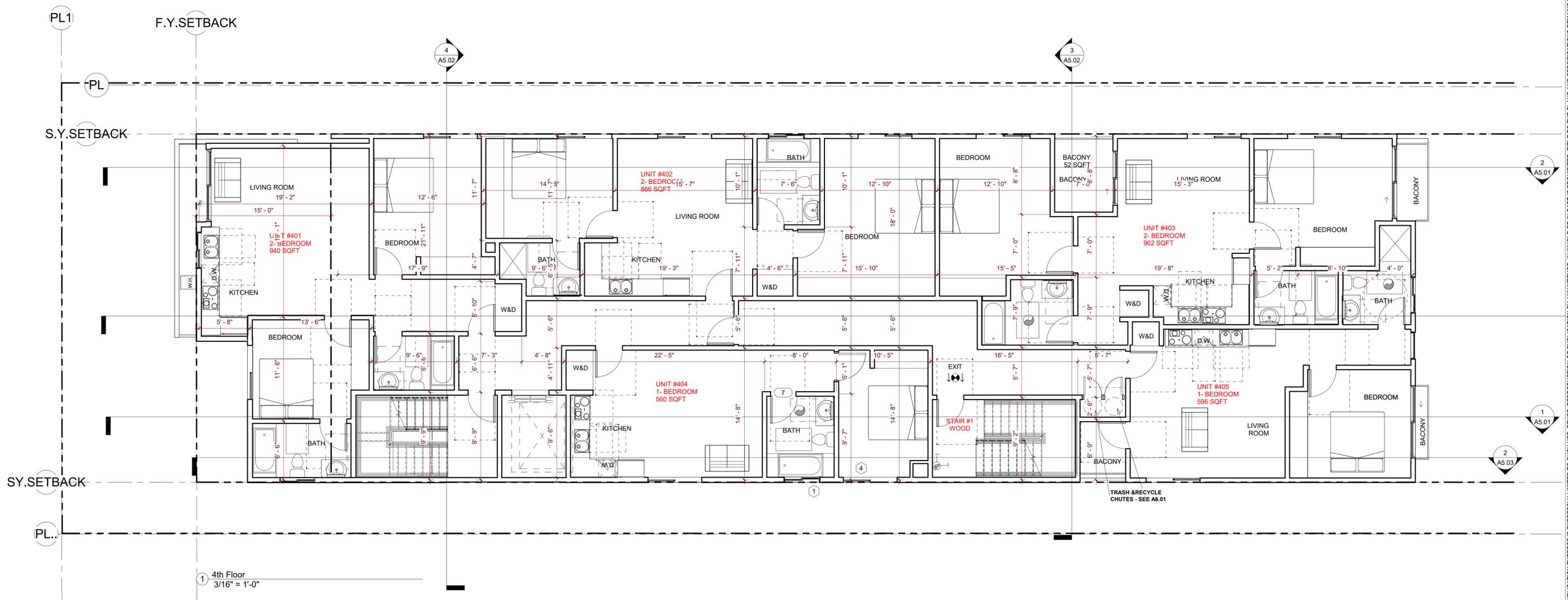
**DW DISHWASHER**

**WID WASHERDRYER**

**FR. REFRIGERATOR**

**NOTES:**  
 1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.  
 2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

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1 4th Floor  
3/16" = 1'-0"

**PLAN LEGEND**

	PATH OF TRAVEL / PATH OF EGRESS		ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
	ACCESSIBLE PATH OF TRAVEL		EXIT SIGN
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL		SMOKE DETECTOR - Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	8" CMU WALL, REFER TO STRUCTURAL		CARBON MONOXIDE DETECTOR - Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. i. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	2-HOUR FIRE RATED WALL		EXHAUST FAN
	1-HOUR FIRE RATED WALL		CLASS ONE STAND PIPE
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.		WATER CURTAIN
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR		EV CHARGER

**ENERGY STAR NOTES:**  
ALL DISHWASHERS, THERMOSTATS, WASHER/DRYER AND REFRIGERATORS SHALL BE ENERGY STAR - SEE SHEET A0.04.1

**T THERMOSTAT**

**DW DISHWASHER**

**W/D WASHERDRYER**

**FR. REFRIGERATOR**

**NOTES:**  
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.  
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS, UNDER SEPARATE PERMIT.

**SHEET TITLE: 4TH FLOOR PLAN**

**ARCHITECT:**  
FARZIN MALY  
7136 Haskeil Ave., #320  
Van Nuys, CA 91406  
Ph: 818 770 0161 Email: farzin.maly@gmail.com

**PROJECT NO:**

**DATE:**  
1/10/2025 3:36:58 PM

**DRAWN BY:**  
Author

**APPROVED BY:**  
Approver

**SHEET NO:**  
**A3.04**

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**OWNER AND PROJECT ADDRESS:**  
BEN PIRIAN  
1954 ARGYLE AVE LOS ANGELES, CA 90068

**DATE:**

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**SHEET TITLE: 5TH FLOOR PLAN**

**ARCHITECT:**  
**FARZIN MALY**  
 7136 Haswell Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com

**OWNER AND PROJECT ADDRESS:**  
**BEN PIRIAN**  
 1954 ARGYLE AVE LOS ANGELES, CA 90068



**PROJECT NO:**

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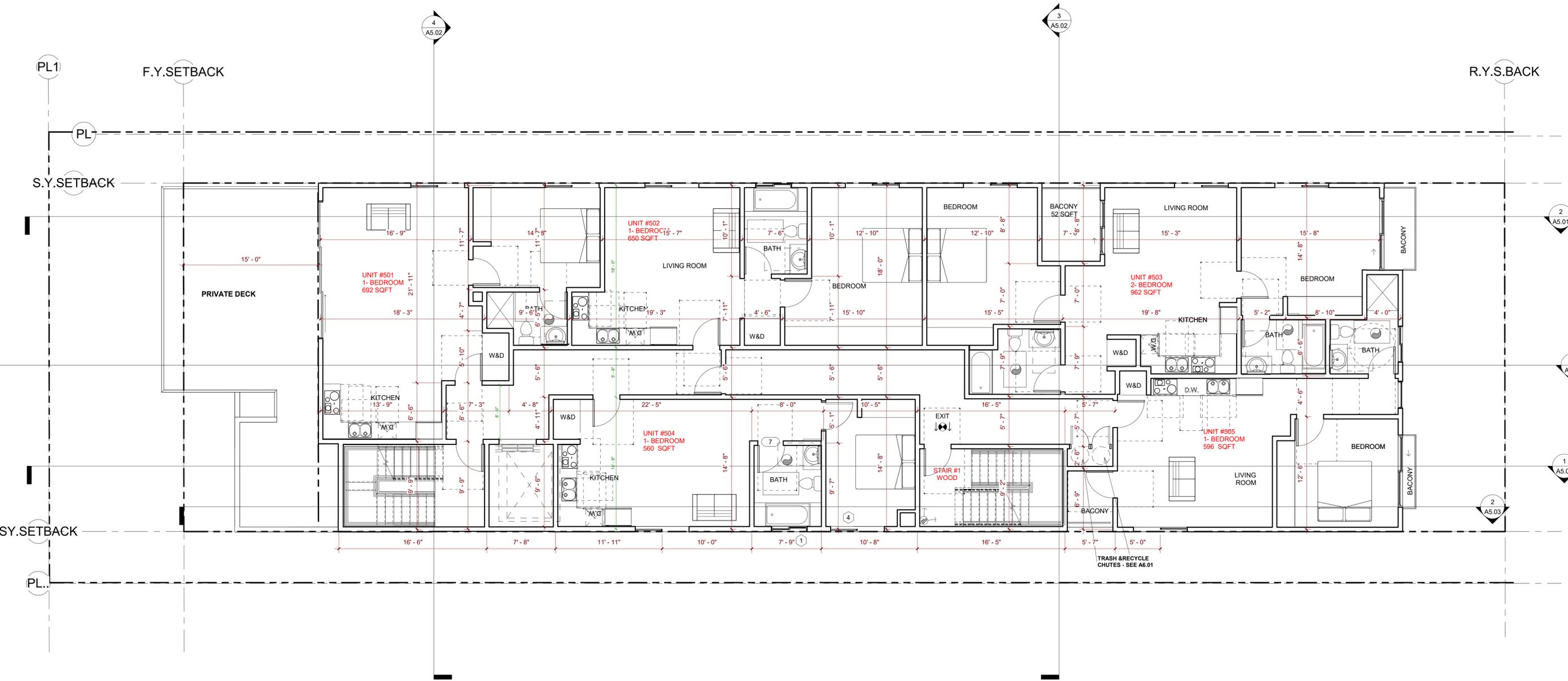
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**SHEET NO:**

**A3.05**

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**DATE:**



**PLAN LEGEND**

	PATH OF TRAVEL / PATH OF EGRESS		ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
	ACCESSIBLE PATH OF TRAVEL		EXIT SIGN
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL		SMOKE DETECTOR
	8" "CMU" WALL, REFER TO STRUCTURAL		CARBON MONOXIDE DETECTOR
	2-HOUR FIRE RATED WALL		EXHAUST FAN
	1-HOUR FIRE RATED WALL		CLASS ONE STAND PIPE
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.		WATER CURTAIN
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR		EV CHARGER

**ENERGY STAR NOTES:**

**ALL DISHWASHERS, THERMOSTATS, WASHER/DRYER AND REFRIGERATORS SHALL BE ENERGY STAR - SEE SHEET A0.04.1**

T THERMOSTAT

**DW DISHWASHER**

**WID WASHERDRYER**

**FR. REFRIGERATOR**

**NOTES:**

1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.

2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

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OWNER AND PROJECT ADDRESS:  
 BEN PIRIAN  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

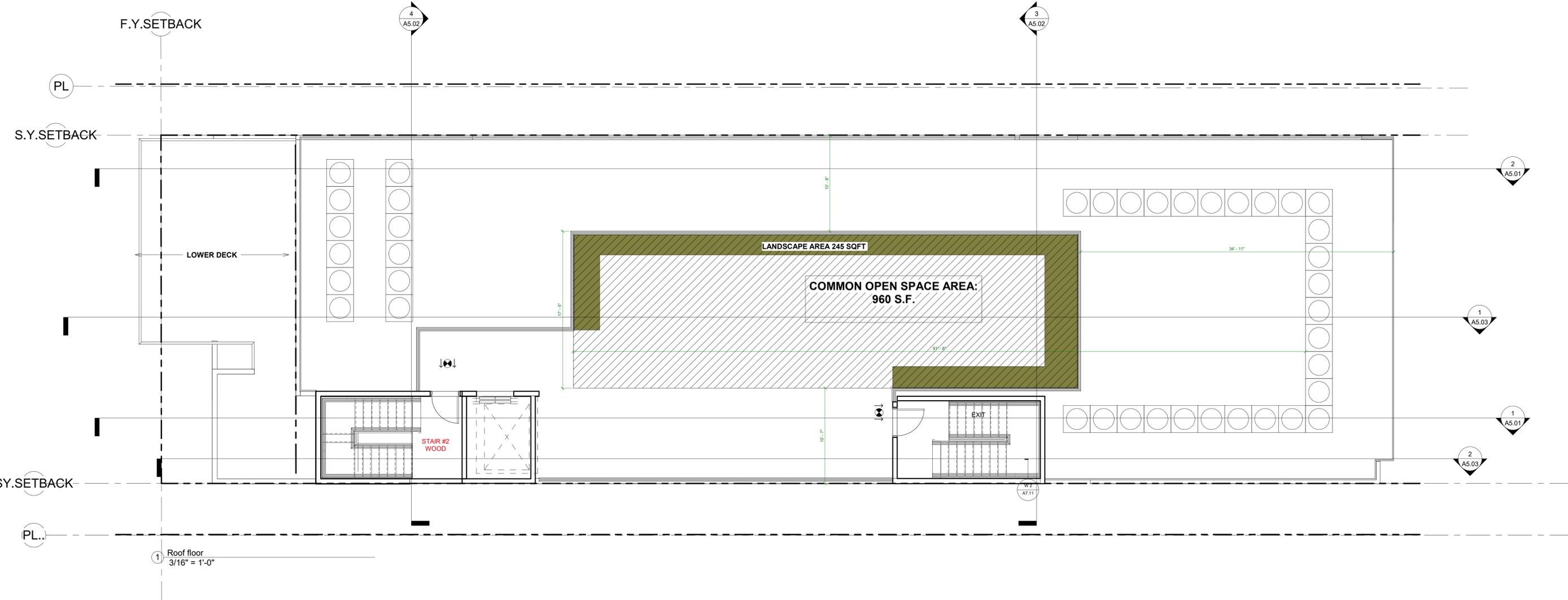
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 ARCHITECT:  
 FARZIN MALY  
 7136 Haskeil Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com



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**PLAN LEGEND**

	PATH OF TRAVEL / PATH OF EGRESS		ILLUMINATED EXIT SIGN WITH DIRECTION ARROW
	ACCESSIBLE PATH OF TRAVEL		EXIT SIGN
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL		SMOKE DETECTOR - Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
	8" "CMU" WALL, REFER TO STRUCTURAL		CARBON MONOXIDE DETECTOR - Fans, not functioning as a component of a whole house ventilation system, must be controlled by a humidity control. i. Fans shall be ENERGY STAR compliant and be ducted to terminate to the outside of the building.
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	1-HOUR FIRE RATED WALL		CLASS ONE STAND PIPE
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.		WATER CURTAIN
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR		EV CHARGER

**ENERGY STAR NOTES:**  
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**T** THERMOSTAT  
**DW** DISHWASHER  
**WID** WASHERDRYER  
**FR.** REFRIGERATOR

NOTES:  
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 2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.

PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS.

**PRODUCT :**  
 ANTI-GRAFFITI BY : American Polymer Anti-Graffiti GSS Color Coat and GSS Clear Coat as a non-sacrificial anti-graffiti Coating.  
 Firm-Fill (R ) gypsum concrete floor topping in one-hour fire-rated floor and sound rated systems.  
 QuietRock QR-525,QR-527,QR528,and QR530 Wood and Steel Stud Sound Rated and One Hour Fire Rated Non-Bearing Fire Rated Wall Assemblies Tufflex-II-Fire-Retardant Roof Covering and Walking Deck System and Tufflex Deck Coating Roof Covering

**MANUFACTURE**  
 American Polymer Corp  
 Hacker Industries, Inc.  
 Quiet Solution  
 TUFFLEX, INC.

**REPORT NUMBER**  
 LARR# 25261

CRRC PROD. ID	MANUFACTURER	BRAND AND MODEL	PRODUCT TYPE	COLOR	SOLAR REFLECTANCE		THERMAL EMITTANCE		SRI		MORE INFO
					INITIAL	3 YEAR	INITIAL	3 YEAR	INITIAL	3 YEAR	
0670-0015	Mule-Hide Products Co., Inc.	Mute-Hide PVC	Single-Ply	Bright White	0.86	0.63	0.89	0.87	108	75	+

**Details**

Details for Report 25261

Report No. 25261

Date 11-01-2020

Model No. 07180

Manufacturer Urethane Polymers International, Inc.

Products Decelent II Fire-Retardant Roof Covering and Walking Deck System and UPI Deck Coating Roof Covering.

Expiration Date 11-01-2022

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**Documents**

Documents for Report 25261

Filename	View
25261-2020LABC-11-2020.pdf	<a href="#">View</a>

**SIDING ICC#**

**ESR-1844**

Reissued November 2019  
Revised December 2019

This report is subject to renewal November 2021.

www.icc-es.org | (800) 423-6587 | (562) 699-0543 A Subsidiary of the International Code Council®

**DIVISION: 06 00 00—WOOD, PLASTICS AND COMPOSITES**  
**Section: 06 16 00—Sheathing**

**DIVISION: 07 00 00—THERMAL AND MOISTURE PROTECTION**  
**Section: 07 46 46—Fiber-Cement Siding**

**REPORT HOLDER:**  
**JAMES HARDIE BUILDING PRODUCTS, INC.**

**EVALUATION SUBJECT:**  
**HARDIEPANEL® (PREVAIL™, CEMPAANEL™) SIDING, HARDIFLEX® SIDING AND HARDITEX® BASEBOARD**

**1.0 EVALUATION SCOPE**  
**Compliance with the following codes:**

- 2018, 2015, 2012, 2009 and 2006 *International Building Code®* (IBC)
- 2018, 2015, 2012, 2009 and 2006 *International Residential Code®* (IRC)
- 2006 *International Energy Conservation Code®* (IECC)
- 2013 *Abu Dhabi International Building Code* (ADIBC)<sup>1</sup>

<sup>1</sup>The ADIBC is based on the 2009 IBC. 2009 IBC code sections referenced in this report are the same sections in the ADIBC.

**Properties evaluated:**

- Weather protection
- Structural
- Noncombustible (Types I, II, III and IV) construction
- Fire-resistance-rated construction
- Thermal resistance

**2.0 USES**  
 The James Hardie fiber-cement panels described in this report are used as exterior wall coverings. The panels may be used in fire-resistance-rated construction as set forth in Section 4.3 and may be used on exterior walls of Types I, II, III, IV and V construction.

**3.0 DESCRIPTION**  
**3.1 General:**  
 The panels are single-faced, cellulose fiber-reinforced cement (fiber-cement) products identified as HardiePanel® (Prevail™, Cempanel™) panel siding, Hardiflex® panel siding and Harditex® Baseboard, and are supplied either unprimed or primed for subsequent application of a compatible primer and/or exterior-grade top coat(s).

The panels comply with ASTM C1186, Grade II, Type A. They have a nominal density of 83 lbs/ft<sup>3</sup> (1332 kg/m<sup>3</sup>); a flame-spread index of 0 or less and a smoke-developed index of 5 or less when tested in accordance with ASTM E84; and are classified as noncombustible when tested in accordance with ASTM E 136. Thermal conductance (K) and thermal resistance (R) values for the panels are as shown in Table 2. When tested in accordance with ASTM E96, products with a thickness of 1/4 inch (6.4 mm) and 5/16 inch (7.5 mm) have permeance values given in Table 3.

**3.2 Materials:**  
**3.2.1 HardiePanel® (Prevail™, Cempanel™) Siding:** HardiePanel® Prevail™ Cempanel™ siding is available with various surface textures including smooth. Nominal product dimensions are noted in Table 1 of this report.  
**3.2.2 Hardiflex® Siding:** Hardiflex® siding is available in various textures including smooth. Nominal product dimensions are noted in Table 1 of this report.  
**3.2.3 Harditex® Baseboard:** Harditex® Baseboard is used as a starter strip for exterior applications of walls and soffits. Harditex® Baseboard has an untextured finish and is available with either tapered or trough edges on the two long sides for joint treatment or all square edges. Harditex® Baseboard is supplied either sealed or unsealed for the subsequent application of a primer or sealer by the end user as a component in a direct-applied exterior coating or finish system. Nominal dimensions are noted in Table 1 of this report.

**3.3 Fasteners:**  
 Fastener type, size and spacing must be as shown in Table 4.

**4.0 DESIGN AND INSTALLATION**  
**4.1 Design:**  
 The maximum basic wind speeds for positive and negative transverse load resistance are presented in Table 4.  
**4.2 Installation:**  
**4.2.1 General:** The manufacturer's published installation instructions and this report must be strictly adhered to and a copy of this report and the instructions must be available on the jobsite during construction. The panels must be installed in accordance with 2018 IBC Section 1404.16; 2015, 2012, and 2009 IBC Section 1405.16; and 2006 IBC Section 1405.15 and 2018 and 2015 IRC Table R703.3 and Section R703.10; 2012, 2009, and 2006 IRC Table R703.4 and Section R703.10, and the manufacturer's installation instructions.

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**ROOF PLAN**

SHEET TITLE: ARCHITECT: OWNER AND PROJECT ADDRESS:  
 FARZIN MALY BEN PIRIAN  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

REVISIONS

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SHEET NO. DATE:

**A3.07**

MALLY ARCHITECTS INC.

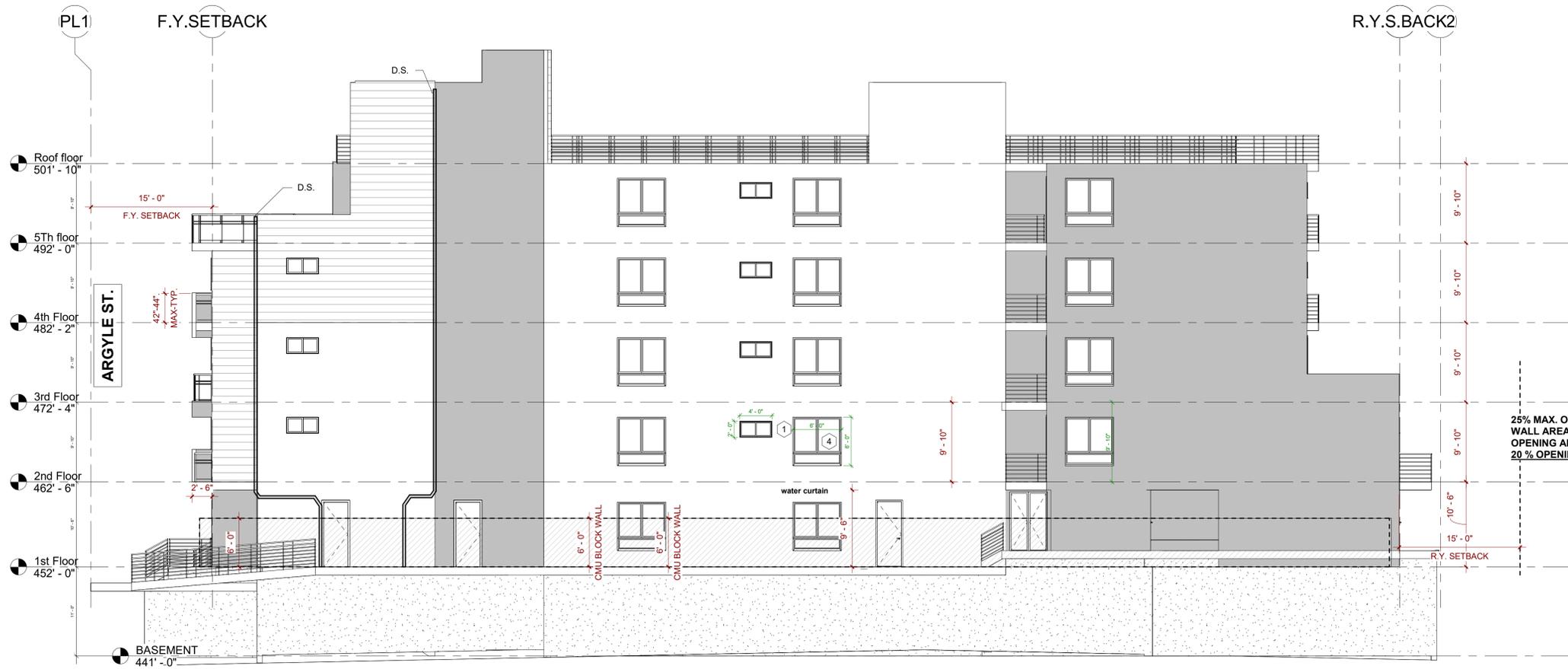


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**DATE:** 1/10/2025 3:37:21 PM

**DRAWN BY:** Author

**APPROVED BY:** Approver



① South. Elevation  
1/8" = 1'-0"

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**ELEVATIONS**

SHEET TITLE:  
 ARCHITECT:  
**FARZIN MALY**  
 7136 Hassteli Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com

PROJECT NO:  
 DATE:  
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 DRAWN BY:  
 Author  
 APPROVED BY:  
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SHEET NO:  
**A4.01**

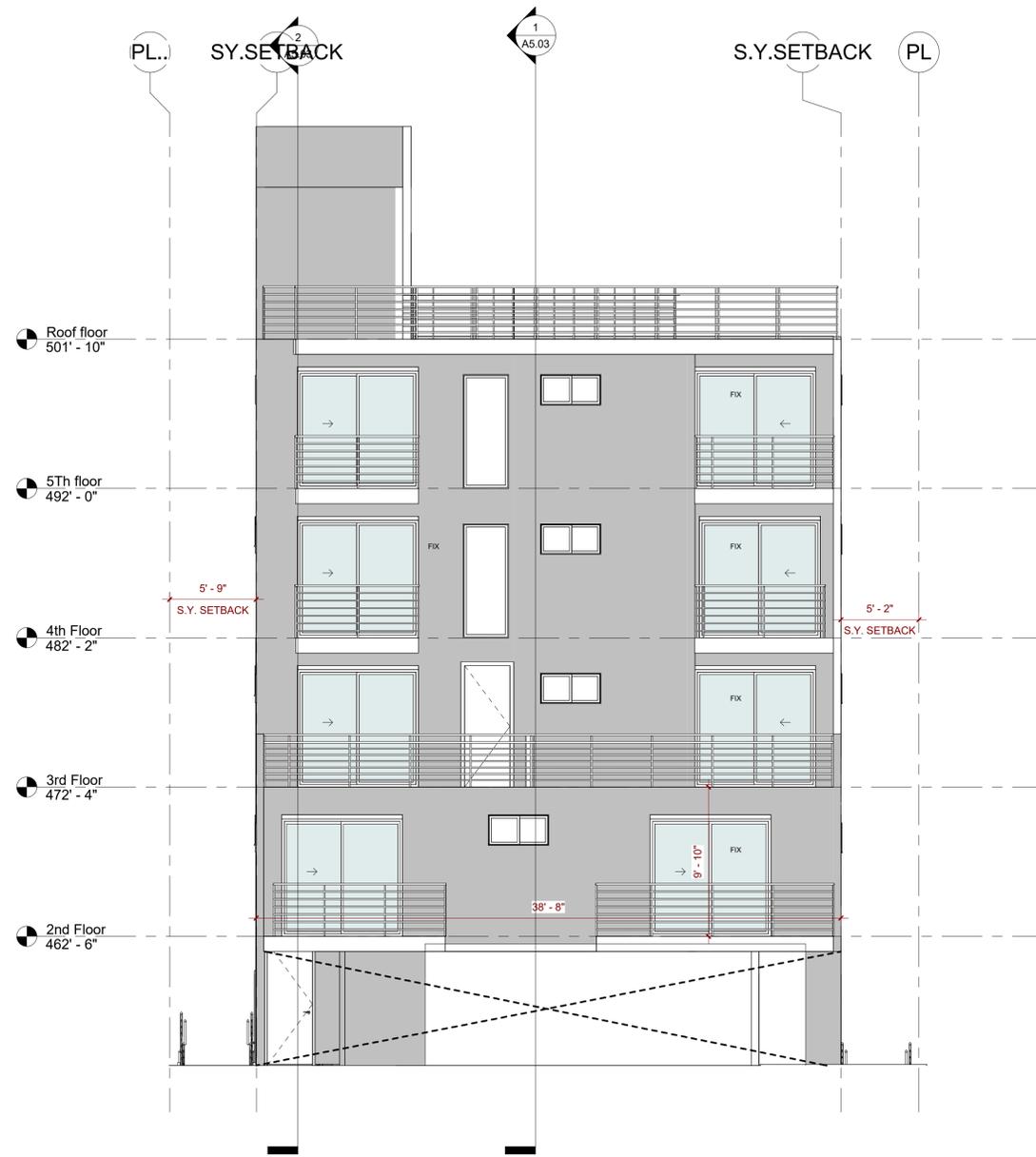
NO.	REVISIONS
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OWNER AND PROJECT ADDRESS:  
**BEN PIRIAN**  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

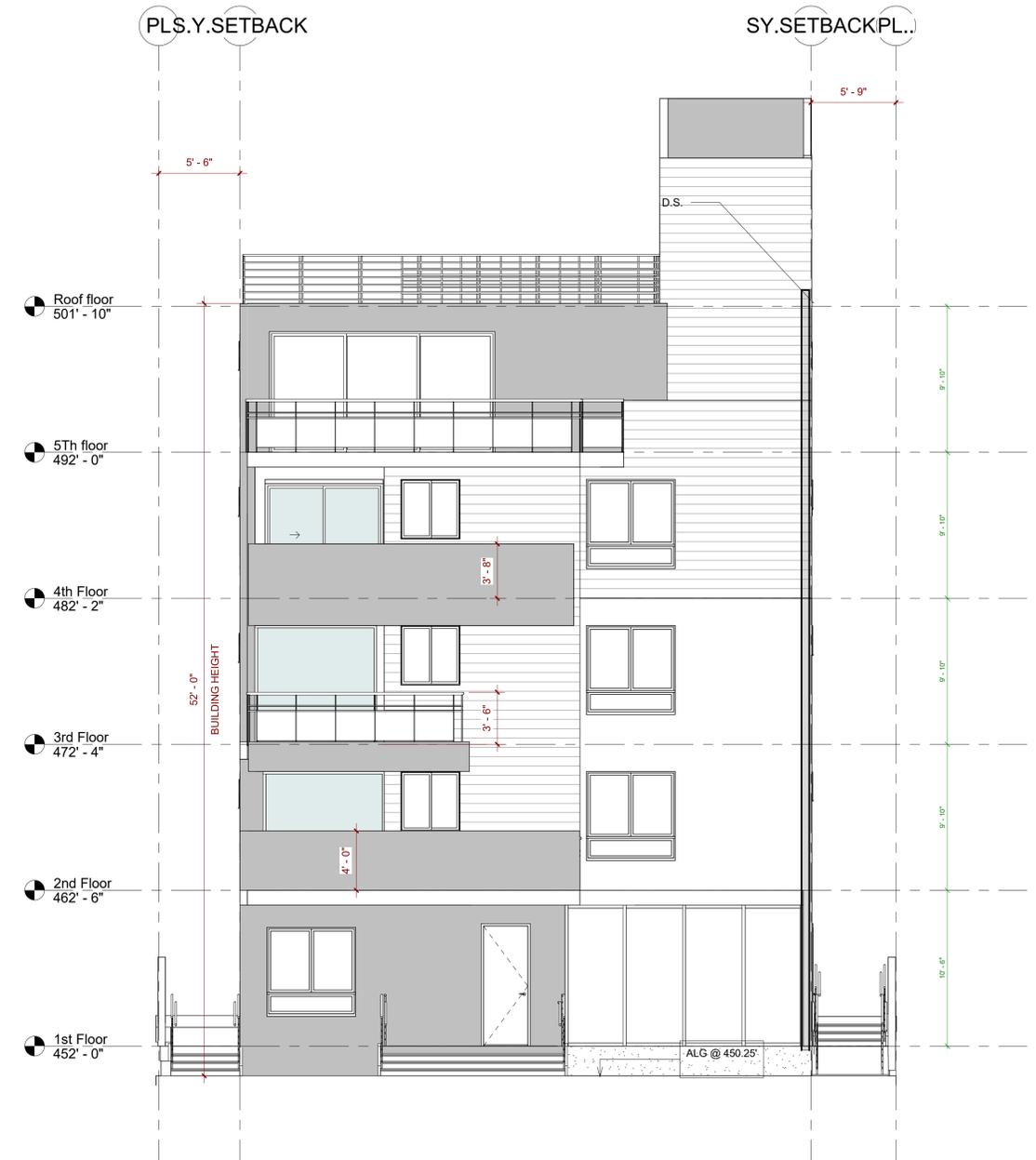
DATE:



**MALY ARCHITECTS INC.**



① EAST ELEVATION  
3/16" = 1'-0"



② West Elevation  
3/16" = 1'-0"

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**ELEVATION**



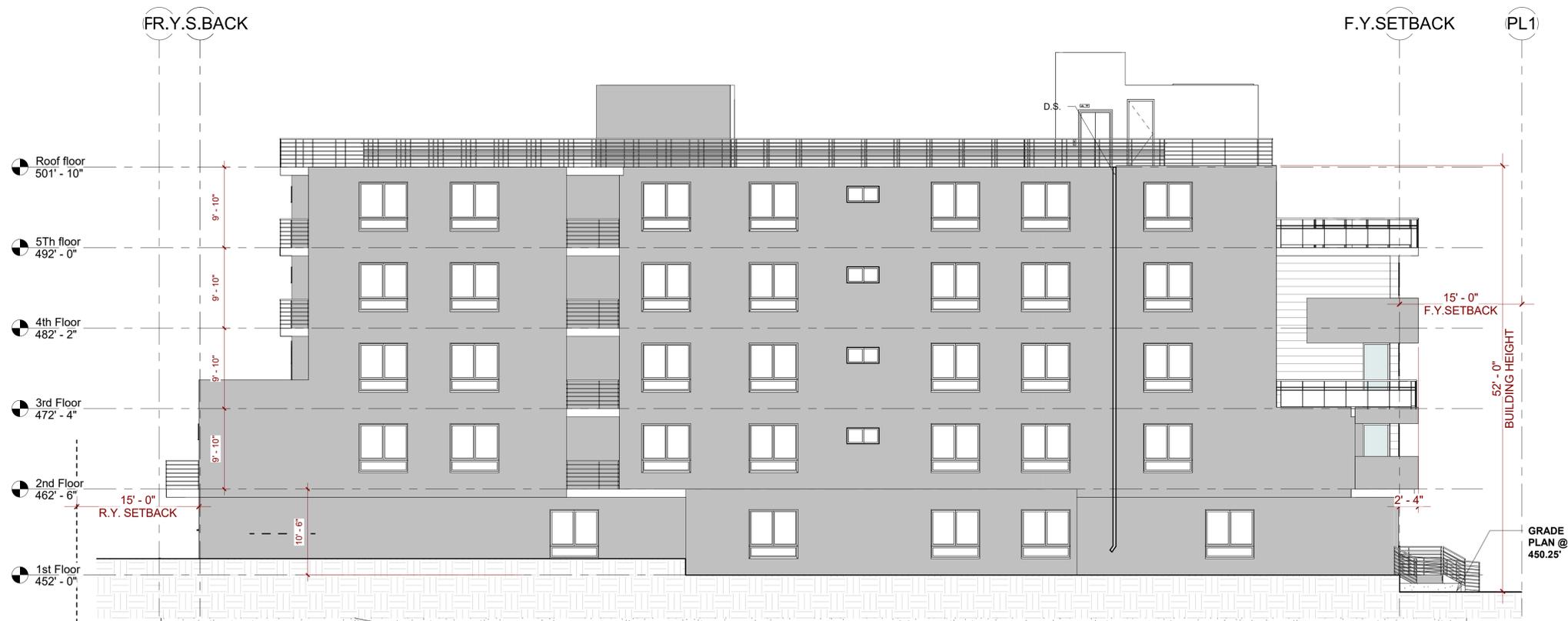
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SHEET NO:  
**A4.02**

NO.	REVISIONS
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OWNER AND PROJECT ADDRESS:  
BEN PIRIAN  
1954 ARGYLE AVE LOS ANGELES, CA 90068

ARCHITECT:  
FARZIN MALY  
7136 Haswell Ave., #320  
Van Nuys, CA 91406  
Ph: 818 770 0161 Email: farzin.maly@gmail.com



① North Elevation  
1/8" = 1'-0"

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NO.	REVISIONS
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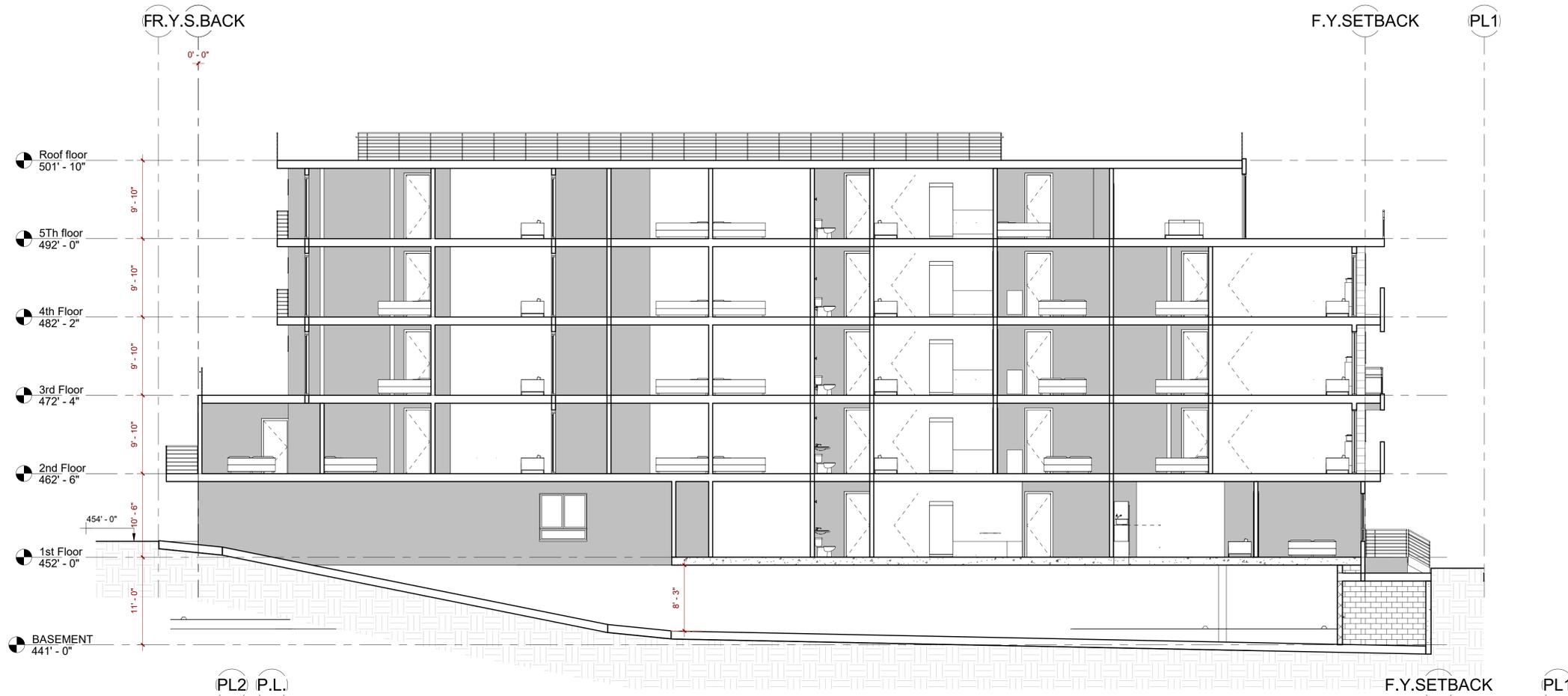
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 1954 ARGYLE AVE LOS ANGELES, CA 90068

ARCHITECT:  
 FARZIN MALY  
 7136 Haskeil Ave., #320  
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**SECTIONS**

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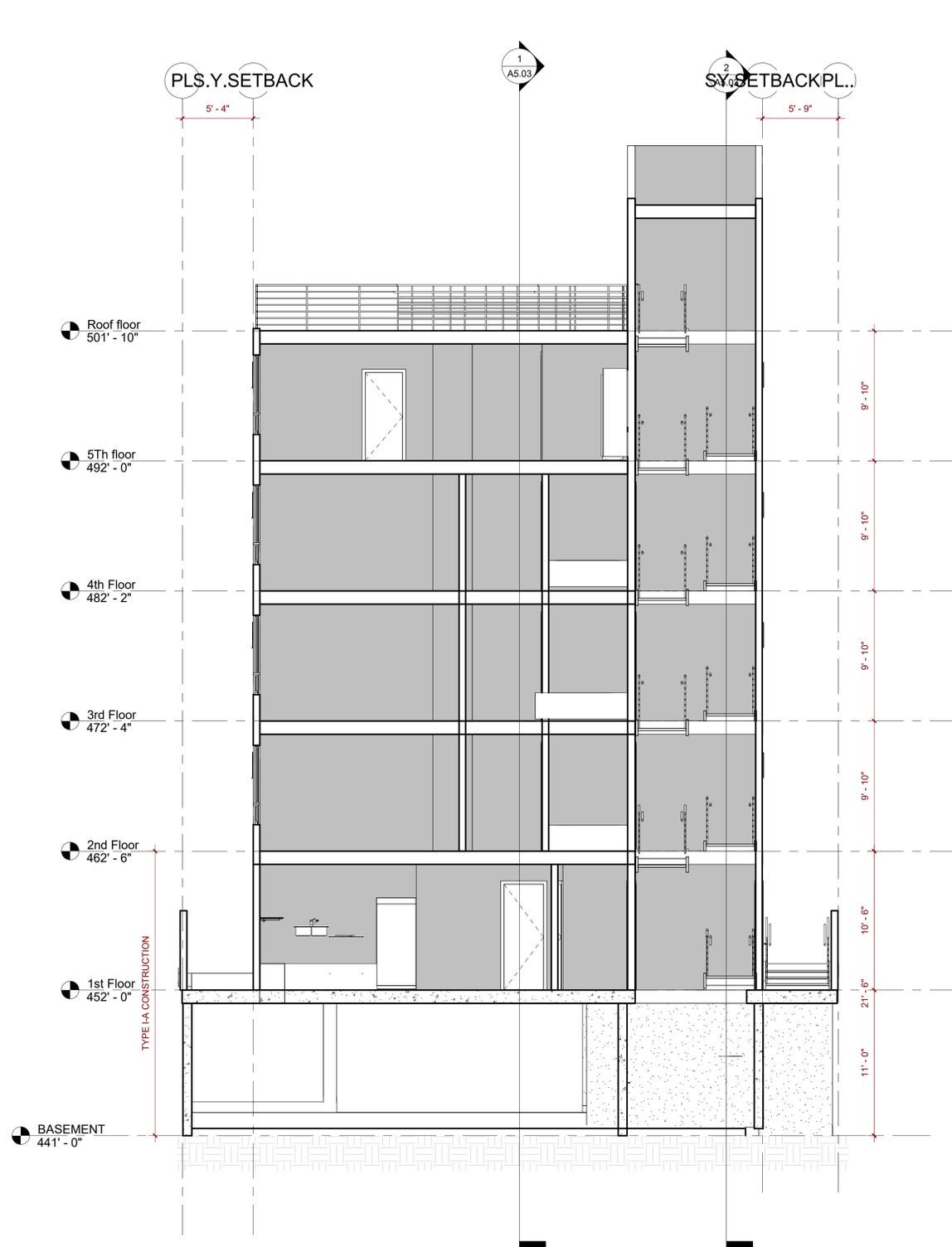
OWNER AND PROJECT ADDRESS:  
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 1954 ARGYLE AVE LOS ANGELES, CA 90068

SHEET TITLE:  
 ARCHITECT:  
 FARZIN MALY  
 7136 Hastell Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com

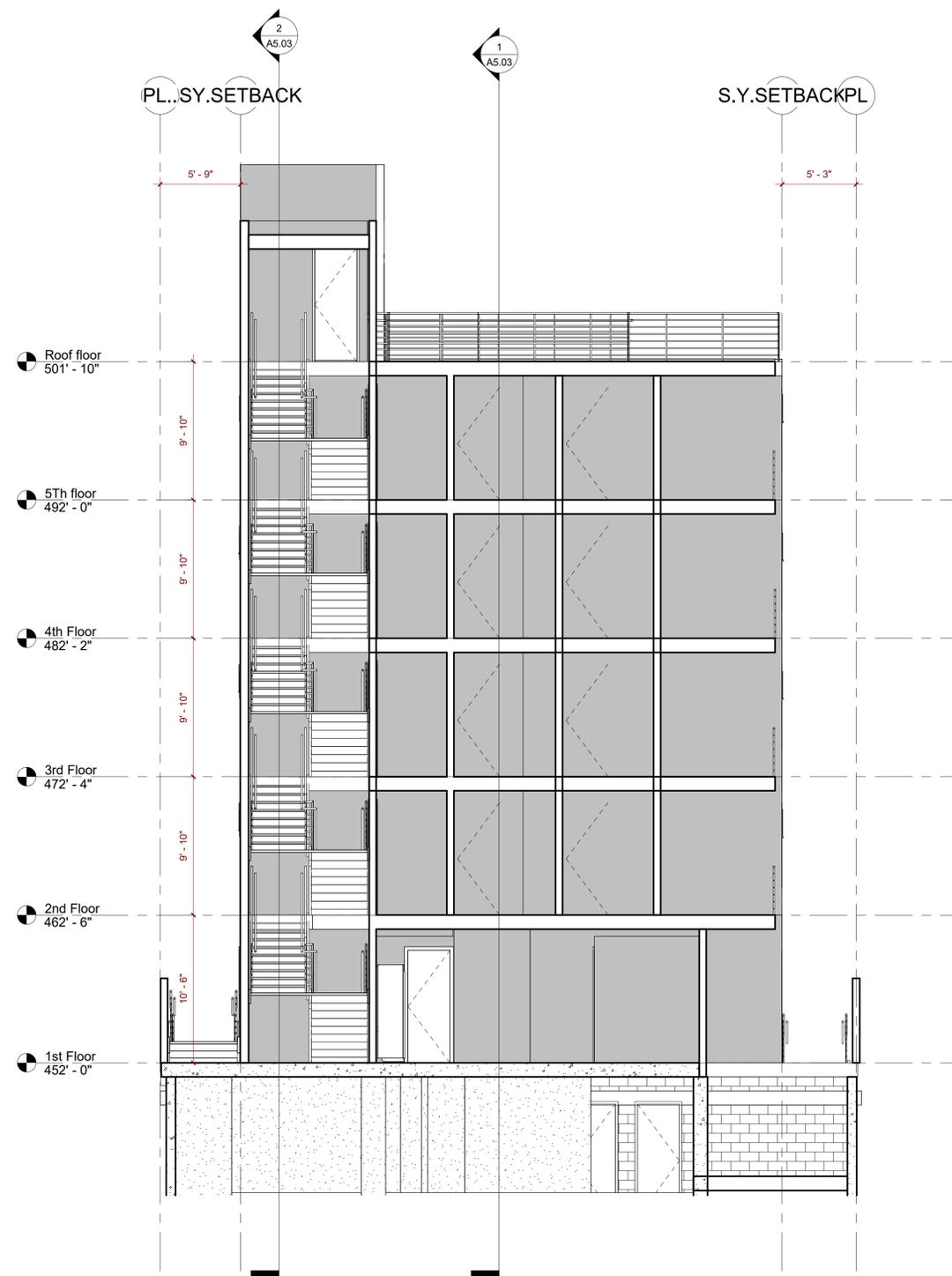


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**A5.01**



4 Section 4  
3/16" = 1'-0"



3 Section 3  
3/16" = 1'-0"

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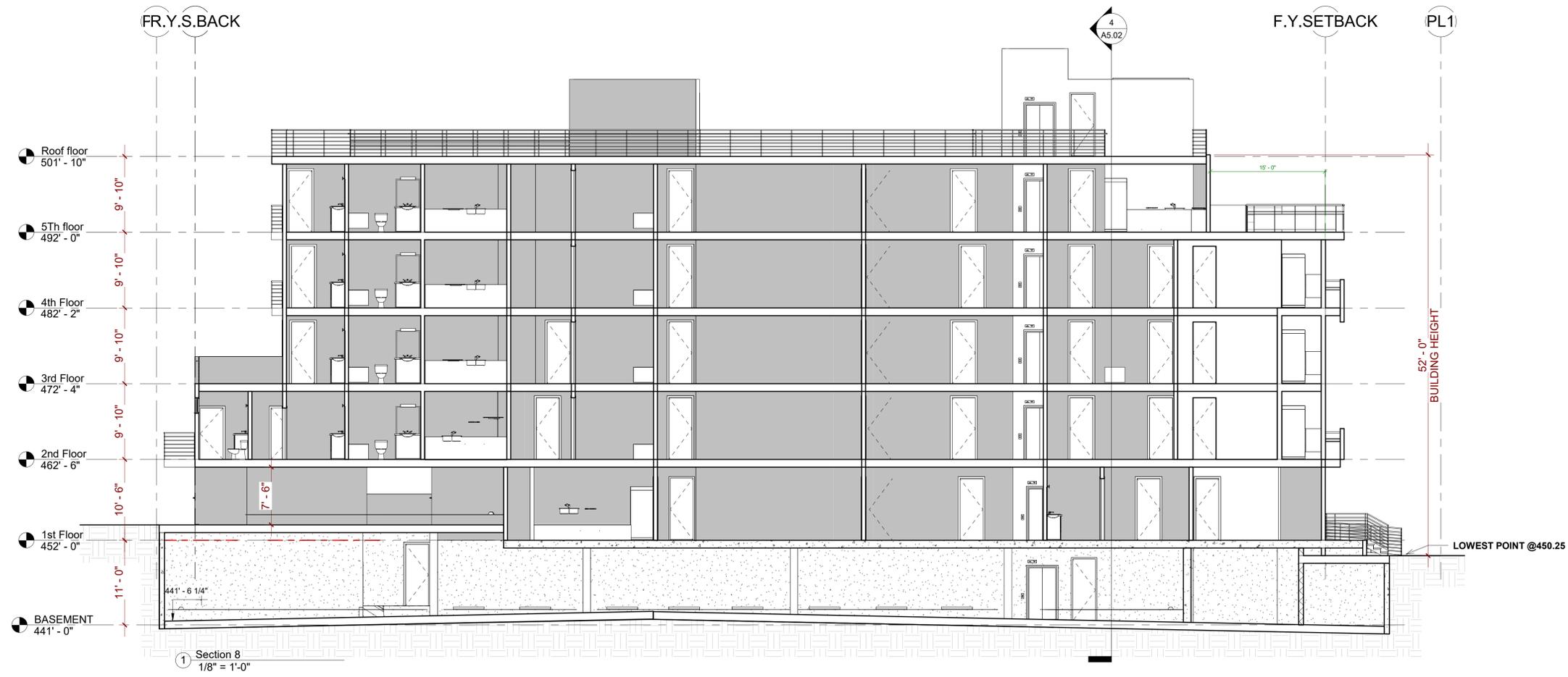
**OWNER AND PROJECT ADDRESS:**  
 BEN PIRIAN  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

**SECTION**  
 ARCHITECT:  
 FARZIN MALY  
 7136 Hassteli Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com



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**MALY ARCHITECTS INC.**

NO.	REVISIONS
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OWNER AND PROJECT ADDRESS:  
**BEN PIRIAN**  
 1954 ARGYLE AVE LOS ANGELES, CA 90068

**SECTION**  
 ARCHITECT:  
**FARZIN MALY**  
 7136 Hastell Ave., #320  
 Van Nuys, CA 91406  
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**A5.03**

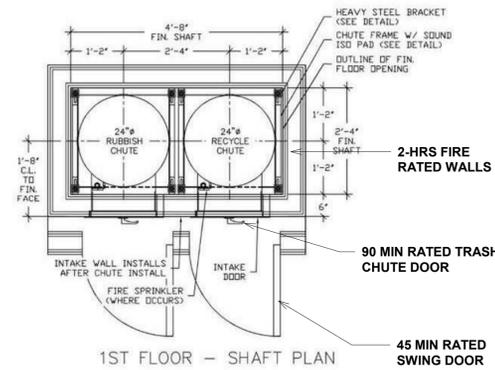
Door Schedule									
Type Number	Door Type	Quantity	Type	Width	Height	Thickness	Material	Fire Rating	Description
2	Fire Exit Stair	13		3' - 0"	8' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
3	Parking+1st floor	4	Single Leaf, Sliding	6' - 0"	8' - 0"	0' - 2"	GLASS		
5	Balcony Door	9	Single Leaf, Sliding	8' - 0"	8' - 0"	0' - 2"	GLASS		
6	Garage Door	100	Single Leaf, Hinged	3' - 0"	8' - 0"	0' - 2"	WOOD	20 MINS	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
7	Stair	8	Single Leaf, Hinged	2' - 10"	6' - 8"	0' - 2"	WOOD		
8	Unit Entrance	9		2' - 0"	8' - 0"	0' - 2"			S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
15	Fire Exit Stair	9		2' - 0"	8' - 0"	0' - 2"			S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
16	Bed + Bathroom	1		15' - 0"	8' - 0"	0' - 2"			
17	Fire Exit Stair	4	Single Leaf, Hinged	3' - 0"	6' - 8"	0' - 2"	WOOD	20 MINS	
17	Fire Exit Stair	3		2' - 0"	7' - 0"	0' - 2"			S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26

Window Schedule						
Number	Type	Count	Width	Height	Type Comments	Description
1	HABITABLE SPACE_4' W x 2' H	15	4' - 0"	2' - 0"		
2	HABITABLE SPACE_4' W x 4' H 2	3	4' - 0"	4' - 0"		
3	Pemberton_Win_Corner 6	2	8' - 0"	8' - 0"		
4	6'-0"W x 6'-0"	51	6' - 0"	6' - 0"	TEMPERED	Fixed Window over Awning Window
6	Fixed_8" W x 7-6" H	2	3' - 0"	7' - 6"		

**DOOR AND WINDOW NOTES**

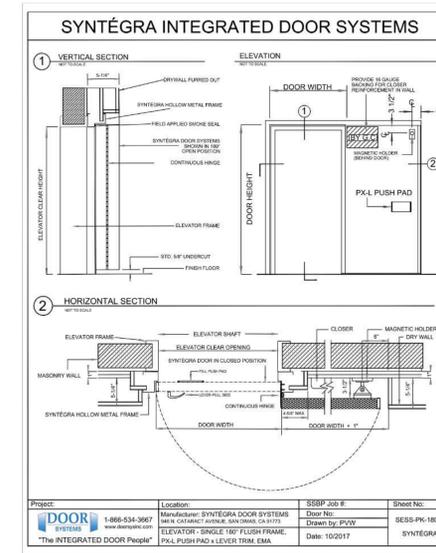
- ALL GLASS WITHIN 18" OF THE FINISHED FLOOR SHALL BE FULLY TEMPERED.
- ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL BE PROVIDED WITH A MINIMUM CLEAR OPENING OF 5.7 SQUARE FEET WITH THE MINIMUM NET WIDTH DIMENSION OF THE OPENING NOT LESS THAN 20". WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE, THEY SHALL HAVE A FINISHED SILL HEIGHT OF NOT MORE THAN 44" ABOVE THE ADJACENT FINISHED FLOOR.
- ALL EXTERIOR DOORS AND WINDOWS SHALL COMPLY WITH THE BUILDING CODE SECURITY REQUIREMENTS AS ADOPTED BY THE LOCAL BUILDING DEPARTMENT AND SPECIFIED ELSEWHERE ON THIS SHEET.
- FRENCH DOORS AND WINDOWS USED AS A MEANS TO PROVIDE MINIMUM VENTILATION REQUIREMENTS SHALL BE OPEN-ABLE AND SHALL BE PROVIDED WITH SCREENS UNLESS NOTED OTHERWISE ON THE PLANS AND SPECIFICATIONS. ALL SUCH DOORS AND WINDOWS SHALL BE EQUIPPED WITH A MECHANICAL HOLD OPEN DEVICE.
- CONTRACTOR SHALL VERIFY EXACT ROUGH OPENING HEIGHT AND WIDTH OF ALL DOORS AND WINDOWS WITH DOOR AND WINDOW MANUFACTURER PRIOR TO START OF ROUGH FRAMING.
- ROUGH FRAMING SUB-CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL FRAMING NAILERS AND FILLERS AS REQUIRED FOR THE PROPER INSTALLATION OF ALL DOORS AND WINDOWS.
- UNLESS NOTED OTHERWISE, ALL PANEL TYPE DOORS SHALL BE SELECTED BY OWNER AND INSTALLED BY CONTRACTOR.
- WINDOW UNITS SHALL BE FULLY ASSEMBLED PER MANUFACTURER SPECIFICATIONS AND SHALL BE HINGED AS INDICATED ON EXTERIOR ELEVATIONS AND/OR PLANS. WINDOW UNITS SHALL BE DELIVERED TO THE JOB SITE WITH ALL HARDWARE SUCH AS OPERATORS, CRANK, OPERATOR ARM, LOCK, ETC.
- OWNER SHALL PROVIDE ALL NECESSARY HARDWARE NOT INCLUDED IN MANUFACTURED UNIT CONTRACTOR TO INSTALL ALL HARDWARE.
- ALL DOOR HARDWARE SHALL BE PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR.
- ALL DOOR UNITS AND THEIR RESPECTIVE FRAMES SHALL BE PAINT GRADE.
- ALL EXTERIOR SWING DOORS TO BE SUPPLIED WITH MILL FINISHED EXTRUDED BRONZE PEMKO THRESHOLDS 114 B OR 145 B/ WITH 24 GAG.1, SHEET METAL DRAIN PAN. THRESHOLDS TO BE POLISHED TO REMOVE MILL MARKINGS. PEMKO SPRING BRONZE WEATHER STRIPPING @ HEAD AND JAMBS.
- CAULK ALL INTERIOR/ EXTERIOR PLASTER JOINTS.
- ALL GLAZING ON DOORS AND WINDOWS TO BE DBL GLAZE 'LOW E' INSULATED GLASS.
- ALL EXTERIOR DOOR DETAILING TO MATCH WINDOW DET ON SHEET. ALL EXTERIOR DOORS TO HAVE 24 G.A.G.1., SHEET METAL DRAIN PAN. PEMKO SPRING BRONZE WEATHERSTRIPPING @ HEAD & JAMBS.

- Each pane of safety glazing installed in hazardous locations shall be identified by a manufacturer's designation specifying who applied the designation, the manufacturer or installer and the safety glazing standard. The following shall be considered specific hazardous locations for the purpose of safety glazing. Glazing in: Section 2406
  - Swing doors.
  - Fixed and sliding panels of sliding door assemblies and panels in sliding and bi-fold closet door assemblies.
  - Storm doors.
  - Unframed swinging doors.
  - Doors and enclosures for hot tubs, whirlpools, saunas, steam rooms, bathtubs, and showers.
  - Fixed or operable panels adjacent to a door where the nearest exposed edge of the glazing is within 24 inches (610 mm) arc of either vertical edge of the door in a closed position and where the bottom exposed edge of the glazing is less than 60 inches (1525 mm) above the walking surface. Read code for exceptions.
  - Fixed or operable panel, other than described in items e and f, which meets all of the following conditions (read code for exception with special installation).
    - Exposed area of an individual pane greater than 9 square feet (0.84 m2)
    - Exposed bottom edge less than 18 inches (457 mm) above the floor.
    - Exposed top edge greater than 36 inches (914 mm) above the floor.
    - One or more walking surfaces within 36 inches (914 mm) horizontally of the plane of the glazing.
  - Guards and railings regardless of area or height above a walking surface. Included are structural baluster panels and nonstructural in-fill panels.
  - Walls and fences enclosing indoor and outdoor swimming pools and spas where all of the following conditions are present:
    - The bottom edge of the glazing is less than 60 inches (1525 mm) above a walking surface on the pool or spa side of the glazing.
    - The glazing is within 60 inches (1525 mm) of a swimming pool or spa water's edge.
  - Adjacent to stairways, landings and ramps within 36 inches horizontally of a walking surface; when the exposed surface of the glass is less than 60 inches above the plane of the adjacent walking surface(read code for exception with special installation).
  - Adjacent to stairways within 60 inches horizontally of the bottom tread of a stairway in any direction when the exposed surface of the glass is less than 60 inches above the nose of the tread (read code for exception with special installation).

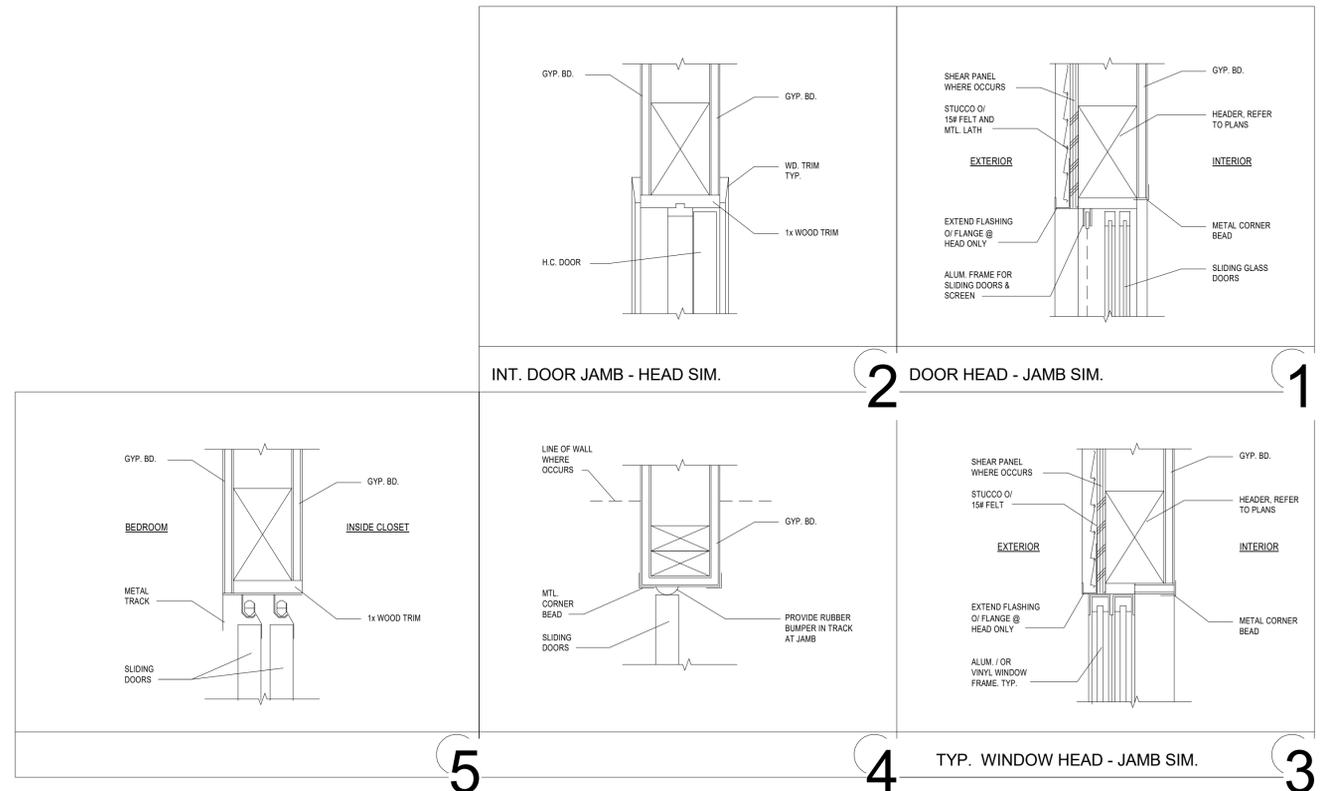


DETAIL #1: TRASH AND RECYCLE CHUTE DETAIL / NO SCALE

126.NOTE:  
 "AN AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED AT THE TOP OF RUBBISH AND LINEN CHUTES AND IN THEIR TERMINAL ROOMS. CHUTES SHALL HAVE ADDITIONAL SPRINKLER HEADS INSTALLED AT ALTERNATE FLOORS AND AT THE LOWEST INTAKE." {L AFC 903.2.11.2}



DETAIL #2: ELEVATOR SINGLE 180 DOOR



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**DOOR AND WINDOW SCHED.**  
 OWNER AND PROJECT ADDRESS:  
**BEN PIRIAN**  
 1954 ARGYLE AVE LOS ANGELES, CA 90068  
 Ph: 818 770 0161 Email: farzin.maly@gmail.com

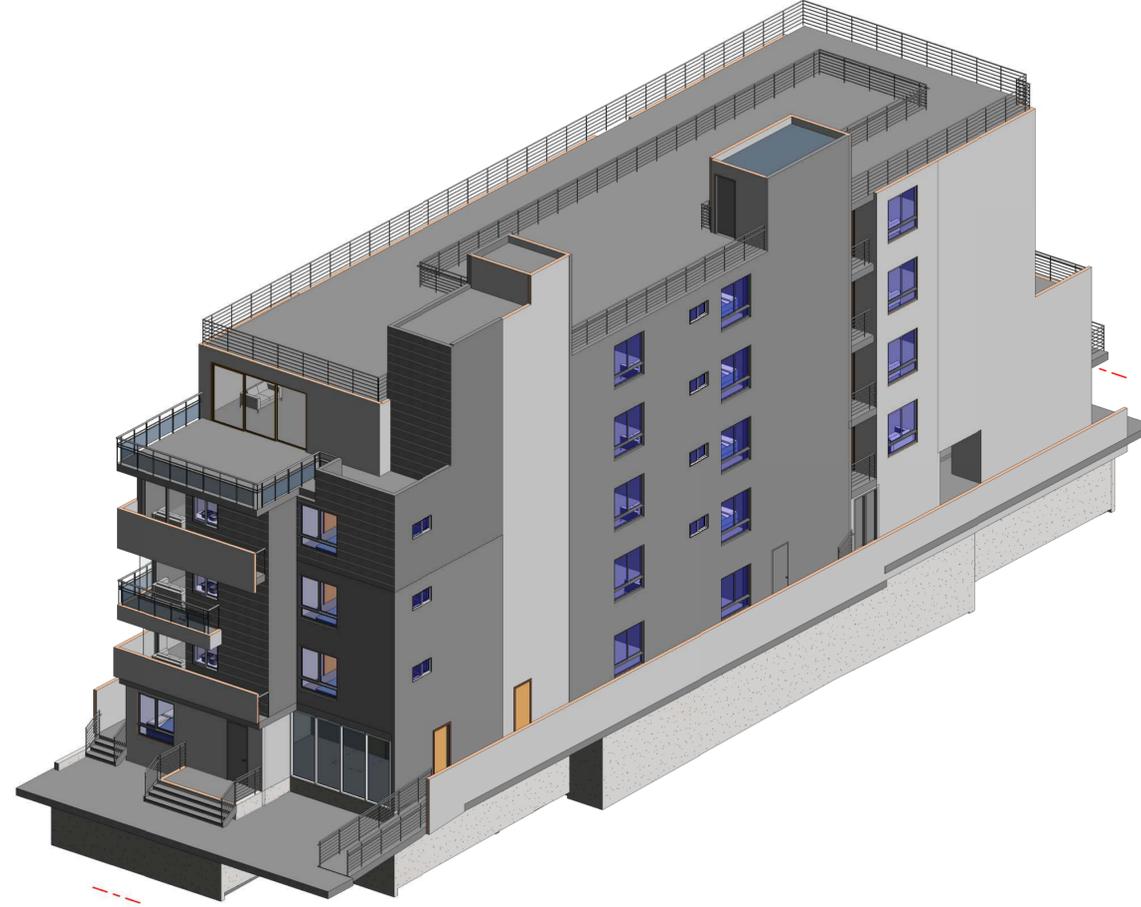
SHEET TITLE:  
 ARCHITECT:  
**FARZIN MALY**  
 7136 Haskell Ave., #320  
 Van Nuys, CA 91406  
 Ph: 818 770 0161

LICENSED ARCHITECT  
**FARZIN MALY**  
 NO. C-33731  
 05-31-19  
 RENEWAL DATE

PROJECT NO:  
 DATE:  
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**A6.01**

**MALY ARCHITECTS INC.**



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<p><b>SHEET TITLE:</b> 3d VIEW</p>		<p>1</p>	<p>2</p>	<p>3</p>	<p>NO.</p>
<p><b>ARCHITECT:</b>          FARZIN MALY          7136 Haskeil Ave., #320          Van Nuys, CA 91406          Ph: 818 770 0161 Email: farzin.maly@gmail.com</p>		<p><b>OWNER AND PROJECT ADDRESS:</b>          BEN PIRIAN          1954 ARGYLE AVE LOS ANGELES, CA 90068</p>		<p>DATE:</p>	
<p><b>PROJECT NO.:</b></p>		<p><b>DATE:</b> 1/10/2025 3:38:22 PM</p>		<p><b>SHEET NO.:</b> <b>A6.02</b></p>	
<p><b>DRAWN BY:</b> Author</p>		<p><b>APPROVED BY:</b> Approver</p>		<p><b>MALY ARCHITECTS INC.</b></p>	



**ATTACHMENT – 1**  
**Transit Oriented Communities (TOC)**

**1954-1956 N. ARGYLE AVE, Los Angeles, CA 90068**

**REQUEST(S):**

**Pursuant to The Los Angeles Municipal Code (LAMC) 12.22 A.31, the applicant is requesting a Transit Oriented Communities (TOC) Density Bonus, permitting 20 apartment units plus an ADU in lieu of the allowable 11 units, having 2 units allocated for Extremely Low Income households, equaling 10 percent as affordable units. Requesting Base Incentives of 3.47:1 FAR in lieu of 3:1 FAR and requesting Three On-Menu Incentives, Height Increase to 52' in lieu of 30', Two Side Yard setbacks of 5'-8" in lieu of the required 8', and 1,828.75 SF in Open Space in lieu of 2,275 SF of required Open Space.**

**BACKGROUND AND PROJECT DESCRIPTION:**

The property is located on the East side of the 1900 block of North Argyle Avenue. The applicant is proposing the construction of a new 5-story, 20-unit residential apartment complex over an subterranean parking garage and a roof deck, with three (2) of the proposed apartment units being allocated to Extremely Low Income Households (10% Affordable Units).

The property is zoned R3-1XL, and is located within the Hollywood Community Plan Area. The General Plan Land Use designation is Medium Residential.

The adjacent properties to the west, north and south are zoned R3-1XL.

The abutting properties to the East across the alley are zoned RD1.5-1XL.

***Streets and Circulation***

Argyle Avenue, adjoining the subject property to the west, is a Local Street - Standard and is dedicated to a width of approximately 60 feet and improved with curb, gutter and sidewalk.

Previous zoning related actions on the site include:

**CASE NUMBERS:**

City Planning Commission CPC-9708  
City Planning Commission CPC-2016-1450-CPU  
City Planning Commission CPC-1986-831-GPC  
City Planning Commission CPC-1984-1-HD

Ordinance ORD-164705  
 Ordinance ORD-161116-SA8A  
 Ordinance ORD-129279  
 Ordinance ORD-128730  
 Environmental ENV-2016-1451-EIR

**PROJECT DATA:**

Density Calculation:

A. Base Density: Maximum density allowable per R3-1XL zoning:  
 (Lot Area/Number Of Units = Must be > 800 Sq. Ft. Per Unit)

Lot Size = 8,977.7 Sq. Ft.(including 1/2 of Alley)

Density allowable by-right R3-1XL Zone = 11 Units

Proposed:

Market Rate Units = 18 Units including 1 Manager's Unit

Restricted/Extremely Low Income Units = 2 Units

**Total = 20 Units plus and ADU**

**PARKING REQUIRED – TIER 3 (TOC)**

UNIT TYPE	QUANTITY	REQ. PARKING	TOTAL
1 Bed	9	0.5 Space Per Bedroom	4.5
2 Bed	11	0.5 Space Per Bedroom	5.5
<b>TOTAL SPACES REQUIRED</b>			<b>10</b>

**PARKING PROVIDED:**

PARKING TYPE	TOTAL
Standard	10
Compact	10
Accessible	1
<b>TOTAL SPACES PROVIDED</b>	<b>21</b>

**REQUIRED OPEN SPACE:**

UNIT TYPE	QUANTITY	REQ. OPEN SPACE/UNIT	TOTAL (S.F.)
1 Bed	9	100 S.F.	900

2 Bed	11	125 S.F.	1,375
<b>TOTAL OPEN SPACE REQUIRED</b>			<b>2,275</b>

**PROVIDED OPEN SPACE:  
1,828.75 S.F. OF OPEN SPACE PROVIDED**

**FINDINGS:**

**1. The incentives result in identifiable and actual cost reductions necessary to provide affordable housing.**

The requested incentives reduce development costs and allow the provision of affordable units at rates compliant with **California Health and Safety Code Sections 50052.5 and 50053**. Cost reductions are achieved through:

- **Increased density:** Maximizing the number of units on the site improves financial feasibility.
- **Adjusted development standards:** Reducing required setbacks and open space lowers construction expenses.
- **Efficient land use:** The increased FAR and height allowance enable a greater number of units without additional land acquisition costs.

By reducing financial barriers to constructing affordable housing, these incentives are **essential** to the project's viability.

**2. The incentives will not create specific, adverse impacts on public health, safety, or historic resources.**

The project has undergone **thorough review** to ensure compliance with safety, environmental, and historic preservation regulations. There is no substantial evidence that granting these incentives will:

- **Negatively impact public health and safety.**
- **Adversely affect historic resources**, as the site is not listed in the **California Register of Historical Resources**.

There are no potential environmental impacts.

**3. The requested incentives comply with all applicable state and federal laws.**

The proposed development aligns with **state and federal housing laws**, ensuring compliance with:

- **State Density Bonus Law (Government Code Section 65915).**
- **Los Angeles TOC Guidelines (LAMC 12.22 A.31).**

- **Fair housing and anti-discrimination laws.**

Since the project conforms to all legal requirements, **denying the incentives would be inconsistent with state law.**

## **Conclusion**

The requested Density Bonus and Incentives **should be approved** as they comply with **all statutory requirements** under **Government Code Section 65915**. The project contributes to the **City's housing supply**, aligns with **TOC incentives**, and does not result in adverse impacts. **Approval is fully justified under applicable laws and regulations.**

# APPLICATIONS



## CITY PLANNING APPLICATION

### THIS BOX FOR CITY PLANNING STAFF USE ONLY

ED1 Eligible       AB 2097 Eligible

Case Number: \_\_\_\_\_

Env. Case Number: \_\_\_\_\_

Application Type: \_\_\_\_\_

Case Filed With (Print Name): \_\_\_\_\_ Date Filed: \_\_\_\_\_

Application includes letter requesting:

Waived Hearing       Concurrent hearing       Hearing not to be scheduled on a specific date (e.g. vacation hold)

Related Case Number(s): \_\_\_\_\_

### THIS SECTION TO BE COMPLETED BY THE APPLICANT

Provide all information requested. Missing, incomplete or inconsistent information will cause delays. All terms in this document are applicable to the singular as well as the plural forms of such terms. Refer to the City Planning Application Filing Instructions ([CP13-7810](#)) for more information.

#### 1. PROJECT LOCATION

Street Address<sup>1</sup>: 1954-1956 N. ARGYLE AVE      Unit/Space Number: \_\_\_\_\_

Legal Description<sup>2</sup> (Lot, Block, Tract): Lot: 17, Block: None, Tract: RE-SURVEY OF THE SCHLOESSER TERRACE TRACT NO 2

Assessor Parcel Number: 5586-006-021      Total Lot Area: 8,352.7 (sq ft)

#### 2. PROJECT DESCRIPTION

Present Use: 5 Units (E) Apartment building

Proposed Use: Construction of a 20 Unit Apartment Building plus an ADU utilizing TOC

Project Name (if applicable): \_\_\_\_\_

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>).

<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site).

**Describe in detail the characteristics, scope and/or operation of the proposed project:**

Demolition of 5 Units (E) Apartment building and Construction of a 20 Unit Apartment Building plus an ADU utilizing TOC Tier 3 with Additional Incentives for height increase, 2 side yards reduction and reduction in open space.

Additional Information Attached:

YES  NO

**EXISTING SITE CONDITIONS**

**Complete and check all that apply:**

- Site is undeveloped or unimproved (i.e., vacant)
- Site has existing buildings (provide copies of building permits)
- Site is/was developed with uses that could release hazardous materials on soil and/or groundwater (e.g., dry cleaning, gas station, auto repair, industrial)
- Site is located within 500 feet of a freeway or railroad
- Site is located within 500 feet of a sensitive use (e.g., school, park)
- Site has special designation (e.g., National Historic Register, Survey LA)

**PROPOSED PROJECT INFORMATION**

**Check all that apply or could apply:**

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Removal of any on-site tree
- Removal of any street tree
- Removal of protected trees onsite/in public right-of-way
- Grading
- Haul Route
- New construction: 20,786 square feet
- Additions to existing buildings
- Interior tenant improvement
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Uses or structures in public right-of-way
- Phased project

**HOUSING COMPONENT INFORMATION**

Number of Residential Units:	Existing	<u>5</u>	- Demolish(ed) <sup>3</sup>	<u>5</u>	+ Adding	<u>20</u>	= Total	<u>20</u>
Number of Affordable Units <sup>4</sup> :	Existing	<u>2</u>	- Demolish(ed)	<u>2</u>	+ Adding	<u>2</u>	= Total	<u>2</u>
Number of Market Rate Units:	Existing	<u>3</u>	- Demolish(ed)	<u>3</u>	+ Adding	<u>18</u>	= Total	<u>18</u>

Mixed Use Projects, Amount of Non-Residential Floor Area: \_\_\_\_\_ square feet

<sup>3</sup> Number of units to be demolished and/or which have been demolished within the last five years.

<sup>4</sup> As determined by the Los Angeles Housing Department.

## PARKING INFORMATION

Is the project utilizing AB 2097?

YES  NO

If Yes, provide a date-stamped ZIMAS Parcel Profile Report including AB 2097 Eligibility information.

Provided # of Parking Spaces: 20 Required # of Parking Spaces: 36

### Parking Minimum Checklist

The following checklist will determine if parking minimums can be imposed on a Project under AB 2097. Parking minimums cannot be imposed if the proposed project meets any of the following criteria.

Check all that apply:

- Include a minimum of 20 percent of the total dwelling units for Very Low, Low, or Moderate-Income households, students, the elderly, or persons with disabilities
- Contain fewer than 20 dwelling units
- Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements)

## PUBLIC RIGHT-OF-WAY INFORMATION

Have you submitted the [Planning Case Referral Form](#) to BOE? (if required)  YES  NO

Is the project required to dedicate land to the public right-of-way?  YES  NO

If so, what is/are the dedication requirement(s)? \_\_\_\_\_ feet

If dedications are required on multiple streets, identify as such: \_\_\_\_\_

## 3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought, and follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC Section 13A.2.10. of Chapter 1A?  YES  NO

Authorizing Code Section: LAMC 12.22 A.31

Code Section from which relief is requested (if any): \_\_\_\_\_

Action Requested: Demolition of 5 Units (E) Apt. building and Construction of a 20 Unit Apt. + ADU utilizing TOC Tier 3 with Additional Incentives for height increase, (see next page)

**Authorizing Code Section:** \_\_\_\_\_

**Code Section from which relief is requested (if any):** \_\_\_\_\_

**Action Requested:** 2 side yard reductions and open space reduction.  
\_\_\_\_\_

Additional Requests Attached:  **YES**  **NO**

#### 4. RELATED CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site?  **YES**  **NO**

If YES, list all case number(s): \_\_\_\_\_

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No.: \_\_\_\_\_ Ordinance No.: \_\_\_\_\_

- |  |   |
|--|---|
| <input type="checkbox"/> Condition Compliance Review | <input type="checkbox"/> Clarification of Q (Qualified) Condition         |
| <input type="checkbox"/> Modification of Conditions  | <input type="checkbox"/> Clarification of D (Development) Limitation      |
| <input type="checkbox"/> Revision of Approved Plans  | <input type="checkbox"/> Amendment to T (Tentative) Classification        |
| <input type="checkbox"/> Renewal of Entitlement      | <input type="checkbox"/> Plan Approval subsequent to Main Conditional Use |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project?  **YES**  **NO**

Have you filed, or is there intent to file, a Subdivision with this project?  **YES**  **NO**

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:  
\_\_\_\_\_

#### 5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, provide a copy of any applicable form and reference number if known.

Are there any recorded Covenants, affidavits or easements on this property?

**YES (provide copy)**  **NO**

**OTHER (E.G. ARCHITECT, ENGINEER, CEQA CONSULTANT):** Architect

**Name:** Farzin Maly

**Company/Firm:** Maly Architects Inc.

**Address:** 12304 Santa Monica Blvd., Suite #216 **Unit/Space Number:** 216

**City:** Los Angeles **State:** CA **Zip Code:** 90025

**Telephone:** 310-993-1220 **E-mail:** farzin.maly@gmail.com

**Primary Contact for Project Information<sup>6</sup>**

**(Select only one. Email address and phone number required.)**

Owner  Applicant  Agent/Representative  Other: \_\_\_\_\_

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List and the Abutting Property Owners List.

<sup>6</sup> As of June 8, 2022, the Primary Contact for Project is required to have an Angeleno Account and register with the Ethics Commission for Significant Project Entitlements, as defined in LAMC Section [49.7.37\(A\)\(6\)](#). An email address and phone number shall be required on the DCP Application Form, and the email address provided shall match the email address used to create the Angeleno Account.

**OTHER (E.G. ARCHITECT, ENGINEER, CEQA CONSULTANT):** Architect

**Name:** Farzin Maly

**Company/Firm:** Maly Architects Inc.

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**(Select only one. Email address and phone number required.)**

Owner  Applicant  Agent/Representative  Other: \_\_\_\_\_

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List and the Abutting Property Owners List.

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## PROPERTY OWNER AFFIDAVIT

Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** An LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized to file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.
  - a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
  - b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
  - c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
  - d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.  
The City requires an original signature from the property owner with the "wet" notary stamp.  
A Notary Acknowledgement is available for your convenience on following page.*

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

## SPACE BELOW FOR NOTARY'S USE

### CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

CIVIL CODE '1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_  
(Insert Name of Notary Public and Title)

personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature

(Seal)

## APPLICANT DECLARATION

A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.

- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
- b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
- c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
- d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
- e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
- f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
- g. I understand that if this application is denied, there is no refund of fees paid.
- h. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions")), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but is not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this

paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

- i. I understand that the City is protected by numerous statutory immunities from liability for damages that may be caused by its land use regulatory actions, as set forth in Government Code, section 818, et seq. For instance, the City cannot be held liable for personal or property injuries or damages allegedly caused by its approval and issuance of any discretionary permit, entitlement or approval (Gov. Code § 818.4), or its failure to inspect or its negligence in inspecting a property for the purpose of determining whether the property complies with or violates any permit, entitlement or approval or contains or constitutes a hazard to health or safety (Gov. Code § 818.6).
- j. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

*The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.*

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

## NEIGHBORHOOD CONTACT SHEET (OPTIONAL)

### 7. SIGNATURES

Signatures of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (Print)	SIGNATURE	ADDRESS	KEY # ON MAP

**REVIEW** of the project by the applicable Neighborhood Council is not required but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

PETTY F. SANTOS  
INTERIM CITY CLERK

City of Los Angeles  
CALIFORNIA

OFFICE OF THE  
CITY CLERK

VACANT  
EXECUTIVE OFFICER



KAREN BASS  
MAYOR

**Council and Public Services Division**  
200 N. SPRING STREET, ROOM 395  
LOS ANGELES, CA 90012  
GENERAL INFORMATION - (213) 978-1133  
FAX: (213) 978-1040

PATRICE Y. LATTIMORE  
DIVISION MANAGER  
[CLERK.LACITY.GOV](http://CLERK.LACITY.GOV)

**OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL**

**Council File No.:** 25-0002-S19  
**Council Meeting Date:** August 19, 2025  
**Agenda Item No.:** 44  
**Agenda Description:** CONSIDERATION OF RESOLUTION (LEE - PARK) relative to establishing the City's position on Senate Bill (SB) 79 (Wiener), which would establish new state zoning standards around train stations and major bus stops that allow for multi-family housing with up to seven stories.  
**Council Action:** RESOLUTION (LEE - PARK) - ADOPTED URGENT FORTHWITH

**Council Vote:**

ABSENT	Blumenfield	NO	Harris-Dawson	NO	Hernandez
YES	Jurado	YES	Hutt	YES	Lee
YES	McOsker	ABSENT	Nazarian	YES	Padilla
YES	Park	NO	Price Jr.	NO	Raman
YES	Rodriguez	NO	Soto-Martínez	YES	Yaroslavsky

PETTY F. SANTOS  
INTERIM CITY CLERK

**Pursuant to Charter/Los Angeles Administrative Code Section(s): 231(h)**

**FILE SENT TO MAYOR**  
**LAST DAY FOR MAYOR TO ACT**

08-19-2025
08-29-2025

APPROVED

8/20/2025

---

DATE SIGNED

Adopted Report(s) Title  
Resolution (Lee - Park) dated 3-28-25

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, the City of Los Angeles recognizes the importance of addressing the availability of affordable housing in a fair, equitable, and community-focused manner; and

WHEREAS, existing law under SB 375 (Steinberg, 2005) encourages coordination of housing and transportation policy, with greater land use intensity and more housing near transit. Additionally, under AB 2097 (Friedman, 2022) and AB 2011 (Wicks, 2022), existing law preempts certain local land use restrictions that limit housing near transit and allows greater densities near transit; and

WHEREAS, SB 79 establishes new state zoning standards around train stations and major bus stops (bus rapid transit stops) that allow for multi-family homes up to seven stories near immediately surrounding major transit stops, with lower height standards extending up to half a mile away from such stops; and

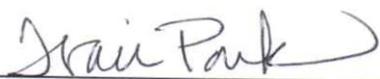
WHEREAS, while the intent of SB 79 may be to address issues around the supply of housing, the bill's provisions further undermines local governance, circumvents local decision-making processes, and imposes unintended burdens on communities; and

WHEREAS, the City of Los Angeles has a strong interest in maintaining, what little remains, of local control over land use and zoning laws to best serve the needs of its residents, ensure community input, and protect the unique character of its neighborhoods while still complying with state housing needs.

NOW, THEREFORE, BE IT RESOLVED, that by adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-26 State Legislative Program OPPOSITION for SB 79 (Wiener) unless amended to exempt municipalities with a state-approved and compliant Housing Element.

PRESENTED BY   
JOHN S. LEE  
Councilmember, 12<sup>th</sup> District

  
MAR 28 2025

SECONDED BY 

ORIGINAL

## MOTION

Donald Shoup, a professor of urban planning at UCLA for 50 years, died on February 6, 2025. Shoup authored the landmark 2005 book The High Cost of Free Parking. His academic research and writing focused on the issue of parking and how arbitrarily-created, government-imposed minimum parking requirements both drive up the cost of development and result in cities that are oriented toward cars rather than people.

This results in unsafe streets and increased traffic deaths and injuries; buildings surrounded by parking lots instead of compact, walkable commercial districts; and more expensive housing.

Shoup's work has led many local governments to change their parking policies. It would be a fitting legacy for Los Angeles—the place where Donald Shoup spent his career—explore the feasibility of eliminating parking minimums for changes of use and for new development.

To be clear, Shoup did not contend that new development should not provide parking. Rather, he demonstrated that governments are ill-equipped to determine how many parking spaces a business actually needs; that parking requirements embedded in most zoning codes were either derived from studies at a handful of suburban or rural locations where virtually every visitor has no choice but to drive, thus overstating parking demand in areas where people have other travel options, or simply copied from another jurisdiction. For example, the City of Los Angeles requires five times as much parking for a gym than it does for a yoga studio; and twice as much parking for an art gallery than for a barber shop. Our parking requirements are not rational.

Shoup concluded that the people who develop properties and the institutions that finance development—who are literally deeply invested in the economic success of the properties, *i.e.*, their ability to rent apartments or commercial space—are best positioned to determine how much parking a project should provide.

More than 3,000 cities have adopted at least some of Shoup's suggested parking reforms, including Los Angeles. In response to the COVID pandemic, the City adopted the Emergency Ordinance, which promotes adaptive reuse of existing buildings by allowing changes of use without triggering additional parking requirements. This has worked well for both businesses and their customers, and has not had adverse impacts on neighborhoods.. Through legislation such as AB 2097, the State of California has eliminated parking requirements near major transit stops. However, many cities have gone beyond Los Angeles and eliminated parking requirements citywide, including San Francisco, San Jose, and Sacramento.

While it is true that most people in Los Angeles own cars and drive, it is not true that everyone does so. According to the American Community Survey, there are approximately 770,000 households in Los Angeles with zero or only one vehicle, more than half of all households. There are approximately 480,000 single-person households in the City of Los Angeles (31.5% of the total), who are unlikely to need more than one vehicle. Self-driving vehicles already provide transportation from Downtown to the ocean, and will continue to proliferate, reducing the need for personal vehicles. However, our standard parking requirements are based on the flawed assumption that nearly every household has at least two cars; and that everyone drives for nearly all of their trips. Just as we allow people to select how many

  
JUN 10 2025

bedrooms and bathrooms they want in the apartments they rent, we could allow them to select how many parking spaces they need.

Moreover, Los Angeles suffers from a severe housing affordability crisis. One of Shoup's most important contributions to the public discourse on parking requirements was to highlight just how much parking spaces can cost. Underground parking can cost more than \$50,000 per space to construct, and thus can add more than \$100,000 to the cost of a housing unit. We must find ways to reduce the cost of constructing new housing, and eliminating parking requirements is one way to do so. It bears repeating that those who construct new housing have every incentive to rent (or sell) that housing, and will provide the amounts of parking necessary for them to do so.

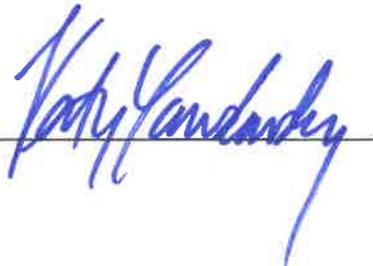
Brick-and-mortar retail stores and restaurants struggle to keep their doors open, due to economy-wide shifts toward on-line shopping and delivery services as well as local ordinances and policies. Amazon is not required to provide parking for its delivery vehicles that flood many of our neighborhoods, and neither are pop-up restaurants that operate under our sidewalk vending rules. We should level the playing field to support local businesses and neighborhood commercial districts.

Although State laws such as AB 2097 preclude the City from imposing parking requirements in areas near major transit stops, a citywide approach offers advantages. The routes and frequency of transit service can shift over time, which can be due to fiscal challenges at Metro or other transit providers rather than a change in demand. Instead of requiring a determination from Planning or Building & Safety about whether AB 2097 or some other exemption applies at some point in the process, a developer can—from the start—design a project based on its actual parking needs. In short, a citywide rule ensures consistency and predictability.

I THEREFORE MOVE that the Department of City Planning, in consultation with the Department of Building & Safety, be INSTRUCTED to report with recommendations regarding the feasibility and cost-benefit analysis of citywide elimination of off-street parking requirements for new development and changes of use.

PRESENTED BY:   
BOB BLUMENFELD  
Councilmember, 3rd District

PRESENTED BY:   
NITHYA RAMAN  
Councilmember, 4th District

SECONDED BY: 

ORIGINAL

## 1954 ARGYLE CONSIDERATIONS

### Fault Lines and Seismic Risks Near 2069 Argyle Ave (90068)

#### 1. Proximity to the Hollywood Fault

This region lies within the **Broad Hollywood Fault Zone**. The **Hollywood Fault**:

- Runs roughly along the northern edge of the L.A. Basin, passing under parts of West Hollywood and Hollywood ([Wikipedia](#)).
- Has a length of ~9 miles and an established slip rate of ~0.5–0.6 mm/year ([Wikipedia](#)).
- Is capable of generating magnitude **5.8–6.5 earthquakes on its own**, or potentially up to **M~7.0** if it ruptures in combination with the **Raymond Fault** ([Wikipedia](#)).

Geological surveys, including a 2018 USGS–California Geological Survey investigation, indicate **near-surface traces of the Hollywood Fault** along Argyle Avenue—specifically slightly south of the intersection with Carlos and Argyle ([U.S. Geological Survey Publications](#)).

#### 2. Historical Context: Millennium Project Findings

The proposed **Millennium Hollywood project** (at Argyle & Yucca near Capitol Records) spurred a major debate:

- State geologists warned that the **Hollywood Fault may run directly beneath the site**, posing a high seismic hazard ([Los Angeles Times](#), [WestsideToday](#)).
- In contrast, developer-funded studies claimed the fault was **dormant or highly ancient (not active within the past 11,000 years)** ([SFGATE](#), [Los Angeles Times](#)).
- Some nearby property investigations confirmed **inactive faults**, though **geological uncertainty remained high** in the Argyle–Yucca corridor ([Beverly Press & Park Labrea News](#), [Los Angeles Times](#)).

#### 3. Other Local Fault Systems

- The **Raymond Fault** runs under Griffith Park and the Hollywood Hills—continuing west past Dodger Stadium and roughly aligning with higher terrain toward Beverly Hills ([Wikipedia](#)). A rupture along this fault could interact with the Hollywood Fault, potentially amplifying seismic intensity.
- The **Puente Hills blind thrust fault**, lying beneath Griffith Park, poses a significant risk. Although not visible at the surface, it's capable of generating **M 7.2–**

7.5 earthquakes and has ruptured multiple times in the past 11,000 years ([Wikipedia](#)).

- The **Santa Monica Fault** lies further west, beneath Century City, Westwood, and parts of West Hollywood, though less directly adjacent to 2069 Argyle Ave ([U.S. Geological Survey Publications](#)).

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### Summary of Seismic Hazards Near 2069 Argyle Ave

Fault/System	Distance/Proximity	Potential Impact
<b>Hollywood Fault</b>	Very close—near Argyle Ave	Active; capable of magnitude ~5.8–6.5 (solo) or up to ~7.0 (with Raymond Fault)
<b>Raymond Fault</b>	Underlying Griffith Park and hills	Could amplify effects if simultaneous rupture occurs
<b>Puente Hills Thrust</b>	Beneath Griffith Park	Major risk—blind fault, capable of M 7.2–7.5, significant ground shaking
<b>Santa Monica Fault</b>	Western West Hollywood	Active, but less influential at this precise location

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The **Alquist-Priolo Earthquake Fault Zoning Act** (AP Act) defines **special study zones** around known **active faults** to regulate construction and reduce risks from surface fault rupture.

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### What Defines the Alquist-Priolo Fault Zones?

- **Fault Zones** are mapped as **narrow strips of land** along active faults, typically centered on the **known or suspected surface trace** of the fault.
- The width of these zones can **vary from a few hundred feet to over a mile wide**, depending on:
  - The complexity of the fault trace
  - Geological uncertainties
  - Historical surface ruptures

- Zones are drawn based on the **best available geological and geophysical data**, including trenching, mapping, and aerial studies.
- 

## Specific Boundaries and Area Coverage

### 1. Centered on Active Fault Trace:

- The zone is **centered on the mapped or inferred surface fault trace**.
- It extends laterally on both sides of the fault line.

### 2. Width:

- The width varies but commonly ranges from **200 to 1,000 feet (approximately 60 to 300 meters) on either side**.
- In some cases, zones can be wider to cover areas of uncertainty or complex fault geometry.

### 3. Mapped as Polygons:

- Zones are delineated as polygons on official maps, often following property lines, streets, or natural boundaries for clarity.
- Maps are publicly available from the **California Geological Survey (CGS)**.

### 4. Includes Areas of Fault Rupture Potential:

- Zones represent areas with a **significant risk of surface fault rupture** during an earthquake.
  - Construction of structures for human occupancy within these zones requires special studies and setbacks.
- 

## Example: Hollywood Fault Zone (Near 1954 Argyle Ave)

- The **Hollywood Fault Zone** near West Hollywood and Hollywood is mapped as a **narrow corridor (few hundred feet wide)** along the known fault trace.
- The zone includes parts of **Argyle Avenue** and adjacent streets.
- It overlays residential, commercial, and public areas—hence the need for strict regulation.

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## How to Check Exact Boundaries for Your Property

- Visit the **California Geological Survey's Alquist-Priolo Fault Zone Map Viewer:** [CGS Fault Zone Map Viewer](#)
- Enter your property address (e.g., 2069 Argyle Ave, Los Angeles) to see if it falls within any fault zones and view the exact polygon boundaries.
- Contact local city or county planning or building departments for zone maps and related permit requirements.

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## Summary

Feature	Description
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<b>Zone Width</b>	Typically 200-1,000 feet on either side of fault trace
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<b>Zone Shape</b>	Polygons following fault trace and local boundaries
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<b>Purpose</b>	Regulate building to avoid surface rupture damage
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<b>Maps</b>	Publicly available via California Geological Survey
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**New construction is permitted at 1954 N. Argyle Ave, 90068**, given its location within or near an Alquist-Priolo Earthquake Fault Zone.

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## Key Points:

1. **Being within an Alquist-Priolo Zone does NOT automatically prohibit construction** — but it **does impose strict requirements**.
2. **Before issuing building permits**, the following must happen:
  - A **detailed geological fault investigation** must be conducted by a licensed geologist or engineer to determine if the proposed building site is directly over an **active fault trace**.
  - If the site is **directly over an active fault trace**, **building for human occupancy is prohibited on that trace**.

- A **minimum setback of about 50 feet** from the fault trace is generally required for new structures.
  - If the active fault trace runs through part of the property, it may be possible to build in areas outside the setback zone.
3. If the investigation finds **no active fault trace crossing the exact building site** (only within the zone but not the site itself), then **construction is permitted but subject to specific engineering and safety measures**.
  4. The city's **Department of Building and Safety (LADBS)** enforces these regulations and will require geological reports before issuing permits.

**So, for 1954 N. Argyle Ave:**

- If the property is within the **Alquist-Priolo Fault Zone** (very likely given the location), the first step is to conduct a **fault hazard investigation** specific to that site.
- If **no active fault trace is found directly beneath the building footprint**, and required setbacks are observed, **new construction can be permitted** with appropriate engineering.
- If an **active fault trace crosses the site**, construction for human occupancy is **not permitted directly over the fault trace**, but may be possible on other parts of the property.

**Summary**

<b>Condition</b>	<b>New Construction Allowed?</b>
Site <b>outside fault trace</b> but within zone	Yes, with geologic report and engineering measures
Site <b>directly on active fault trace</b>	No, prohibited on fault trace; possible elsewhere on property
No investigation done	Permits withheld until investigation completed

**Recommendation:**

- **Request or commission a site-specific fault investigation report** for 1954 N. Argyle Ave.
  - Review the report carefully to confirm whether active faults impact the precise construction area.
  - Consult LADBS early for permitting requirements.
-

## FOR CEQA CONSIDERATION ON A CELL PHONE TOWER:

The height of AT&T cell towers can vary depending on several factors, including the location, terrain, and type of tower. However, I can provide some general information on cell tower heights.

Typically, cell towers range from 50 to 200 feet (15 to 61 meters) tall. For a tower with 15 panels, also known as sectors or antennas, here are some general height ranges:

- Stealth Towers 60-150 feet (18-46 meters) – 4- to 6-story building to the Statue of Liberty
- Guyed towers: 100-150 feet (30-46 meters) – 7- to 10-story building to the Statue of Liberty
- Self-supporting towers: 120-180 feet (36-54 meters) – 10- to 12-story building to Leaning Tower of Pisa
- Monopole towers: 80-120 feet (24-36 meters) – 6- to 8- story building to a 10- to 12-story building.

Keep in mind that these are general estimates, and actual tower heights may differ based on specific design and regulatory requirements.

Here are CEQA considerations for such structures

The California Environmental Quality Act (CEQA) requires analysis of potential environmental impacts from installing rooftop wireless communication facilities. Key CEQA considerations: \*Potential Environmental Impacts:\*

1. Aesthetics: Visual effects on surrounding area, historic resources, and scenic views.
2. Noise: Increased noise from equipment operation.
3. Electromagnetic Fields (EMFs): Potential health risks from radiofrequency emissions.
4. Historical Resources: Impacts on historic buildings or landmarks.

5. Biological Resources: Effects on local wildlife, habitats, or ecosystems. \*CEQA Exemptions:\* Some rooftop wireless communication facilities may be exempt from CEQA review under:

1. Class 3 exemptions (14 CCR § 15303): Small new equipment installations.
2. Class 11 exemptions (14 CCR § 15311):

Existing facilities modifications. \*Environmental Review Process:\*

If not exempt, the project undergoes CEQA review:

1. Initial Study (IS): Assess potential environmental impacts.
2. Mitigated Negative Declaration (MND): Identify measures to mitigate significant impacts.
3. Environmental Impact Report (EIR): Comprehensive analysis of significant impacts.

\*CEQA Checklist:\* To assess potential impacts, consider: 1. Visual impacts assessment 2. Noise analysis 3. EMF measurements 4. Historical resource survey 5. Biological resource assessment \*Los Angeles CEQA Guidelines:\* The City of Los Angeles provides CEQA guidelines and checklists for wireless communication facilities. \*Consultation:\* Consult with environmental consultants, city planners, or legal experts familiar with CEQA regulations to ensure compliance.

\*\*\*

Radiation & Exposure

### 1. Radiation Exposure & Health

- **Current consensus:** The radiation emitted by cell towers is *non-ionizing* radiofrequency (RF) radiation. At ground level or inside nearby apartments, exposure levels are typically hundreds to thousands of times below the FCC safety limits—meaning they’re unlikely to pose a direct health hazard. ([American Cancer Society](#), [Wikipedia](#))
- **Peak risk areas:** Elevated exposure may occur only directly in front of the antennas—such as roof access zones. These areas are typically restricted to prevent high exposure. ([American Cancer Society](#))
- **Mixed evidence & precautionary perspective:** Major health organizations acknowledge that there’s no strong evidence linking cell towers to serious health effects like cancer—but they also note that long-term data remain limited and call for further research. ([American Cancer Society](#), [WIRED](#))
- **Anecdotal symptoms & localized studies:** Some small-scale or local studies and reports suggest possible symptoms like headaches, fatigue, sleep disruptions, and increased anxiety in individuals who believe they are hypersensitive to EMF—or in homes very close to towers. However, these are not universally accepted or conclusive. ([EHN](#), [electronicsilentspring.com](#), [Free Source Library](#), [Environmental Health Sciences](#))

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## 2. Environmental & Ecosystem Effects

- **Wildlife & plant impacts:** A growing body of environmental research—particularly concerning 5G and RF emissions—points to adverse effects on flora and fauna, including altered behavior, reproduction, migration, and growth in plants. One long-term study even traced damage to trees near antenna arrays. ([Environmental Health Trust](#), [Environmental Health Trust](#), [naturaltucson.com](#))
- **Bird collision and habitat issues:** Conventional cell towers can pose risks to birds, especially during migration, and may alter local habitats. Although stealth installations on rooftops might mitigate some risks (like guy-wire collisions), the broader ecological effects of RF exposure still apply. ([Free Source Library](#))

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## 3. Noise, Aesthetics & Psychological Effects

- **Noise pollution from equipment:** Tenants living directly under cell tower installations sometimes report persistent, high-pitched noise—often from the cooling systems or power supplies. While not harmful in the RF sense, such noise can be a significant nuisance and can contribute to stress, sleep disruption, and overall discomfort. ([Reddit](#))

“Noise pollution is a real thing with real health effects ... you're much more likely to get hurt not putting on UV-blocking sunscreen.” ([Reddit](#))

- **Aesthetic and property value concerns:** Even stealth towers may not entirely eliminate concerns about reduced property values or tenant dissatisfaction—especially if people perceive a health risk or find the installation unsightly. ([Free Source Library](#), [WIRED](#))

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## Summary Table: Potential Tenant Impacts

Concern	Current Evidence & Insight
RF Health Risks	Generally low exposure inside apartments; no confirmed harm, but research ongoing

<b>Concern</b>	<b>Current Evidence &amp; Insight</b>
Environmental Effects	Some concern over local plant and wildlife impact; ongoing ecological research
Noise	Documented annoyance from equipment noise; more likely to affect well-being
Property Aesthetics	Possible negative impact on tenant sentiment and property value

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1. **Measure RF levels**—especially inside affected units or rooftop areas. Local agencies or building management might help facilitate this.
2. **LAMC Wireless Communication Facilities** --
  - Local: facilities must be sited to minimize visual impact and avoid interference with other equipment
  - Structural Integrity Rooftops must be evaluated to ensure they can support additional weight and wind loads of equipment
  - Aesthetic Considerations: Designs should blend with the building’s architecture to reduce visual clutter
  - Safety Standards: Installation must comply with applicable safety codes, including electrical and structural

### **Federal Preemption – Telecommunications Act of 1996**

It's important to note that under the **Telecommunications Act of 1996**, local governments cannot regulate the placement or construction of wireless facilities based on the environmental effects of radiofrequency emissions, provided the facility complies with Federal Communications Commission (FCC) standards. ([RF Safe](#))

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### **Community Protections and Local Actions**

While federal law limits health-based restrictions, some California communities have implemented measures to address community concerns:

- **Encinitas, CA:** Implemented ordinances to protect residents sensitive to RF radiation and required pollution insurance that includes RF radiation coverage. ([Children's Health Defense](#))
- **Fairfax, CA:** Requires post-installation RF testing and annual assessments to ensure compliance with FCC radiation emissions limits. ([Environmental Health Trust](#))

While Los Angeles may not have identical ordinances, these examples highlight proactive approaches to community health and safety.

While federal law sets the baseline for RF exposure, local regulations in Los Angeles focus on structural safety, aesthetics, and community impact. If you need assistance drafting a formal inquiry or understanding specific regulations, feel free to ask.

**Discuss for noise mitigation**—request that noisy components (e.g. fans) be replaced or insulated if they're disturbing tenants.

3. **Push for regular monitoring**—ask for transparent reporting on RF levels and any environmental assessments, especially if your building includes common areas near the antennas.

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## Bottom line

There's no strong evidence that living in proximity to a stealth cell tower poses a direct health hazard—most likely, RF exposure is significantly below harmful levels inside apartments. However, noise pollution and perceived psychological or aesthetic impacts are very real and frequently reported by tenants. Environmental effects on plants and wildlife are an area of legitimate ecological concern, deserving further attention and transparency.

**RF exposure risks to tenants on the top floor or during construction** of a stealth cell tower on an apartment building:

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### 1. During Construction Phase

#### Exposure Level: Low

- **Why?** The antennas are **not yet active** during most of construction. This means there's **no RF radiation** being emitted.

- **Main risks:** Instead of RF exposure, the temporary risks during construction are:
  - Noise
  - Dust
  - Vibration
  - Potential structural interference (e.g. drilling into roof slabs or walls)
- **Regulations:** Construction crews must follow OSHA safety rules, and cell companies generally do not activate RF transmitters until all structural and electrical work is completed.

**RF exposure risk to tenants during installation = negligible.**

**Other concerns (noise, dust, disturbance) may be noticeable.**

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## **2. After Activation — Tenants Living Directly Below the Tower**

### **Exposure Level: Low-to-Moderate, but Still Within FCC Limits**

- **Antenna direction matters most.** Most cell antennas are **directional**, mounted to point outward and away from the building—not downward.
- Therefore, tenants **directly below** are typically shielded by:
  - Building materials (concrete, steel, roofing, insulation)
  - The vertical direction of the antenna beam

Studies show indoor RF exposure in apartments directly below rooftop antennas is usually **less than 1%** of the FCC's maximum public exposure limit.

### **Real-world data:**

- A study in *Radiation Protection Dosimetry* (2009) showed top-floor apartment RF levels below towers ranged from **0.002–0.05 mW/cm<sup>2</sup>**, while FCC limit is **1.0 mW/cm<sup>2</sup>**.
- Even right on the rooftop **next to antennas**, exposure rarely exceeded **a few percent** of the limit—except in front of the antenna's beam path, which is usually off-limits.

**Tenants below antennas are exposed to extremely low levels of RF.**

**If antenna misalignment occurs or there's faulty shielding, exposure could rise—but still likely below legal thresholds.**

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### **Special Case: Tenants with Access to the Roof**

If tenants or maintenance staff regularly go to the roof (especially close to the antenna units), they could be exposed to **higher but still regulated** RF levels. That's why:

- Rooftops are usually restricted or require warning signage
  - OSHA mandates RF safety training for any personnel accessing those areas
  - Carriers are required to **shut down or reduce power** during rooftop maintenance
- 

### **What You Can Do**

#### **1. RF safety assessment:**

- Ask building management or the carrier (e.g. AT&T) for an **RF exposure compliance report**.
- You can also hire an independent RF measurement service.

#### **2. Monitor space:**

- Consumer-grade RF meters can a general idea of indoor RF levels.
- Look for any signs of roof leakage, structural changes, or noise near your unit post-installation.

#### **3. Transparency:**

- Ask for confirmation that the antenna beams are not directed toward occupied units.
- 

### **Summary: Exposure Risk**

Scenario	RF Exposure Risk	Notes
During tower construction	Very Low	Antennas inactive during build
Living directly below antennas	Very Low to Low	RF shielded by structure and direction of beam
On rooftop near antenna (if allowed)	Moderate to High	But these areas are usually restricted

## 2. FCC Safety Standards Account for Constant Exposure

- FCC and ICNIRP exposure limits are designed to **protect the general public**, including **children, elderly, and pregnant people**, 24/7.
- So if your building is **in compliance**, your exposure—even on the top floor—is assumed to be **well within those public safety margins**.

- 
- *Is the building compliant with FCC RF exposure rules?*
  -  *Has an RF site assessment been done for top-floor units?*
  -  *Are the antennas oriented away from windows or living spaces?*

Even though current research says risks are low, **transparency** and **monitoring** matter—especially if you live directly under the installation.

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## Summary

Group	Why Precautions Are Needed
<b>Technicians</b>	Work directly in high-exposure zones; may exceed safe limits without gear
<b>Tenants</b>	Shielded by distance and building; typical exposure far below limits

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**STRUCTURAL, NOISE & LIVABILITY CONCERNS:** concerns, especially for an older

building (pre-1983). Here's a breakdown of what to look out for when a stealth cell tower is installed on such a property.

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## 1. Structural Risks for Older Buildings (Pre-1990)

### Potential Risks:

Risk	Explanation
<b>Roof Load Stress</b>	Cell tower equipment (antenna arrays, base stations, steel supports, batteries) adds <b>hundreds to thousands of pounds</b> . Older buildings may not have been designed for this additional live/dead load.
<b>Vibration Transmission</b>	HVAC units, power systems, and backup generators can introduce <b>constant low-frequency vibration</b> into the roof, which may travel through old framing.
<b>Waterproofing &amp; Roof Penetration</b>	Installation often involves drilling and anchoring into the roof deck, increasing risk of <b>leaks</b> , especially with aging membranes.
<b>Seismic/Wind Load Risks</b>	Older buildings might not meet modern standards for handling lateral loads; new towers can become <b>top-heavy hazards</b> in earthquakes or storms if not retrofitted properly.
<b>Electrical Overload or Fault Risk</b>	Added load on older electrical systems (if used for tower operations) may cause <b>overloads, shorts, or fire risks</b> without proper upgrades.

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## 2. Noise Impacts from Tower Equipment

The stealth cell tower isn't just antennas—it includes **equipment cabinets, fans, cooling systems**, and sometimes **backup power units**.

### Common Noise Sources:

- **Cooling fans** (24/7 operation in warm climates)
- **Backup generators** (periodic self-tests, or during outages)
- **HVAC compressors** for the shelter/cabin
- **Power supply units and inverters**

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## Estimated Noise Levels (Decibels)

Source	Typical dB at 3 feet	Possible Impact at Distance
Equipment cooling fan	55–65 dB	Audible inside top-floor units or adjacent rooftops
Air-conditioning unit	60–70 dB	Like a loud conversation or dishwasher
Backup generator (diesel)	70–90 dB when running	Can exceed city noise limits; major concern during self-tests
Vibrational hum (low-frequency)	20–40 dB (inside walls)	Hard to detect with regular meters but causes discomfort, sleep disruption

**Local noise ordinances** often limit continuous sound to:

- **50–55 dB at night**
- **60–65 dB during the day**, at the property line

## Who Might Be Affected?

- **Tenants in top-floor units:** Most exposed to structural-borne and airborne sound.
- **Adjacent buildings** (especially in dense cities): Sound can travel laterally via rooftops or bounce between buildings, especially low-frequency hums.
- **Upper-floor neighbors across the street:** May experience reflected or directional sound depending on tower placement.

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## How to Investigate or Mitigate

1. **Ask for the tower's noise rating and equipment model specs.**
  - These usually list max decibel output at certain distances.
2. **Request a third-party acoustic impact study** (*especially in residential zones*).
  - Some cities require this as part of tower approval.

3. **Noise complaint logs or resident reports** can push landlords or carriers to insulate or baffle loud equipment.
4. **Vibration dampening mounts** and **sound-dampening enclosures** can significantly reduce the impact—but must be properly installed.

## Summary

Category	Potential Risk
Structural Load	Overstressing roof, cracking, leakage, collapse if not reinforced
Vibration	Transmission of mechanical hums into walls and ceilings
Noise (dB Levels)	55–70 dB typically; up to 90 dB during generator operation; can exceed residential noise codes
Impacted Tenants	Top-floor units, adjacent rooftops, nearby upper-floor apartments

**90069 area (Los Angeles — West Hollywood/Hollywood)** and addressing:

1. **Acoustic study and regulations**
2. **Structural retrofit requirements**
3. **Real-world noise experiences (hum or other sounds)**

## 1. Acoustic Study & Noise Regulations in Los Angeles (90069)

- **Los Angeles City Planning** requires wireless facility applications (including stealth towers) to undergo administrative or discretionary review to ensure compliance with zoning and federal laws ([Los Angeles City Planning](#)).
- While the specific City Building Code's noise chapter isn't directly visible without a subscription, the general standard across U.S. cities is **55 dBA during daytime and 50 dBA at night** at property lines ([Noise Engineers](#)).
- **Acoustic studies** typically follow this process:

- Measure existing ambient noise levels
- Model the proposed equipment's sound radiation to nearby sensitive receivers
- Recommend mitigations (e.g., barriers, quieter units)
- Verify post-installation levels ([Noise Engineers](#)).

→ **\*\* Takeaway\*\***: In 90069, developers likely **must perform or submit acoustic impact assessments**, particularly if the tower installation is subject to discretionary approval. The exact noise limits should align with municipal standards.

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## 2. Structural Retrofit Requirements for Stealth Towers

- The **International Building Code (IBC 2018)** mandates that any modifications to a telecommunications structure—including rooftop installations—must follow **TIA-222-H standards**, and often require a **structural analysis** if the new load increases member demand by more than **5%**, or if the changes exceed the original design capacity ([Anderson Engineering](#), [Scribd](#)).
- Older buildings or poles may struggle with added loads, especially amid LA's seismic zone. Retrofitting may involve bolting on reinforcements or wrapping existing structures with stronger materials—though feasibility depends on material types (steel vs. concrete) and local zoning ([Structure Magazine](#), [Anderson Engineering](#)).

→ **\*\* Takeaway\*\***: Expect a **feasibility or comprehensive structural analysis** to be required before approving any new rooftop cell tower in your area—especially given LA's seismic considerations.

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## 3. Real-World Noise & Hum Experiences

Residents across the U.S. have reported various noise issues from cell tower installations—most often linked to fans, power supplies, or generators:

- In one LA example, neighbors experienced a **constant humming**, especially on hot nights when cooling fans kicked in—making it difficult to open windows or sleep ([NBC Los Angeles](#)).

- In Copperopolis, CA, equipment noise at the property line was measured at **37 to 41 dB**, within allowable limits but still noticeable—and residents negotiated to cap future increases at +3 dB ([Inside Towers](#)).

- **Reddit anecdotes** offer vivid detail:

- One tenant noted a **high-pitched fan noise** so loud they couldn't open their living room window, with both noticing hearing issues like tinnitus over time:

“The main cabinet unit... rings high-pitched enough that we can't open our living room window... both myself and my roommate have developed tinnitus...” ([Reddit](#)).

- Another described the **beeping alarm from a generator** audible up to 500 feet away, drastically affecting quality of life ([Reddit](#)).

- These experiences highlight how **mechanical noise—even if it complies with local limits—can still be intrusive and impact well-being.**

## Summary Table

Aspect	Requirement / Observation
<b>Acoustic Study</b>	Likely required in LA (zoning process), with standard noise limits (~55 dBA day / 50 dBA night)
<b>Structural Retrofit</b>	Required if added load exceeds 5% of design capacity, per IBC/TIA-222 standards
<b>Noise Reality</b>	Fans, power equipment, generators often produce humming or beeps; real complaints from residents highlight nuisance—even within legal limits

## Next Steps Suggested:

1. **Check with LA City Planning** for any application documentation or conditions of approval for the proposed tower—especially for noise or structural requirements.
2. **Request an acoustic impact report**, with pre- and post-installation measurements.
3. **Ask for a structural analysis summary**, either feasibility or comprehensive, ensuring rooftop load and seismic compliance.

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## GRIFFITH PARK

Griffith Park and its wildlife—this area is a critical corridor for various species, including birds and mammals. Let’s explore how a stealth cell tower near a wildlife-rich area like Griffith Park might interact with migration patterns and local fauna.

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### 1. Bird Migration & Collisions

- **Communication towers are a major collision hazard:** The U.S. Fish & Wildlife Service estimates between **4 to 7 million bird fatalities annually** due to collisions with towers, especially during nocturnal migration. ([U.S. Fish and Wildlife Service](#))
- **Key risk factors include:**
  - Towers **taller than ~200–350 feet**
  - Structures with **guy wires**
  - Use of **steady-burning lights**, especially red lights
  - Conditions such as **fog, cloud cover**, and **nighttime migration periods** ([U.S. Fish and Wildlife Service](#), [Connecticut General Assembly](#), [BioOne](#), [Wikipedia](#), [Los Angeles Times](#))
- **However**, studies on **shorter monopole structures**—similar to stealth towers—located in an urban park setting (Rock Creek Park, D.C.) found **no measurable bird or bat fatalities** over multiple years. ([Wildlife](#))
- **Lighting design matters:** Switching to **synchronously flashing lights** (rather than steady-burning ones) can **reduce bird collisions by up to 70%**, while maintaining aviation safety. ([BioOne](#), [Wikipedia](#))

#### For Griffith Park:

- If the stealth tower is **short, unguided**, and uses **flashing rather than constant lighting**, collision risks are significantly lower—even important given the park’s role in bird migration corridors.
- 

### 2. Impacts on Local Wildlife (Beyond Birds)

Griffith Park is home to a diverse ecosystem that includes mountain lions, coyotes, deer, and various bird species. ([Wikipedia](#))

- **Disruption from noise or lighting** not directly tied to RF exposure: There is **no strong evidence** that the electromagnetic fields (EMF) produced by these towers disrupt wildlife behavior or migration. Field studies have generally shown **minimal or no behavioral effect**. ([educ.jmu.edu](#))
- The **main threats in this context would likely stem from habitat disturbance**, not EMF—whether from construction or lights, rather than the tower’s presence itself.

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### Summary: Wildlife Impact at 90069 (Near Griffith Park)

Factor	Potential Impact
<b>Bird Collisions</b>	Low risk for short, unlit/unguided stealth towers; heightened risk with steady lights.
<b>Lighting Effects</b>	Flashing lights greatly diminish risk; steady-burning lights significantly increase it.
<b>Wildlife Behavior</b>	No documented EMF-related disorientation or harm.
<b>Habitat Fragmentation</b>	More significant concern during construction than operational phase.

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### Recommendations for Minimizing Wildlife Impact

1. **Confirm tower height and design**—short, monopole, and without guy wires is preferred.
2. **Insist on flashing lights only**, avoiding steady-burning markers.
3. **Coordinate with wildlife experts** via City Planning or environmental agencies to get species-specific evaluations.
4. **Mitigate light and noise pollution during construction**, especially in migration windows (spring/fall).
5. **Monitor post-installation environment**, particularly for bird strikes or abnormal behavioral changes.

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**1988 construction date**, general **telecom construction practices**, and typical **tenant disruption timelines**.

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## 1. Structural Integrity of a 1988 Roof for a Stealth Cell Tower

### General Likelihood: Moderately Capable — But Depends on Design & Condition

- **1988** construction means the building likely followed **UBC (Uniform Building Code)** standards in effect at the time. This was pre-1994 earthquake code revisions, so **seismic capacity may be less robust** than modern codes.
- Most roofs on mid-rise apartments from that era were **not engineered** to carry the kind of **point loads** that telecom installations bring—especially if equipment includes:
  - Steel monopole or “canister” structures
  - Base station cabinets
  - Backup batteries or generators

### Key Considerations:

Factor	Impact on Structural Capacity
Roof type	If flat and reinforced concrete → more likely to be viable
Load concentration	Tower mounts apply point loads; may require spread footings
Seismic & wind upgrade	May need structural retrofit for LA code compliance
Water intrusion risk	Penetrations for mounts/conduit often weaken older waterproofing

**Conclusion:** Structural feasibility is *possible* but **not a guarantee**. A licensed structural engineer must complete a **load analysis** and possibly recommend **retrofits** (e.g., reinforcement beams, brackets, or plates).

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## 2. Construction Timeline for Rooftop Stealth Cell Tower

**Typical Duration: 2–6 weeks (on average)**

<b>Phase</b>	<b>Time Estimate</b>	<b>Notes</b>
Structural evaluation & permitting	2–6 months (prior)	Done before work begins; tenants rarely see this
Rooftop prep & mounting	3–7 days	Crane lifts, anchoring, sealing
Antenna + cabling install	2–4 days	Technicians set hardware and connect power/data
Equipment cabinet install	2–3 days	HVAC units, radio gear, fans
Testing + commissioning	3–5 days	Carrier activates service + fine-tunes system

**Max construction window (in practice): ~4–6 weeks**, with intermittent activity. Tenants may only feel **heavy disruption for ~5–10 days**, but there could be **noise or rooftop traffic throughout**.

---

### **3. Street Equipment & Vehicles During Construction**

**Standard Parking/Equipment Needs:**

<b>Vehicle/Equipment Type</b>	<b># of Units</b>	<b>Duration</b>
Crane (for rooftop lifts)	1	1–2 full days
Flatbed truck (tower parts)	1–2	1–2 days
Crew vans (installers)	2–3	Off/on for 2–4 weeks
Electrical contractor van	1	Off/on for 3–7 days
Generator (if temporary power)	1	During testing or outages
Dumpster (roofing debris)	1	If retrofitting or removing old material

**Street impact:** Expect **partial parking lane closures** or temporary tow-away zones for **1–2 days during crane operations**, with additional parking impact over **2–4 weeks** due to contractor vehicles.

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#### 4. Tenant Disruption: How Many Days of Impact?

##### Disruption Breakdown:

Type of Disruption	Duration	Who's Affected
Noise (drilling, anchoring)	3–5 days	Top-floor units, daytime hours
Rooftop access restrictions	2–6 weeks	Tenants/staff with rooftop privileges
Elevator use (equipment hauling)	1–3 days	If shared elevators used (usually avoided)
Parking/access restrictions	2–3 days	All tenants, mostly during crane days
Ongoing hum (from equipment)	Permanent	Top-floor residents near fan cabinets

**Unmitigated noise** from fans or generators can cause **chronic disturbances** after construction is complete, particularly for top-floor tenants with windows near equipment enclosures.

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##### Summary: Key Points

Topic	What to Expect
<b>Roof load tolerance (1988)</b>	Feasible but likely needs structural analysis/retrofit
<b>Construction duration</b>	2–6 weeks total; 5–10 days of loud, disruptive work
<b>Street vehicle activity</b>	Crane + 3–5 service vehicles over 2–4 weeks
<b>Tenant disruption</b>	Noise, restricted access, parking issues; permanent equipment noise possible

- A structural engineer's load analysis
- An acoustic impact statement
- A tenant disruption mitigation plan

## SEISMIC SAFETY

**earthquake safety** concerns of installing a **stealth cell tower** on a building like yours in **Los Angeles (earthquake zone)**, and then I'll provide a **formal request letter template** you can send to your building management or landlord.

---

### Earthquake Safety of Rooftop Cell Towers in Seismic Zones (Like LA)

#### Location Context:

Los Angeles sits in **Seismic Design Category D/E**, which means structures **must withstand strong lateral (side-to-side) forces** — especially for rooftop-mounted equipment that can:

- Fall or collapse
  - Overstress structural connections
  - Compromise the roof or building envelope
- 

### How a Rooftop Cell Tower May Be Affected in an Earthquake

Risk Factor	Explanation
<b>Top-heavy loading</b>	A stealth tower adds vertical and lateral weight, which can act like a pendulum during shaking.
<b>Anchoring failure</b>	If base plates and mounts are not seismic-rated or improperly installed, the equipment can shear off or collapse.
<b>Roof deck integrity</b>	Older roofs (like from 1988) may not have the necessary <b>shear transfer strength</b> to handle added motion stress.
<b>Seismic retrofitting</b>	Modern telecom equipment can be safely installed <i>if the roof is retrofitted</i> to meet <b>California Building Code (CBC 2022)</b> and <b>TIA-222-H seismic standards</b> .
<b>Electrical hazard</b>	Equipment failure or tipping during a quake can lead to <b>electrical fires or short circuits</b> if wiring isn't seismically protected.

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## Mitigations (What Makes It Safer)

- Structural engineers perform **lateral load calculations** based on:
  - Site-specific **soil classification**
  - Seismic zone (LA = high risk)
  - Roof layout and material
- Use of **seismic anchoring kits** (anchor bolts, baseplates, spring isolators)
- Equipment shelters built to "**Zone 4**" **seismic compliance**
- **Flexible conduit and cabling** to prevent rupture
- Seismic bracing of **batteries, backup systems, and HVAC units**

In short: **It is safe only if built to modern seismic standards and retrofitted accordingly.** Without proper anchoring and analysis, the rooftop installation becomes a safety liability in an earthquake.

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### 1. A Structural Load & Seismic Compliance Assessment

- Confirmation that a licensed structural engineer has evaluated the roof's capacity to support the tower and associated equipment
- Details of any **retrofitting work** required or completed to meet **California Building Code (CBC)** and **TIA-222 seismic standards**

### 2. An Acoustic Impact Report

- Details on anticipated noise levels (in dBA) from equipment such as fans, generators, and cooling units
- Mitigation plans if noise levels exceed city ordinances or affect quality of life for top-floor residents

### 3. Construction & Disruption Timeline

- Estimated construction schedule, including use of cranes or other equipment
- Details of any street closures, elevator use, or parking impacts
- Safety or access restrictions for tenants during and after installation

#### 4. Environmental Considerations

- Whether the installation required or underwent environmental review due to proximity to **Griffith Park** wildlife corridors

Balance building owner's right to lease rooftop space, with that safety, noise, and environmental concerns should be addressed transparently. Request this information prior to installation or activation of any equipment.



Here's a recent visual depiction of the **Hollywood Fault**, traversing through West Hollywood and Hollywood along major roads like Franklin Avenue and Sunset Boulevard—close to 2069 Argyle Ave (90068) .

---

### Fault Lines and Seismic Risks Near 2069 Argyle Ave (90068)

#### 1. Proximity to the Hollywood Fault

This region lies within the **Broad Hollywood Fault Zone**. The **Hollywood Fault**:

- Runs roughly along the northern edge of the L.A. Basin, passing under parts of West Hollywood and Hollywood ([Wikipedia](#)).
- Has a length of ~9 miles and an established slip rate of ~0.5–0.6 mm/year ([Wikipedia](#)).
- Is capable of generating magnitude **5.8–6.5 earthquakes on its own**, or potentially up to **M~7.0** if it ruptures in combination with the **Raymond Fault** ([Wikipedia](#)).

Geological surveys, including a 2018 USGS–California Geological Survey investigation, indicate **near-surface traces of the Hollywood Fault** along Argyle Avenue—specifically slightly south of the intersection with Carlos and Argyle ([U.S. Geological Survey Publications](#)).

#### 2. Historical Context: Millennium Project Findings

The proposed **Millennium Hollywood project** (at Argyle & Yucca near Capitol Records) spurred a major debate:

- State geologists warned that the **Hollywood Fault may run directly beneath the site**, posing a high seismic hazard ([Los Angeles Times](#), [WestsideToday](#)).

- In contrast, developer-funded studies claimed the fault was **dormant or highly ancient (not active within the past 11,000 years)** ([SFGATE](#), [Los Angeles Times](#)).
- Some nearby property investigations confirmed **inactive faults**, though **geological uncertainty remained high** in the Argyle–Yucca corridor ([Beverly Press & Park Labrea News](#), [Los Angeles Times](#)).

### 3. Other Local Fault Systems

- The **Raymond Fault** runs under Griffith Park and the Hollywood Hills—continuing west past Dodger Stadium and roughly aligning with higher terrain toward Beverly Hills ([Wikipedia](#)). A rupture along this fault could interact with the Hollywood Fault, potentially amplifying seismic intensity.
- The **Puente Hills blind thrust fault**, lying beneath Griffith Park, poses a significant risk. Although not visible at the surface, it’s capable of generating **M 7.2–7.5** earthquakes and has ruptured multiple times in the past 11,000 years ([Wikipedia](#)).
- The **Santa Monica Fault** lies further west, beneath Century City, Westwood, and parts of West Hollywood, though less directly adjacent to 2069 Argyle Ave ([U.S. Geological Survey Publications](#)).

### Summary of Seismic Hazards Near 2069 Argyle Ave

Fault/System	Distance/Proximity	Potential Impact
<b>Hollywood Fault</b>	Very close—near Argyle Ave	Active; capable of magnitude ~5.8–6.5 (solo) or up to ~7.0 (with Raymond Fault)
<b>Raymond Fault</b>	Underlying Griffith Park and hills	Could amplify effects if simultaneous rupture occurs
<b>Puente Hills Thrust</b>	Beneath Griffith Park	Major risk—blind fault, capable of M 7.2–7.5, significant ground shaking
<b>Santa Monica Fault</b>	Western West Hollywood	Active, but less influential at this precise location

### What This Means for a Rooftop Installation

Given the seismic complexity of the area:

1. A **detailed geotechnical study** is essential, including slip history, trenching, or borehole data for the property.
2. A **seismic structural assessment** must be performed, ensuring compliance with California Building Code and **TIA-222** standards for lateral forces and ground motion.
3. **Redundancy in anchoring**, flexible infrastructure (cabling, conduit), and seismic bracing for equipment are critical for ensuring the safety of both structure and occupants.

The **Alquist-Priolo Earthquake Fault Zoning Act** (AP Act) defines **special study zones** around known **active faults** to regulate construction and reduce risks from surface fault rupture.

---

### What Defines the Alquist-Priolo Fault Zones?

- **Fault Zones** are mapped as **narrow strips of land** along active faults, typically centered on the **known or suspected surface trace** of the fault.
  - The width of these zones can **vary from a few hundred feet to over a mile wide**, depending on:
    - The complexity of the fault trace
    - Geological uncertainties
    - Historical surface ruptures
  - Zones are drawn based on the **best available geological and geophysical data**, including trenching, mapping, and aerial studies.
- 

### Specific Boundaries and Area Coverage

1. **Centered on Active Fault Trace:**
  - The zone is **centered on the mapped or inferred surface fault trace**.
  - It extends laterally on both sides of the fault line.
2. **Width:**

- The width varies but commonly ranges from **200 to 1,000 feet (approximately 60 to 300 meters) on either side.**
- In some cases, zones can be wider to cover areas of uncertainty or complex fault geometry.

### 3. Mapped as Polygons:

- Zones are delineated as polygons on official maps, often following property lines, streets, or natural boundaries for clarity.
- Maps are publicly available from the **California Geological Survey (CGS).**

### 4. Includes Areas of Fault Rupture Potential:

- Zones represent areas with a **significant risk of surface fault rupture** during an earthquake.
- Construction of structures for human occupancy within these zones requires special studies and setbacks.

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#### Example: Hollywood Fault Zone (Near 2069 Argyle Ave)

- The **Hollywood Fault Zone** near West Hollywood and Hollywood is mapped as a **narrow corridor (few hundred feet wide)** along the known fault trace.
- The zone includes parts of **Argyle Avenue** and adjacent streets.
- It overlays residential, commercial, and public areas—hence the need for strict regulation.

---

#### How to Check Exact Boundaries for Your Property

- Visit the **California Geological Survey's Alquist-Priolo Fault Zone Map Viewer:** [CGS Fault Zone Map Viewer](#)
  - Enter your property address (e.g., 2069 Argyle Ave, Los Angeles) to see if it falls within any fault zones and view the exact polygon boundaries.
  - Contact local city or county planning or building departments for zone maps and related permit requirements.
-

## Summary

Feature	Description
---------	-------------

<b>Zone Width</b>	Typically 200-1,000 feet on either side of fault trace
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<b>Zone Shape</b>	Polygons following fault trace and local boundaries
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<b>Purpose</b>	Regulate building to avoid surface rupture damage
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<b>Maps</b>	Publicly available via California Geological Survey
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## 1954 ARGYLE CONSIDERATIONS

### Fault Lines and Seismic Risks Near 2069 Argyle Ave (90068)

#### 1. Proximity to the Hollywood Fault

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- Enter your property address (e.g., 2069 Argyle Ave, Los Angeles) to see if it falls within any fault zones and view the exact polygon boundaries.
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<b>Purpose</b>	Regulate building to avoid surface rupture damage
----------------	---

<b>Maps</b>	Publicly available via California Geological Survey
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**New construction is permitted at 1954 N. Argyle Ave, 90068**, given its location within or near an Alquist-Priolo Earthquake Fault Zone.

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## Key Points:

1. **Being within an Alquist-Priolo Zone does NOT automatically prohibit construction** — but it **does impose strict requirements**.
2. **Before issuing building permits**, the following must happen:
  - A **detailed geological fault investigation** must be conducted by a licensed geologist or engineer to determine if the proposed building site is directly over an **active fault trace**.
  - If the site is **directly over an active fault trace**, **building for human occupancy is prohibited on that trace**.

- A **minimum setback of about 50 feet** from the fault trace is generally required for new structures.
  - If the active fault trace runs through part of the property, it may be possible to build in areas outside the setback zone.
3. If the investigation finds **no active fault trace crossing the exact building site** (only within the zone but not the site itself), then **construction is permitted but subject to specific engineering and safety measures**.
  4. The city's **Department of Building and Safety (LADBS)** enforces these regulations and will require geological reports before issuing permits.

**So, for 1954 N. Argyle Ave:**

- If the property is within the **Alquist-Priolo Fault Zone** (very likely given the location), the first step is to conduct a **fault hazard investigation** specific to that site.
- If **no active fault trace is found directly beneath the building footprint**, and required setbacks are observed, **new construction can be permitted** with appropriate engineering.
- If an **active fault trace crosses the site**, construction for human occupancy is **not permitted directly over the fault trace**, but may be possible on other parts of the property.

**Summary**

<b>Condition</b>	<b>New Construction Allowed?</b>
Site <b>outside fault trace</b> but within zone	Yes, with geologic report and engineering measures
Site <b>directly on active fault trace</b>	No, prohibited on fault trace; possible elsewhere on property
No investigation done	Permits withheld until investigation completed

**Recommendation:**

- **Request or commission a site-specific fault investigation report** for 1954 N. Argyle Ave.
  - Review the report carefully to confirm whether active faults impact the precise construction area.
  - Consult LADBS early for permitting requirements.
-

## FOR CEQA CONSIDERATION ON A CELL PHONE TOWER:

The height of AT&T cell towers can vary depending on several factors, including the location, terrain, and type of tower. However, I can provide some general information on cell tower heights.

Typically, cell towers range from 50 to 200 feet (15 to 61 meters) tall. For a tower with 15 panels, also known as sectors or antennas, here are some general height ranges:

- Stealth Towers 60-150 feet (18-46 meters) – 4- to 6-story building to the Statue of Liberty
- Guyed towers: 100-150 feet (30-46 meters) – 7- to 10-story building to the Statue of Liberty
- Self-supporting towers: 120-180 feet (36-54 meters) – 10- to 12-story building to Leaning Tower of Pisa
- Monopole towers: 80-120 feet (24-36 meters) – 6- to 8- story building to a 10- to 12-story building.

Keep in mind that these are general estimates, and actual tower heights may differ based on specific design and regulatory requirements.

Here are CEQA considerations for such structures

The California Environmental Quality Act (CEQA) requires analysis of potential environmental impacts from installing rooftop wireless communication facilities. Key CEQA considerations: \*Potential Environmental Impacts:\*

1. Aesthetics: Visual effects on surrounding area, historic resources, and scenic views.
2. Noise: Increased noise from equipment operation.
3. Electromagnetic Fields (EMFs): Potential health risks from radiofrequency emissions.
4. Historical Resources: Impacts on historic buildings or landmarks.

5. Biological Resources: Effects on local wildlife, habitats, or ecosystems. \*CEQA Exemptions:\* Some rooftop wireless communication facilities may be exempt from CEQA review under:

1. Class 3 exemptions (14 CCR § 15303): Small new equipment installations.
2. Class 11 exemptions (14 CCR § 15311):

Existing facilities modifications. \*Environmental Review Process:\*

If not exempt, the project undergoes CEQA review:

1. Initial Study (IS): Assess potential environmental impacts.
2. Mitigated Negative Declaration (MND): Identify measures to mitigate significant impacts.
3. Environmental Impact Report (EIR): Comprehensive analysis of significant impacts.

\*CEQA Checklist:\* To assess potential impacts, consider: 1. Visual impacts assessment 2. Noise analysis 3. EMF measurements 4. Historical resource survey 5. Biological resource assessment \*Los Angeles CEQA Guidelines:\* The City of Los Angeles provides CEQA guidelines and checklists for wireless communication facilities. \*Consultation:\* Consult with environmental consultants, city planners, or legal experts familiar with CEQA regulations to ensure compliance.

\*\*\*

Radiation & Exposure

### 1. Radiation Exposure & Health

- **Current consensus:** The radiation emitted by cell towers is *non-ionizing* radiofrequency (RF) radiation. At ground level or inside nearby apartments, exposure levels are typically hundreds to thousands of times below the FCC safety limits—meaning they’re unlikely to pose a direct health hazard. ([American Cancer Society](#), [Wikipedia](#))
- **Peak risk areas:** Elevated exposure may occur only directly in front of the antennas—such as roof access zones. These areas are typically restricted to prevent high exposure. ([American Cancer Society](#))
- **Mixed evidence & precautionary perspective:** Major health organizations acknowledge that there’s no strong evidence linking cell towers to serious health effects like cancer—but they also note that long-term data remain limited and call for further research. ([American Cancer Society](#), [WIRED](#))
- **Anecdotal symptoms & localized studies:** Some small-scale or local studies and reports suggest possible symptoms like headaches, fatigue, sleep disruptions, and increased anxiety in individuals who believe they are hypersensitive to EMF—or in homes very close to towers. However, these are not universally accepted or conclusive. ([EHN](#), [electronicsilentspring.com](#), [Free Source Library](#), [Environmental Health Sciences](#))

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## 2. Environmental & Ecosystem Effects

- **Wildlife & plant impacts:** A growing body of environmental research—particularly concerning 5G and RF emissions—points to adverse effects on flora and fauna, including altered behavior, reproduction, migration, and growth in plants. One long-term study even traced damage to trees near antenna arrays. ([Environmental Health Trust](#), [Environmental Health Trust](#), [naturaltucson.com](#))
- **Bird collision and habitat issues:** Conventional cell towers can pose risks to birds, especially during migration, and may alter local habitats. Although stealth installations on rooftops might mitigate some risks (like guy-wire collisions), the broader ecological effects of RF exposure still apply. ([Free Source Library](#))

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## 3. Noise, Aesthetics & Psychological Effects

- **Noise pollution from equipment:** Tenants living directly under cell tower installations sometimes report persistent, high-pitched noise—often from the cooling systems or power supplies. While not harmful in the RF sense, such noise can be a significant nuisance and can contribute to stress, sleep disruption, and overall discomfort. ([Reddit](#))

“Noise pollution is a real thing with real health effects ... you're much more likely to get hurt not putting on UV-blocking sunscreen.” ([Reddit](#))

- **Aesthetic and property value concerns:** Even stealth towers may not entirely eliminate concerns about reduced property values or tenant dissatisfaction—especially if people perceive a health risk or find the installation unsightly. ([Free Source Library](#), [WIRED](#))

---

## Summary Table: Potential Tenant Impacts

Concern	Current Evidence & Insight
RF Health Risks	Generally low exposure inside apartments; no confirmed harm, but research ongoing

<b>Concern</b>	<b>Current Evidence &amp; Insight</b>
Environmental Effects	Some concern over local plant and wildlife impact; ongoing ecological research
Noise	Documented annoyance from equipment noise; more likely to affect well-being
Property Aesthetics	Possible negative impact on tenant sentiment and property value

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1. **Measure RF levels**—especially inside affected units or rooftop areas. Local agencies or building management might help facilitate this.
2. **LAMC Wireless Communication Facilities** --
  - Local: facilities must be sited to minimize visual impact and avoid interference with other equipment
  - Structural Integrity Rooftops must be evaluated to ensure they can support additional weight and wind loads of equipment
  - Aesthetic Considerations: Designs should blend with the building’s architecture to reduce visual clutter
  - Safety Standards: Installation must comply with applicable safety codes, including electrical and structural

### **Federal Preemption – Telecommunications Act of 1996**

It's important to note that under the **Telecommunications Act of 1996**, local governments cannot regulate the placement or construction of wireless facilities based on the environmental effects of radiofrequency emissions, provided the facility complies with Federal Communications Commission (FCC) standards. ([RF Safe](#))

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### **Community Protections and Local Actions**

While federal law limits health-based restrictions, some California communities have implemented measures to address community concerns:

- **Encinitas, CA:** Implemented ordinances to protect residents sensitive to RF radiation and required pollution insurance that includes RF radiation coverage. ([Children's Health Defense](#))
- **Fairfax, CA:** Requires post-installation RF testing and annual assessments to ensure compliance with FCC radiation emissions limits. ([Environmental Health Trust](#))

While Los Angeles may not have identical ordinances, these examples highlight proactive approaches to community health and safety.

While federal law sets the baseline for RF exposure, local regulations in Los Angeles focus on structural safety, aesthetics, and community impact. If you need assistance drafting a formal inquiry or understanding specific regulations, feel free to ask.

**Discuss for noise mitigation**—request that noisy components (e.g. fans) be replaced or insulated if they're disturbing tenants.

3. **Push for regular monitoring**—ask for transparent reporting on RF levels and any environmental assessments, especially if your building includes common areas near the antennas.

---

## Bottom line

There's no strong evidence that living in proximity to a stealth cell tower poses a direct health hazard—most likely, RF exposure is significantly below harmful levels inside apartments. However, noise pollution and perceived psychological or aesthetic impacts are very real and frequently reported by tenants. Environmental effects on plants and wildlife are an area of legitimate ecological concern, deserving further attention and transparency.

**RF exposure risks to tenants on the top floor or during construction** of a stealth cell tower on an apartment building:

---

### 1. During Construction Phase

#### Exposure Level: Low

- **Why?** The antennas are **not yet active** during most of construction. This means there's **no RF radiation** being emitted.

- **Main risks:** Instead of RF exposure, the temporary risks during construction are:
  - Noise
  - Dust
  - Vibration
  - Potential structural interference (e.g. drilling into roof slabs or walls)
- **Regulations:** Construction crews must follow OSHA safety rules, and cell companies generally do not activate RF transmitters until all structural and electrical work is completed.

**RF exposure risk to tenants during installation = negligible.**

**Other concerns (noise, dust, disturbance) may be noticeable.**

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## **2. After Activation — Tenants Living Directly Below the Tower**

### **Exposure Level: Low-to-Moderate, but Still Within FCC Limits**

- **Antenna direction matters most.** Most cell antennas are **directional**, mounted to point outward and away from the building—not downward.
- Therefore, tenants **directly below** are typically shielded by:
  - Building materials (concrete, steel, roofing, insulation)
  - The vertical direction of the antenna beam

Studies show indoor RF exposure in apartments directly below rooftop antennas is usually **less than 1%** of the FCC's maximum public exposure limit.

### **Real-world data:**

- A study in *Radiation Protection Dosimetry* (2009) showed top-floor apartment RF levels below towers ranged from **0.002–0.05 mW/cm<sup>2</sup>**, while FCC limit is **1.0 mW/cm<sup>2</sup>**.
- Even right on the rooftop **next to antennas**, exposure rarely exceeded **a few percent** of the limit—except in front of the antenna's beam path, which is usually off-limits.

**Tenants below antennas are exposed to extremely low levels of RF.**

**If antenna misalignment occurs or there's faulty shielding, exposure could rise—but still likely below legal thresholds.**

---

### **Special Case: Tenants with Access to the Roof**

If tenants or maintenance staff regularly go to the roof (especially close to the antenna units), they could be exposed to **higher but still regulated** RF levels. That's why:

- Rooftops are usually restricted or require warning signage
  - OSHA mandates RF safety training for any personnel accessing those areas
  - Carriers are required to **shut down or reduce power** during rooftop maintenance
- 

### **What You Can Do**

#### **1. RF safety assessment:**

- Ask building management or the carrier (e.g. AT&T) for an **RF exposure compliance report**.
- You can also hire an independent RF measurement service.

#### **2. Monitor space:**

- Consumer-grade RF meters can a general idea of indoor RF levels.
- Look for any signs of roof leakage, structural changes, or noise near your unit post-installation.

#### **3. Transparency:**

- Ask for confirmation that the antenna beams are not directed toward occupied units.
- 

### **Summary: Exposure Risk**

Scenario	RF Exposure Risk	Notes
During tower construction	Very Low	Antennas inactive during build
Living directly below antennas	Very Low to Low	RF shielded by structure and direction of beam
On rooftop near antenna (if allowed)	Moderate to High	But these areas are usually restricted

## 2. FCC Safety Standards Account for Constant Exposure

- FCC and ICNIRP exposure limits are designed to **protect the general public**, including **children, elderly, and pregnant people**, 24/7.
- So if your building is **in compliance**, your exposure—even on the top floor—is assumed to be **well within those public safety margins**.

- 
- *Is the building compliant with FCC RF exposure rules?*
  -  *Has an RF site assessment been done for top-floor units?*
  -  *Are the antennas oriented away from windows or living spaces?*

Even though current research says risks are low, **transparency** and **monitoring** matter—especially if you live directly under the installation.

---

## Summary

Group	Why Precautions Are Needed
<b>Technicians</b>	Work directly in high-exposure zones; may exceed safe limits without gear
<b>Tenants</b>	Shielded by distance and building; typical exposure far below limits

---

**STRUCTURAL, NOISE & LIVABILITY CONCERNS:** concerns, especially for an older

building (pre-1983). Here's a breakdown of what to look out for when a stealth cell tower is installed on such a property.

---

## 1. Structural Risks for Older Buildings (Pre-1990)

### Potential Risks:

Risk	Explanation
<b>Roof Load Stress</b>	Cell tower equipment (antenna arrays, base stations, steel supports, batteries) adds <b>hundreds to thousands of pounds</b> . Older buildings may not have been designed for this additional live/dead load.
<b>Vibration Transmission</b>	HVAC units, power systems, and backup generators can introduce <b>constant low-frequency vibration</b> into the roof, which may travel through old framing.
<b>Waterproofing &amp; Roof Penetration</b>	Installation often involves drilling and anchoring into the roof deck, increasing risk of <b>leaks</b> , especially with aging membranes.
<b>Seismic/Wind Load Risks</b>	Older buildings might not meet modern standards for handling lateral loads; new towers can become <b>top-heavy hazards</b> in earthquakes or storms if not retrofitted properly.
<b>Electrical Overload or Fault Risk</b>	Added load on older electrical systems (if used for tower operations) may cause <b>overloads, shorts, or fire risks</b> without proper upgrades.

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## 2. Noise Impacts from Tower Equipment

The stealth cell tower isn't just antennas—it includes **equipment cabinets, fans, cooling systems**, and sometimes **backup power units**.

### Common Noise Sources:

- **Cooling fans** (24/7 operation in warm climates)
- **Backup generators** (periodic self-tests, or during outages)
- **HVAC compressors** for the shelter/cabin
- **Power supply units and inverters**

---

## Estimated Noise Levels (Decibels)

Source	Typical dB at 3 feet	Possible Impact at Distance
Equipment cooling fan	55–65 dB	Audible inside top-floor units or adjacent rooftops
Air-conditioning unit	60–70 dB	Like a loud conversation or dishwasher
Backup generator (diesel)	70–90 dB when running	Can exceed city noise limits; major concern during self-tests
Vibrational hum (low-frequency)	20–40 dB (inside walls)	Hard to detect with regular meters but causes discomfort, sleep disruption

**Local noise ordinances** often limit continuous sound to:

- **50–55 dB at night**
- **60–65 dB during the day**, at the property line

## Who Might Be Affected?

- **Tenants in top-floor units:** Most exposed to structural-borne and airborne sound.
- **Adjacent buildings** (especially in dense cities): Sound can travel laterally via rooftops or bounce between buildings, especially low-frequency hums.
- **Upper-floor neighbors across the street:** May experience reflected or directional sound depending on tower placement.

---

## How to Investigate or Mitigate

1. **Ask for the tower's noise rating and equipment model specs.**
  - These usually list max decibel output at certain distances.
2. **Request a third-party acoustic impact study** (*especially in residential zones*).
  - Some cities require this as part of tower approval.

3. **Noise complaint logs or resident reports** can push landlords or carriers to insulate or baffle loud equipment.
4. **Vibration dampening mounts** and **sound-dampening enclosures** can significantly reduce the impact—but must be properly installed.

## Summary

Category	Potential Risk
Structural Load	Overstressing roof, cracking, leakage, collapse if not reinforced
Vibration	Transmission of mechanical hums into walls and ceilings
Noise (dB Levels)	55–70 dB typically; up to 90 dB during generator operation; can exceed residential noise codes
Impacted Tenants	Top-floor units, adjacent rooftops, nearby upper-floor apartments

**90069 area (Los Angeles — West Hollywood/Hollywood)** and addressing:

1. **Acoustic study and regulations**
2. **Structural retrofit requirements**
3. **Real-world noise experiences (hum or other sounds)**

## 1. Acoustic Study & Noise Regulations in Los Angeles (90069)

- **Los Angeles City Planning** requires wireless facility applications (including stealth towers) to undergo administrative or discretionary review to ensure compliance with zoning and federal laws ([Los Angeles City Planning](#)).
- While the specific City Building Code's noise chapter isn't directly visible without a subscription, the general standard across U.S. cities is **55 dBA during daytime and 50 dBA at night** at property lines ([Noise Engineers](#)).
- **Acoustic studies** typically follow this process:

- Measure existing ambient noise levels
- Model the proposed equipment's sound radiation to nearby sensitive receivers
- Recommend mitigations (e.g., barriers, quieter units)
- Verify post-installation levels ([Noise Engineers](#)).

→ **\*\* Takeaway\*\***: In 90069, developers likely **must perform or submit acoustic impact assessments**, particularly if the tower installation is subject to discretionary approval. The exact noise limits should align with municipal standards.

---

## 2. Structural Retrofit Requirements for Stealth Towers

- The **International Building Code (IBC 2018)** mandates that any modifications to a telecommunications structure—including rooftop installations—must follow **TIA-222-H standards**, and often require a **structural analysis** if the new load increases member demand by more than **5%**, or if the changes exceed the original design capacity ([Anderson Engineering](#), [Scribd](#)).
- Older buildings or poles may struggle with added loads, especially amid LA's seismic zone. Retrofitting may involve bolting on reinforcements or wrapping existing structures with stronger materials—though feasibility depends on material types (steel vs. concrete) and local zoning ([Structure Magazine](#), [Anderson Engineering](#)).

→ **\*\* Takeaway\*\***: Expect a **feasibility or comprehensive structural analysis** to be required before approving any new rooftop cell tower in your area—especially given LA's seismic considerations.

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## 3. Real-World Noise & Hum Experiences

Residents across the U.S. have reported various noise issues from cell tower installations—most often linked to fans, power supplies, or generators:

- In one LA example, neighbors experienced a **constant humming**, especially on hot nights when cooling fans kicked in—making it difficult to open windows or sleep ([NBC Los Angeles](#)).

- In Copperopolis, CA, equipment noise at the property line was measured at **37 to 41 dB**, within allowable limits but still noticeable—and residents negotiated to cap future increases at +3 dB ([Inside Towers](#)).

- **Reddit anecdotes** offer vivid detail:

- One tenant noted a **high-pitched fan noise** so loud they couldn't open their living room window, with both noticing hearing issues like tinnitus over time:

“The main cabinet unit... rings high-pitched enough that we can't open our living room window... both myself and my roommate have developed tinnitus...” ([Reddit](#)).

- Another described the **beeping alarm from a generator** audible up to 500 feet away, drastically affecting quality of life ([Reddit](#)).

- These experiences highlight how **mechanical noise—even if it complies with local limits—can still be intrusive and impact well-being.**

## Summary Table

Aspect	Requirement / Observation
<b>Acoustic Study</b>	Likely required in LA (zoning process), with standard noise limits (~55 dBA day / 50 dBA night)
<b>Structural Retrofit</b>	Required if added load exceeds 5% of design capacity, per IBC/TIA-222 standards
<b>Noise Reality</b>	Fans, power equipment, generators often produce humming or beeps; real complaints from residents highlight nuisance—even within legal limits

## Next Steps Suggested:

1. **Check with LA City Planning** for any application documentation or conditions of approval for the proposed tower—especially for noise or structural requirements.
2. **Request an acoustic impact report**, with pre- and post-installation measurements.
3. **Ask for a structural analysis summary**, either feasibility or comprehensive, ensuring rooftop load and seismic compliance.

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## GRIFFITH PARK

Griffith Park and its wildlife—this area is a critical corridor for various species, including birds and mammals. Let’s explore how a stealth cell tower near a wildlife-rich area like Griffith Park might interact with migration patterns and local fauna.

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### 1. Bird Migration & Collisions

- **Communication towers are a major collision hazard:** The U.S. Fish & Wildlife Service estimates between **4 to 7 million bird fatalities annually** due to collisions with towers, especially during nocturnal migration. ([U.S. Fish and Wildlife Service](#))
- **Key risk factors include:**
  - Towers **taller than ~200–350 feet**
  - Structures with **guy wires**
  - Use of **steady-burning lights**, especially red lights
  - Conditions such as **fog, cloud cover**, and **nighttime migration periods** ([U.S. Fish and Wildlife Service](#), [Connecticut General Assembly](#), [BioOne](#), [Wikipedia](#), [Los Angeles Times](#))
- **However**, studies on **shorter monopole structures**—similar to stealth towers—located in an urban park setting (Rock Creek Park, D.C.) found **no measurable bird or bat fatalities** over multiple years. ([Wildlife](#))
- **Lighting design matters:** Switching to **synchronously flashing lights** (rather than steady-burning ones) can **reduce bird collisions by up to 70%**, while maintaining aviation safety. ([BioOne](#), [Wikipedia](#))

#### For Griffith Park:

- If the stealth tower is **short, unguided**, and uses **flashing rather than constant lighting**, collision risks are significantly lower—even important given the park’s role in bird migration corridors.
- 

### 2. Impacts on Local Wildlife (Beyond Birds)

Griffith Park is home to a diverse ecosystem that includes mountain lions, coyotes, deer, and various bird species. ([Wikipedia](#))

- **Disruption from noise or lighting** not directly tied to RF exposure: There is **no strong evidence** that the electromagnetic fields (EMF) produced by these towers disrupt wildlife behavior or migration. Field studies have generally shown **minimal or no behavioral effect**. ([educ.jmu.edu](#))
- The **main threats in this context would likely stem from habitat disturbance**, not EMF—whether from construction or lights, rather than the tower’s presence itself.

---

### Summary: Wildlife Impact at 90069 (Near Griffith Park)

Factor	Potential Impact
<b>Bird Collisions</b>	Low risk for short, unlit/unguided stealth towers; heightened risk with steady lights.
<b>Lighting Effects</b>	Flashing lights greatly diminish risk; steady-burning lights significantly increase it.
<b>Wildlife Behavior</b>	No documented EMF-related disorientation or harm.
<b>Habitat Fragmentation</b>	More significant concern during construction than operational phase.

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### Recommendations for Minimizing Wildlife Impact

1. **Confirm tower height and design**—short, monopole, and without guy wires is preferred.
2. **Insist on flashing lights only**, avoiding steady-burning markers.
3. **Coordinate with wildlife experts** via City Planning or environmental agencies to get species-specific evaluations.
4. **Mitigate light and noise pollution during construction**, especially in migration windows (spring/fall).
5. **Monitor post-installation environment**, particularly for bird strikes or abnormal behavioral changes.

---

**1988 construction date**, general **telecom construction practices**, and typical **tenant disruption timelines**.

---

## 1. Structural Integrity of a 1988 Roof for a Stealth Cell Tower

### General Likelihood: Moderately Capable — But Depends on Design & Condition

- **1988** construction means the building likely followed **UBC (Uniform Building Code)** standards in effect at the time. This was pre-1994 earthquake code revisions, so **seismic capacity may be less robust** than modern codes.
- Most roofs on mid-rise apartments from that era were **not engineered** to carry the kind of **point loads** that telecom installations bring—especially if equipment includes:
  - Steel monopole or “canister” structures
  - Base station cabinets
  - Backup batteries or generators

### Key Considerations:

Factor	Impact on Structural Capacity
Roof type	If flat and reinforced concrete → more likely to be viable
Load concentration	Tower mounts apply point loads; may require spread footings
Seismic & wind upgrade	May need structural retrofit for LA code compliance
Water intrusion risk	Penetrations for mounts/conduit often weaken older waterproofing

**Conclusion:** Structural feasibility is *possible* but **not a guarantee**. A licensed structural engineer must complete a **load analysis** and possibly recommend **retrofits** (e.g., reinforcement beams, brackets, or plates).

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## 2. Construction Timeline for Rooftop Stealth Cell Tower

**Typical Duration: 2–6 weeks (on average)**

Phase	Time Estimate	Notes
Structural evaluation & permitting	2–6 months (prior)	Done before work begins; tenants rarely see this
Rooftop prep & mounting	3–7 days	Crane lifts, anchoring, sealing
Antenna + cabling install	2–4 days	Technicians set hardware and connect power/data
Equipment cabinet install	2–3 days	HVAC units, radio gear, fans
Testing + commissioning	3–5 days	Carrier activates service + fine-tunes system

**Max construction window (in practice): ~4–6 weeks**, with intermittent activity. Tenants may only feel **heavy disruption for ~5–10 days**, but there could be **noise or rooftop traffic throughout**.

---

### 3. Street Equipment & Vehicles During Construction

**Standard Parking/Equipment Needs:**

Vehicle/Equipment Type	# of Units	Duration
Crane (for rooftop lifts)	1	1–2 full days
Flatbed truck (tower parts)	1–2	1–2 days
Crew vans (installers)	2–3	Off/on for 2–4 weeks
Electrical contractor van	1	Off/on for 3–7 days
Generator (if temporary power)	1	During testing or outages
Dumpster (roofing debris)	1	If retrofitting or removing old material

**Street impact:** Expect **partial parking lane closures** or temporary tow-away zones for **1–2 days during crane operations**, with additional parking impact over **2–4 weeks** due to contractor vehicles.

---

#### 4. Tenant Disruption: How Many Days of Impact?

##### Disruption Breakdown:

Type of Disruption	Duration	Who's Affected
Noise (drilling, anchoring)	3–5 days	Top-floor units, daytime hours
Rooftop access restrictions	2–6 weeks	Tenants/staff with rooftop privileges
Elevator use (equipment hauling)	1–3 days	If shared elevators used (usually avoided)
Parking/access restrictions	2–3 days	All tenants, mostly during crane days
Ongoing hum (from equipment)	Permanent	Top-floor residents near fan cabinets

**Unmitigated noise** from fans or generators can cause **chronic disturbances** after construction is complete, particularly for top-floor tenants with windows near equipment enclosures.

---

##### Summary: Key Points

Topic	What to Expect
<b>Roof load tolerance (1988)</b>	Feasible but likely needs structural analysis/retrofit
<b>Construction duration</b>	2–6 weeks total; 5–10 days of loud, disruptive work
<b>Street vehicle activity</b>	Crane + 3–5 service vehicles over 2–4 weeks
<b>Tenant disruption</b>	Noise, restricted access, parking issues; permanent equipment noise possible

- A structural engineer's load analysis
- An acoustic impact statement
- A tenant disruption mitigation plan

## SEISMIC SAFETY

**earthquake safety** concerns of installing a **stealth cell tower** on a building like yours in **Los Angeles (earthquake zone)**, and then I'll provide a **formal request letter template** you can send to your building management or landlord.

---

### Earthquake Safety of Rooftop Cell Towers in Seismic Zones (Like LA)

#### Location Context:

Los Angeles sits in **Seismic Design Category D/E**, which means structures **must withstand strong lateral (side-to-side) forces** — especially for rooftop-mounted equipment that can:

- Fall or collapse
  - Overstress structural connections
  - Compromise the roof or building envelope
- 

### How a Rooftop Cell Tower May Be Affected in an Earthquake

Risk Factor	Explanation
<b>Top-heavy loading</b>	A stealth tower adds vertical and lateral weight, which can act like a pendulum during shaking.
<b>Anchoring failure</b>	If base plates and mounts are not seismic-rated or improperly installed, the equipment can shear off or collapse.
<b>Roof deck integrity</b>	Older roofs (like from 1988) may not have the necessary <b>shear transfer strength</b> to handle added motion stress.
<b>Seismic retrofitting</b>	Modern telecom equipment can be safely installed <i>if the roof is retrofitted</i> to meet <b>California Building Code (CBC 2022)</b> and <b>TIA-222-H seismic standards</b> .
<b>Electrical hazard</b>	Equipment failure or tipping during a quake can lead to <b>electrical fires or short circuits</b> if wiring isn't seismically protected.

---

## Mitigations (What Makes It Safer)

- Structural engineers perform **lateral load calculations** based on:
  - Site-specific **soil classification**
  - Seismic zone (LA = high risk)
  - Roof layout and material
- Use of **seismic anchoring kits** (anchor bolts, baseplates, spring isolators)
- Equipment shelters built to "**Zone 4**" **seismic compliance**
- **Flexible conduit and cabling** to prevent rupture
- Seismic bracing of **batteries, backup systems, and HVAC units**

In short: **It is safe only if built to modern seismic standards and retrofitted accordingly.** Without proper anchoring and analysis, the rooftop installation becomes a safety liability in an earthquake.

---

### 1. A Structural Load & Seismic Compliance Assessment

- Confirmation that a licensed structural engineer has evaluated the roof's capacity to support the tower and associated equipment
- Details of any **retrofitting work** required or completed to meet **California Building Code (CBC)** and **TIA-222 seismic standards**

### 2. An Acoustic Impact Report

- Details on anticipated noise levels (in dBA) from equipment such as fans, generators, and cooling units
- Mitigation plans if noise levels exceed city ordinances or affect quality of life for top-floor residents

### 3. Construction & Disruption Timeline

- Estimated construction schedule, including use of cranes or other equipment
- Details of any street closures, elevator use, or parking impacts
- Safety or access restrictions for tenants during and after installation

#### 4. Environmental Considerations

- Whether the installation required or underwent environmental review due to proximity to **Griffith Park** wildlife corridors

Balance building owner's right to lease rooftop space, with that safety, noise, and environmental concerns should be addressed transparently. Request this information prior to installation or activation of any equipment.



Here's a recent visual depiction of the **Hollywood Fault**, traversing through West Hollywood and Hollywood along major roads like Franklin Avenue and Sunset Boulevard—close to 2069 Argyle Ave (90068) .

---

### Fault Lines and Seismic Risks Near 2069 Argyle Ave (90068)

#### 1. Proximity to the Hollywood Fault

This region lies within the **Broad Hollywood Fault Zone**. The **Hollywood Fault**:

- Runs roughly along the northern edge of the L.A. Basin, passing under parts of West Hollywood and Hollywood ([Wikipedia](#)).
- Has a length of ~9 miles and an established slip rate of ~0.5–0.6 mm/year ([Wikipedia](#)).
- Is capable of generating magnitude **5.8–6.5 earthquakes on its own**, or potentially up to **M~7.0** if it ruptures in combination with the **Raymond Fault** ([Wikipedia](#)).

Geological surveys, including a 2018 USGS–California Geological Survey investigation, indicate **near-surface traces of the Hollywood Fault** along Argyle Avenue—specifically slightly south of the intersection with Carlos and Argyle ([U.S. Geological Survey Publications](#)).

#### 2. Historical Context: Millennium Project Findings

The proposed **Millennium Hollywood project** (at Argyle & Yucca near Capitol Records) spurred a major debate:

- State geologists warned that the **Hollywood Fault may run directly beneath the site**, posing a high seismic hazard ([Los Angeles Times](#), [WestsideToday](#)).

- In contrast, developer-funded studies claimed the fault was **dormant or highly ancient (not active within the past 11,000 years)** ([SFGATE](#), [Los Angeles Times](#)).
- Some nearby property investigations confirmed **inactive faults**, though **geological uncertainty remained high** in the Argyle–Yucca corridor ([Beverly Press & Park Labrea News](#), [Los Angeles Times](#)).

### 3. Other Local Fault Systems

- The **Raymond Fault** runs under Griffith Park and the Hollywood Hills—continuing west past Dodger Stadium and roughly aligning with higher terrain toward Beverly Hills ([Wikipedia](#)). A rupture along this fault could interact with the Hollywood Fault, potentially amplifying seismic intensity.
- The **Puente Hills blind thrust fault**, lying beneath Griffith Park, poses a significant risk. Although not visible at the surface, it’s capable of generating **M 7.2–7.5** earthquakes and has ruptured multiple times in the past 11,000 years ([Wikipedia](#)).
- The **Santa Monica Fault** lies further west, beneath Century City, Westwood, and parts of West Hollywood, though less directly adjacent to 2069 Argyle Ave ([U.S. Geological Survey Publications](#)).

---

### Summary of Seismic Hazards Near 2069 Argyle Ave

Fault/System	Distance/Proximity	Potential Impact
<b>Hollywood Fault</b>	Very close—near Argyle Ave	Active; capable of magnitude ~5.8–6.5 (solo) or up to ~7.0 (with Raymond Fault)
<b>Raymond Fault</b>	Underlying Griffith Park and hills	Could amplify effects if simultaneous rupture occurs
<b>Puente Hills Thrust</b>	Beneath Griffith Park	Major risk—blind fault, capable of M 7.2–7.5, significant ground shaking
<b>Santa Monica Fault</b>	Western West Hollywood	Active, but less influential at this precise location

---

### What This Means for a Rooftop Installation

Given the seismic complexity of the area:

1. A **detailed geotechnical study** is essential, including slip history, trenching, or borehole data for the property.
2. A **seismic structural assessment** must be performed, ensuring compliance with California Building Code and **TIA-222** standards for lateral forces and ground motion.
3. **Redundancy in anchoring**, flexible infrastructure (cabling, conduit), and seismic bracing for equipment are critical for ensuring the safety of both structure and occupants.

The **Alquist-Priolo Earthquake Fault Zoning Act** (AP Act) defines **special study zones** around known **active faults** to regulate construction and reduce risks from surface fault rupture.

---

### What Defines the Alquist-Priolo Fault Zones?

- **Fault Zones** are mapped as **narrow strips of land** along active faults, typically centered on the **known or suspected surface trace** of the fault.
  - The width of these zones can **vary from a few hundred feet to over a mile wide**, depending on:
    - The complexity of the fault trace
    - Geological uncertainties
    - Historical surface ruptures
  - Zones are drawn based on the **best available geological and geophysical data**, including trenching, mapping, and aerial studies.
- 

### Specific Boundaries and Area Coverage

1. **Centered on Active Fault Trace:**
  - The zone is **centered on the mapped or inferred surface fault trace**.
  - It extends laterally on both sides of the fault line.
2. **Width:**

- The width varies but commonly ranges from **200 to 1,000 feet (approximately 60 to 300 meters) on either side.**
- In some cases, zones can be wider to cover areas of uncertainty or complex fault geometry.

### 3. Mapped as Polygons:

- Zones are delineated as polygons on official maps, often following property lines, streets, or natural boundaries for clarity.
- Maps are publicly available from the **California Geological Survey (CGS).**

### 4. Includes Areas of Fault Rupture Potential:

- Zones represent areas with a **significant risk of surface fault rupture** during an earthquake.
- Construction of structures for human occupancy within these zones requires special studies and setbacks.

---

#### Example: Hollywood Fault Zone (Near 2069 Argyle Ave)

- The **Hollywood Fault Zone** near West Hollywood and Hollywood is mapped as a **narrow corridor (few hundred feet wide)** along the known fault trace.
- The zone includes parts of **Argyle Avenue** and adjacent streets.
- It overlays residential, commercial, and public areas—hence the need for strict regulation.

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#### How to Check Exact Boundaries for Your Property

- Visit the **California Geological Survey's Alquist-Priolo Fault Zone Map Viewer:** [CGS Fault Zone Map Viewer](#)
  - Enter your property address (e.g., 2069 Argyle Ave, Los Angeles) to see if it falls within any fault zones and view the exact polygon boundaries.
  - Contact local city or county planning or building departments for zone maps and related permit requirements.
-

## Summary

Feature	Description
---------	-------------

<b>Zone Width</b>	Typically 200-1,000 feet on either side of fault trace
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<b>Zone Shape</b>	Polygons following fault trace and local boundaries
-------------------	---

<b>Purpose</b>	Regulate building to avoid surface rupture damage
----------------	---

<b>Maps</b>	Publicly available via California Geological Survey
-------------	---

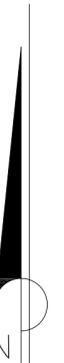
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LEGAL: LOT 15, TRACT NO. 5917 AND N'LY 50 FT. OF LOT 9,  
 J. M. ROBERTS TRACT, M.B. 8-66-67(SEE APPLICATION).

# CONDITIONAL USE WIRELESS

C.D. 4  
 C.T. 1895.02  
 P.A. HOLLYWOOD



## GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD  
 ALHAMBRA CA 91803  
 (626) 441-1080 FAX (626) 441-8850  
 GCMAPPING@RADIUSMAPS.COM

**SITE ADDRESS:**  
 2069 ARGYLE ST.

0.50 NET AC.

**CASE NO.**  
 DATE: 03-23-2023  
 SCALE: 1" = 100'  
 USES FIELD  
 D.M. 151-5 A 189  
 T.B. PAGE: 593 GRID: F-3



February 1, 2025

To: City of Los Angeles

**RE: FAA & FCC Compliance Statement**

Dear Staff

AT&T Mobility is in compliance with all rules and regulations of the FAA & FCC.

Sincerely,

Jerry Ambrose  
Eukon Group  
Agent for AT&T Mobility  
65 Post, Ste. 1000  
Irvine, CA 92618  
(805) 637-7407  
jambrose@wireless01.com





CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

ED1 Eligible       AB 2097 Eligible

Case Number: \_\_\_\_\_

Env. Case Number: \_\_\_\_\_

Application Type: \_\_\_\_\_

Case Filed With (Print Name): \_\_\_\_\_ Date Filed: \_\_\_\_\_

Application includes letter requesting:

Waived Hearing     Concurrent hearing     Hearing not to be scheduled on a specific date (e.g. vacation hold)

Related Case Number(s): \_\_\_\_\_

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Provide all information requested. Missing, incomplete or inconsistent information will cause delays. All terms in this document are applicable to the singular as well as the plural forms of such terms. Refer to the City Planning Application Filing Instructions (CP13-7810) for more information.

1. PROJECT LOCATION

Street Address<sup>1</sup>: 2069 Argyle Avenue      Unit/Space Number: N/A

Legal Description<sup>2</sup> (Lot, Block, Tract): Lot FR 9, Arb 1 / Block N/A / Tract J.M. Roberts

Assessor Parcel Number: 5586-001-046      Total Lot Area: 10,077 sf.

2. PROJECT DESCRIPTION

Present Use: Apartment Building

Proposed Use: Roof mounted, stealth wireless telecom facility

Project Name (if applicable): AT&T CLL04692

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>).

<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site).

**Describe in detail the characteristics, scope and/or operation of the proposed project:**

Additional Information Attached:

YES  NO

**EXISTING SITE CONDITIONS**

**Complete and check all that apply:**

- Site is undeveloped or unimproved (i.e., vacant)
- Site has existing buildings (provide copies of building permits)
- Site is/was developed with uses that could release hazardous materials on soil and/or groundwater (e.g., dry cleaning, gas station, auto repair, industrial)
- Site is located within 500 feet of a freeway or railroad
- Site is located within 500 feet of a sensitive use (e.g., school, park)
- Site has special designation (e.g., National Historic Register, Survey LA)

**PROPOSED PROJECT INFORMATION**

**Check all that apply or could apply:**

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Removal of any on-site tree
- Removal of any street tree
- Removal of protected trees onsite/in public right-of-way
- Grading
- Haul Route
- New construction: 650 sf rooftop square feet
- Additions to existing buildings
- Interior tenant improvement
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Uses or structures in public right-of-way
- Phased project

**HOUSING COMPONENT INFORMATION**

Number of Residential Units: Existing 54 - Demolish(ed)<sup>3</sup> 0 + Adding 0 = Total 54

Number of Affordable Units<sup>4</sup>: Existing 0 - Demolish(ed) 0 + Adding 0 = Total 0

Number of Market Rate Units: Existing 0 - Demolish(ed) 0 + Adding 0 = Total 0

Mixed Use Projects, Amount of Non-Residential Floor Area: N/A square feet

<sup>3</sup> Number of units to be demolished and/or which have been demolished within the last five years.

<sup>4</sup> As determined by the Los Angeles Housing Department.

## PARKING INFORMATION

Is the project utilizing AB 2097?

YES  NO

If Yes, provide a date-stamped ZIMAS Parcel Profile Report including AB 2097 Eligibility information.

Provided # of Parking Spaces: N/C to existing Required # of Parking Spaces: N/A

### Parking Minimum Checklist

The following checklist will determine if parking minimums can be imposed on a Project under AB 2097. Parking minimums cannot be imposed if the proposed project meets any of the following criteria.

Check all that apply:

- Include a minimum of 20 percent of the total dwelling units for Very Low, Low, or Moderate-Income households, students, the elderly, or persons with disabilities
- Contain fewer than 20 dwelling units
- Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements)

## PUBLIC RIGHT-OF-WAY INFORMATION

Have you submitted the Planning Case Referral Form to BOE? (if required)  YES  NO

Is the project required to dedicate land to the public right-of-way?  YES  NO

If so, what is/are the dedication requirement(s)? \_\_\_\_\_ feet

If dedications are required on multiple streets, identify as such: This section is N/A for our project

## 3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought, and follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC Section 13A.2.10. of Chapter 1A?  YES  NO

Authorizing Code Section: LAMC Section 13B.2.2 in Chapter 1A (previously 12.24W-49)

Code Section from which relief is requested (if any): 12.21A21 (Rooftop)

Action Requested: Authorizing LAMC Section 13B.2.2 / 12.24W-49 for the establishment, use, and maintenance of an unmanned wireless facility in an unpermitted zone

The applicant is also requesting relief from the maximum allowable height of 30'.

**Authorizing Code Section:** \_\_\_\_\_

**Code Section from which relief is requested (if any):** \_\_\_\_\_

**Action Requested:** \_\_\_\_\_

Additional Requests Attached:  YES  NO

#### 4. RELATED CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site?  YES  NO

If YES, list all case number(s): \_\_\_\_\_

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No.: N/A Ordinance No.: N/A

- |  |   |
|--|---|
| <input type="checkbox"/> Condition Compliance Review | <input type="checkbox"/> Clarification of Q (Qualified) Condition         |
| <input type="checkbox"/> Modification of Conditions  | <input type="checkbox"/> Clarification of D (Development) Limitation      |
| <input type="checkbox"/> Revision of Approved Plans  | <input type="checkbox"/> Amendment to T (Tentative) Classification        |
| <input type="checkbox"/> Renewal of Entitlement      | <input type="checkbox"/> Plan Approval subsequent to Main Conditional Use |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project?  YES  NO

Have you filed, or is there intent to file, a Subdivision with this project?  YES  NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

#### 5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, provide a copy of any applicable form and reference number if known.

Are there any recorded Covenants, affidavits or easements on this property?

YES (provide copy)  NO

6. PROJECT TEAM INFORMATION (COMPLETE ALL APPLICABLE FIELDS)

APPLICANT

Applicant<sup>5</sup> Name: Jerry Ambrose Gary Bodenweiser  
Company/Firm: Eukon Group for AT&T Mobility  
Address: 3905 State Street 1459 Edinger Rd Unit/Space Number: \_\_\_\_\_  
City: \_\_\_\_\_ Tustin State: CA 92730 Zip Code: \_\_\_\_\_  
Telephone: \_\_\_\_\_ 562 640 5681 E-mail: \_\_\_\_\_

Are you in escrow to purchase the subject property?:  YES  NO

PROPERTY OWNER OF RECORD  Same as applicant  Different from applicant

Name (if different from applicant): Nidal A. Barakat Family Limited Partnership / Attn Adel Barakat  
Address: 7440 Sepulveda Blvd. Unit/Space Number: 313  
City: Van Nuys State: CA Zip Code: 91405  
Telephone: 805-765-7087 E-mail: adelnbarakat@gmail.com

AGENT / REPRESENTATIVE NAME: Jerry Ambrose

Company/Firm: Eukon Group  
Address: 3905 State Street Unit/Space Number: 7-188  
City: Santa Barbara State: CA Zip Code: 93105  
Telephone: 805-637-7407 E-mail: jambrose@wireless01.com

<sup>5</sup> An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An agent/representative is someone filing an application on behalf of a client.

OTHER (E.G. ARCHITECT, ENGINEER, CEQA CONSULTANT): \_\_\_\_\_

Name: Chris Lee, Eukon Group, Engineer

Company/Firm: Eukon Group

Address: 65 Post Unit/Space Number: 1000

City: Irvine State: CA Zip Code: 92618

Telephone: 949 899 5597 E-mail: chris.lee@eukongroup.com

**Primary Contact for Project Information<sup>6</sup>**

**(Select only one. Email address and phone number required.)**

Owner  Applicant  Agent/Representative  Other: \_\_\_\_\_

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List and the Abutting Property Owners List.

<sup>6</sup> As of June 8, 2022, the Primary Contact for Project is required to have an Angeleno Account and register with the Ethics Commission for Significant Project Entitlements, as defined in LAMC Section [49.7.37\(A\)\(6\)](#). An email address and phone number shall be required on the DCP Application Form, and the email address provided shall match the email address used to create the Angeleno Account.

## PROPERTY OWNER AFFIDAVIT

Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** An LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.
  - a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
  - b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
  - c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
  - d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.  
The City requires an original signature from the property owner with the "wet" notary stamp.  
A Notary Acknowledgement is available for your convenience on following page.*

Signature:  Date: 9/3/24

Print Name: Nidal Barakat

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

SPACE BELOW FOR NOTARY'S USE

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

CIVIL CODE '1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of LOS ANGELES

On 9/3/24 before me, FELICIA M. AQUINO  
(Insert Name of Notary Public and Title)

personally appeared NIDAL BARAKAT, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Handwritten Signature]  
Signature



## APPLICANT DECLARATION

A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.

- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
- b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
- c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
- d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
- e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
- f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
- g. I understand that if this application is denied, there is no refund of fees paid.
- h. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions")), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but is not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this

paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

- i. I understand that the City is protected by numerous statutory immunities from liability for damages that may be caused by its land use regulatory actions, as set forth in Government Code, section 818, et seq. For instance, the City cannot be held liable for personal or property injuries or damages allegedly caused by its approval and issuance of any discretionary permit, entitlement or approval (Gov. Code § 818.4), or its failure to inspect or its negligence in inspecting a property for the purpose of determining whether the property complies with or violates any permit, entitlement or approval or contains or constitutes a hazard to health or safety (Gov. Code § 818.6).
- j. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

*The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.*

**Signature:** \_\_\_\_\_ **SEE ATTACHED** **Date:** \_\_\_\_\_  
**Print Name:** \_\_\_\_\_ **Gary Bodenweiser** **7/31/24**



Los Angeles Market

August 27, 2024

To Whom it May Concern:

Eukon Group, an SFC Communications, Inc. company, its employees and agents (collectively, "Eukon Group") are authorized representatives of AT&T Mobility and have been contracted to perform real estate leasing, land use entitlements, architectural, and engineering services for development of and modification of AT&T wireless communication facilities.

As a representative of AT&T Mobility, Eukon Group is authorized to sign, submit, pay fees and review land-use applications and permits; submit AT&T propagation maps, provide representation at meetings and hearings; and negotiate leases on AT&T Mobility's behalf. All final land-use documents are subject to AT&T Mobility's review and approval. Furthermore, all leases, and any other legally binding documents, are contingent upon AT&T Mobility's review and the signature of a duly authorized AT&T Mobility manager.

If there are any questions or comments, please contact me.

Signed:

A handwritten signature in black ink, appearing to read "Eugene", written over a horizontal line.

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California Riverside  
County of \_\_\_\_\_ )

On July 31, 2024 before me, Eduardo Felix - Notary Public  
(Insert name and title of the officer)

personally appeared Gary Andrew Bodenweiser  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

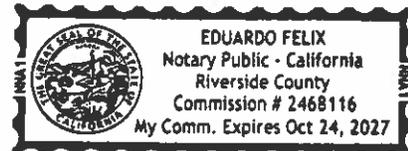
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

*Eduardo Felix*

(Seal)



## NEIGHBORHOOD CONTACT SHEET (OPTIONAL)

### 7. SIGNATURES

Signatures of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (Print)	SIGNATURE	ADDRESS	KEY # ON MAP

**REVIEW** of the project by the applicable Neighborhood Council is not required but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).



at&t

CLL04692

2069 ARGYLE AVENUE LOS ANGELES CA 90068



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877.9AE.sims

VIEW 1



©2023 Google Maps



EXISTING



PROPOSED

LOOKING NORTH FROM VINE STREET



at&t

CLL04692

2069 ARGYLE AVENUE LOS ANGELES CA 90068



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877.9AE.sims

VIEW 2



EXISTING



PROPOSED      LOOKING EAST FROM VINE STREET



at&t

CLL04692

2069 ARGYLE AVENUE LOS ANGELES CA 90068



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VIEW 3



EXISTING



PROPOSED LOOKING NORTHWEST FROM ARGYLE AVENUE



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CLL04692

2069 ARGYLE AVENUE LOS ANGELES CA 90068



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VIEW 4



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EXISTING



PROPOSED LOOKING WEST FROM ARGYLE AVENUE



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VIEW 5



EXISTING



PROPOSED

LOOKING SOUTHWEST FROM ARGYLE AVENUE



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CLL04692

2069 ARGYLE AVENUE LOS ANGELES CA 90068



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877.9AE.sims

VIEW 6



EXISTING



PROPOSED LOOKING SOUTH FROM ALCYONA DRIVE

**CODE COMPLIANCE**

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

- |  |   |
|--|---|
| 1. 2022 CALIFORNIA ADMINISTRATIVE CODE | 6. 2022 CALIFORNIA FIRE CODE            |
| 2. 2022 CALIFORNIA BUILDING CODE       | 7. ANY LOCAL BUILDING CODE AMENDMENTS   |
| 3. 2022 CALIFORNIA ELECTRIC CODE       | 8. CITY/COUNTY ORDINANCES               |
| 4. 2022 CALIFORNIA MECHANICAL CODE     | 9. ANSI / TIA-222 STRUCTURAL CODE       |
| 5. 2022 CALIFORNIA PLUMBING CODE       | 10. NFPA 780 - LIGHTING PROTECTION CODE |

HANDICAP REQUIREMENTS:  
FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. AND IS EXEMPTED FROM ACCESSIBILITY REQUIREMENTS IN ACCORDANCE WITH 2022 CALIFORNIA BUILDING CODE SECTION 11B-203.5.

THIS FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE. NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

**GENERAL NOTES**

THIS FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE. NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

IF CONTRACTOR ENCOUNTERS CONDITIONS IN FIELD, EITHER UNFORESEEN OR IN SOME MANNER IN CONFLICT WITH THESE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE REGISTERED DESIGN PROFESSIONAL OF SUCH CONDITIONS IN WRITING AND SHALL ACKNOWLEDGE ANY WORK DONE OUTSIDE OF JURISDICTIONAL PERMITTED PLANS IS DONE AT CONTRACTORS OWN RISK.

FOR "SPECIAL INSPECTIONS" SPECIFIC TO THIS PROJECT PURSUANT TO CBC SECTION 1704.3, SEE SHEET T-4, "STATEMENT OF SPECIAL INSPECTIONS"

SUBCONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

FULL SIZE = 24"x36". ANY OTHER SIZE PRINT IS NOT ORIGINAL SCALE.

ALL INDICATED DIMENSIONS SHALL TAKE PRECEDENT OVER SCALED DIMENSIONS.

**SITE NUMBER: CLL04692**

**IWM#: WSLOS0038936**

**FA#: 13025606**

**USID#: 325824**



**PROJECT: NSB**  
**SITE TYPE: ROOFTOP**  
**SITE ADDRESS: 2069 ARGYLE AVE.**  
**LOS ANGELES, CA 90068**

**APPROVALS**

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS & AUTHORIZE THE SUBCONTRACTOR TO PROCEED WITH THE ZONING DESCRIBED HEREIN. ALL DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT & MAY IMPOSE CHANGES OR MODIFICATIONS.

APPROVED BY:	DATE:
AT&T RF ENGINEER:	
AT&T OPERATIONS:	
SAQ MANAGER:	
PROJECT MANAGER:	
ZONING VENDOR:	
LEASING VENDOR:	
ZONING MANAGER:	
PROPERTY OWNER:	

**PROJECT DESCRIPTION**

AT&T WIRELESS PROPOSES TO INSTALL A WIRELESS COMMUNICATIONS FACILITY. THE SCOPE WILL CONSIST OF THE FOLLOWING:

- (1) PROPOSED FRP SCREEN WALL ON EXISTING ROOFTOP
- (10) PROPOSED AT&T PANEL ANTENNAS
- (13) PROPOSED AT&T RRU'S
- (1) PROPOSED AT&T DC50 SURGE SUPPRESSORS
- (1) PROPOSED EQUIPMENT PLATFORM ON EXISTING ROOFTOP
- (1) PROPOSED AT&T DC POWER PLANT CABINET
- (1) PROPOSED RAY38 DATA CABINET
- (1) PROPOSED TELCO BOX
- (1) PROPOSED PPC ELECTRICAL PANEL
- (1) PROPOSED CAM-LOK GENERATOR CONNECTOR @ GRADE
- (1) PROPOSED 200A METER @ METER BANK ON LEVEL P3



1452 EDINGER AVE.  
3RD FLOOR  
TUSTIN, CA 92780



65 POST, SUITE 1000  
IRVINE, CA 92618  
TEL: (949) 553-8566  
[www.eukongroup.com](http://www.eukongroup.com)

**NOT FOR CONSTRUCTION**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF THE LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

**ZONING DRAWINGS**

**SUBMITTALS**

REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

**PROJECT INFORMATION**

**CLL04692**

2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

**SHEET TITLE**

**TITLE SHEET**

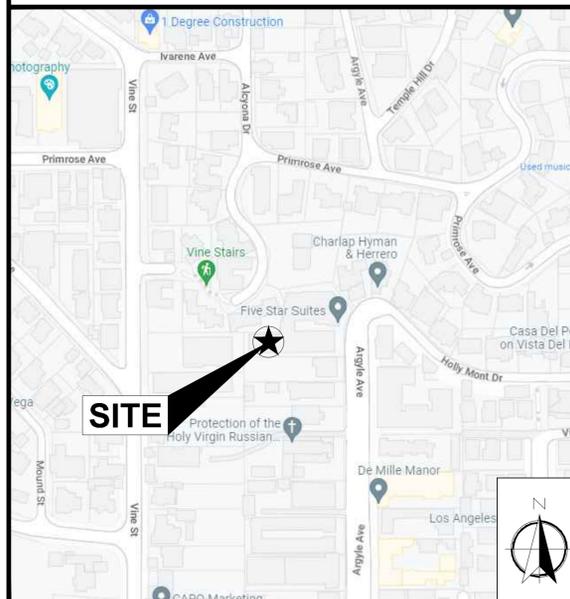
**SHEET NUMBER**

**T-1**

**SITE INFORMATION**

PROPERTY OWNER:	NIDAYLA BARAKAT FAMILY TRUST	TOTAL UNITS:	54 (E) RESIDENTIAL UNITS
ADDRESS:	2069 ARGYLE ST. LOS ANGELES, CA 90068	ROOFTOP MANAGER:	TBD
COUNTY:	LOS ANGELES	ADDRESS:	--
ZONING JURISDICTION:	CITY OF LOS ANGELES	ROOFTOP CO SITE ID:	TBD
ZONING DISTRICT:	TBD	TOWER APP NUMBER:	TBD
PARCEL NUMBER:	5586-001-046	LATITUDE (NAD 83):	34° 06' 32.11 N
OCCUPANCY GROUP:	U / R-3	LONGITUDE (NAD 83):	116° 19' 32.06 W
CONSTRUCTION TYPE:	V-B		-118.325572
POWER COMPANY:	TBD		
TELEPHONE COMPANY:	TBD		
LEASE AREA:	766 SQ. FT. @ ROOFTOP		

**VICINITY MAP**



**AERIAL VIEW**



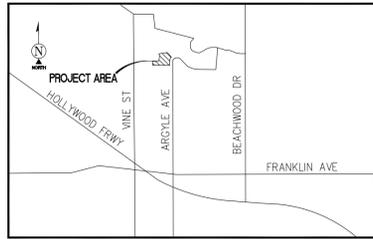
**PROJECT TEAM**

<b>PROJECT MANAGER:</b> AT&T 1452 EDINGER AVE, 3RD FLOOR TUSTIN, CA 92780 CONTACT: TY LOGAN-BURKS PHONE: (925) 549-4671 EMAIL: t784a@att.com	<b>SITE ACQUISITION:</b> EUKON GROUP 65 POST, SUITE 1000 IRVINE, CA 92618 CONTACT: JERRY AMBROSE PHONE: (805) 637-7407 EMAIL: jambrose@wireless01.com	<b>A&amp;E CONTACT:</b> EUKON GROUP 65 POST, SUITE 1000 IRVINE, CA 92618 CONTACT: RICH BRUNET PHONE: (949) 899-5597 EMAIL: rich.brUNET@eukongroup.com
<b>RF ENGINEER:</b> AT&T 1452 EDINGER AVE, 3RD FLOOR TUSTIN, CA 92780 CONTACT: SANDEEP MANGAT PHONE: (530) 540-4201 EMAIL: sm2840@att.com	<b>ZONING:</b> EUKON GROUP 65 POST, SUITE 1000 IRVINE, CA 92618 CONTACT: JERRY AMBROSE PHONE: (805) 637-7407 EMAIL: jambrose@wireless01.com	<b>CONSTRUCTION:</b> AT&T 1452 EDINGER AVE, 3RD FLOOR TUSTIN, CA 92780 CONTACT: ANDRE CAMOU PHONE: (562) 293-6236 EMAIL: ac2960@att.com

**DRIVING DIRECTIONS**

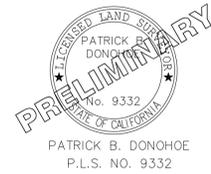
DIRECTIONS FROM AT&T OFFICE AT 1452 EDINGER AVE, TUSTIN, CA 92780

- |   |   |                                  |
|---|---|----------------------------------|
| 1. DEPART 1452 EDINGER AVE AND HEAD NORTH ON EDINGER AVE. | 10. MERGE ONTO CA-22 W.   | 20. TAKE EXIT 8C FOR GOWER ST.   |
| 2. TURN RIGHT ONTO RITCHEY ST.                            | 11. USE THE RIGHT 2 LANES TO TAKE EXIT 14B FOR CA-57 N TOWARD POMONA. | 21. TURN RIGHT ONTO N GOWER ST.  |
| 3. TURN RIGHT ONTO E MCFADDEN AVE.                        | 12. CONTINUE ONTO CA-57 N.  | 22. TURN LEFT ONTO FRANKLIN AVE. |
| 4. TURN LEFT ONTO WILLIAMS ST.                            | 13. TAKE EXIT 1B FOR ORANGEWOOD AVE.                                  | 23. TURN RIGHT ONTO ARGYLE AVE.  |
| 5. TURN RIGHT ONTO E MAIN ST.                             | 14. SHARP LEFT ONTO W ORANGEWOOD AVE.                                 | 24. ARRIVE AT 2069 ARGYLE AVE.   |
| 6. TURN LEFT ONTO S MYRTLE AVE.                           | 15. TURN RIGHT ONTO S ANAHEIM WAY.                                    |                                  |
| 7. TURN LEFT ONTO W FIRST ST.                             | 16. TURN LEFT ONTO E KATELLA AVE.                                     |                                  |
| 8. TURN RIGHT ONTO N TUSTIN AVE.                          | 17. TURN RIGHT TO MERGE ONTO I-5 N.                                   |                                  |
| 9. TURN LEFT TO MERGE ONTO CA-22 W TOWARD LONG BEACH.     | 18. KEEP RIGHT TO STAY ON I-5 N.                                      |                                  |
|   | 19. KEEP LEFT AT THE FORK TO CONTINUE ON US-101 N.                    |                                  |



VICINITY MAP  
N.T.S.

**LESSOR'S LEGAL DESCRIPTION**  
 ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:  
 PARCEL 1:  
 LOT 9 OF J.M. ROBERTS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 66 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.  
 EXCEPT THEREFROM THE SOUTH 25 FEET THEREOF.  
 ALSO EXCEPT THEREFROM THE EASTERLY 25 FEET THEREOF.  
 PARCEL 2:  
 LOT 15 OF TRACT NO. 5917, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 66, PAGE 67 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.  
 EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT; THENCE NORTH 0° 12' 03" WEST ALONG THE WESTERLY LINE THEREOF, 84.58 FEET TO THE NORTHWEST CORNER OF SAID LOT; THENCE SOUTH 36° 23' 04" EAST 21.95 FEET; THENCE SOUTH 10° 45' 47" WEST TO THE POINT OF BEGINNING.



PATRICK B. DONOHOE  
 P.L.S. No. 9332

APN: 5586-001-020

**LEGEND**

AP	ASPHALT	○	UTILITY MANHOLES
BLDG	TOP OF BUILDING	⊗	FIRE HYDRANT
CONC	CONCRETE	⊕	POSITION OF GEODETIC COORDINATES
FS	FINISHED ROOFTOP SURFACE	⊗	SPOT ELEVATION
SL	SKY LIGHT	⊗	WATER CONTROL VALVE
SOLAR	SOLAR PANEL	⊗	TREES
VP	VENTILATION PIPE	⊗	PALM TREES
FDC	FIRE DEPARTMENT CONNECTION	⊗	CMU WALLS
○	MICROWAVE ANTENNA	⊗	CURBLINES
●	STEEL POLE	⊗	EXISTING BUILDINGS
		⊗	STREET CENTERLINES
		⊗	SUBJECT PROPERTY LINE
		⊗	ADJACENT PROPERTY LINE
		⊗	LEASE AREA LIMITS

**SURVEY DATE**  
01/12/2023

**BASIS OF BEARING**

BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA ZONE FIVE STATE PLANE COORDINATE SYSTEM BASED ON THE NORTH AMERICAN DATUM OF 1983(2011) (EPOCH 2019.25), DETERMINED BY GLOBAL POSITIONING SYSTEM EQUIPMENT ON THE SMARTNET REFERENCE NETWORK.

**BENCHMARK**

PROJECT ELEVATIONS ESTABLISHED FROM GPS DERIVED ORTHOMETRIC HEIGHTS BY APPLICATION OF NGS 'GEOID 12B' MODELED SEPARATIONS TO ELLIPSOID HEIGHTS DETERMINED BY OBSERVATIONS OF THE 'SMARTNET' REAL TIME NETWORK. ALL ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD88.

**GRID-TO-GROUND SCALE FACTOR NOTE**

ALL BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA ZONE FIVE STATE PLANE COORDINATE ZONE GRID. TO DERIVE GROUND DISTANCES DIVIDE BY 0.99997221

**FLOOD\_ZONE**

THIS PROJECT APPEARS TO BE LOCATED WITHIN FLOOD ZONE "X". ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP(S), MAP ID #06037C1605F, DATED 09/26/2008

**UTILITY NOTES**

SURVEYOR DOES NOT GUARANTEE THAT ALL UTILITIES ARE SHOWN OR THEIR LOCATIONS ARE DEFINITE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND DEVELOPER TO CONTACT 811 AND ANY OTHER INVOLVED AGENCIES TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION. REMOVAL, RELOCATION AND/OR REPLACEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.

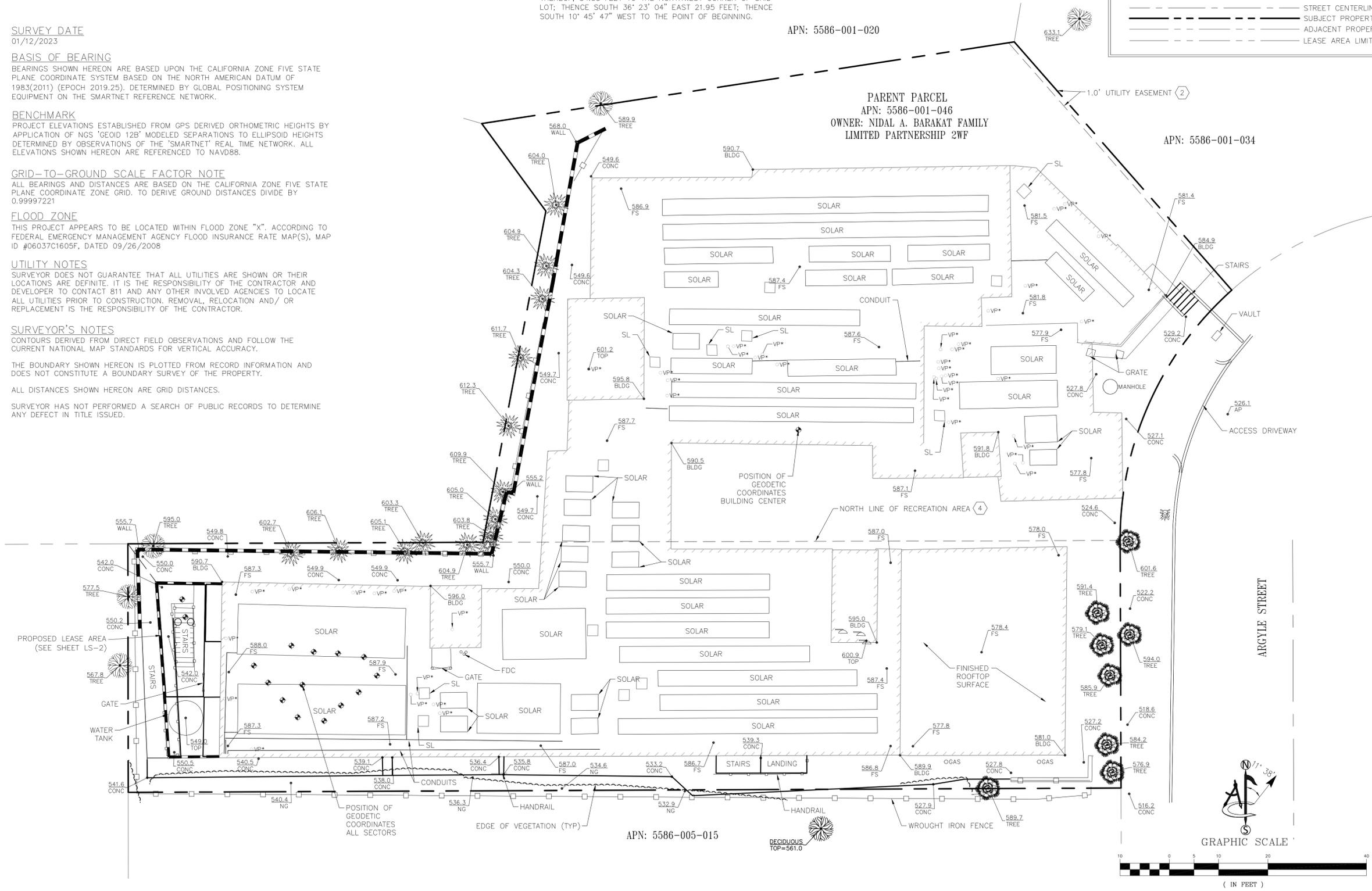
**SURVEYOR'S NOTES**

CONTOURS DERIVED FROM DIRECT FIELD OBSERVATIONS AND FOLLOW THE CURRENT NATIONAL MAP STANDARDS FOR VERTICAL ACCURACY.

THE BOUNDARY SHOWN HEREON IS PLOTTED FROM RECORD INFORMATION AND DOES NOT CONSTITUTE A BOUNDARY SURVEY OF THE PROPERTY.

ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.

SURVEYOR HAS NOT PERFORMED A SEARCH OF PUBLIC RECORDS TO DETERMINE ANY DEFECT IN TITLE ISSUED.



APPLICANT:

ENGINEER:

an SFC Communications, Inc. Company  
 65 POST, SUITE 1000  
 IRVINE, CA 92618  
 TEL: (949) 553-8566  
 www.eukongroup.com

DRAWN BY:	SM
CHECKED BY:	SB

REVISIONS:

REV	DATE	DESCRIPTION
2	12/03/24	ADD.TOPO/PARKING (C)(CK)
1	03/20/24	COORDINATES (C) (CK)
0	03/09/23	TITLE/DESIGN (C) (PD)
A	01/17/23	PRELIMINARY (SM)

428 MAIN STREET  
 SUITE 206  
 HUNTINGTON BEACH, CA 92648  
 PH. (480) 659-4072  
 www.ambitconsulting.us

PROJECT INFORMATION:

CLL04692

2069 ARGYLE STREET  
 LOS ANGELES, CA 90068

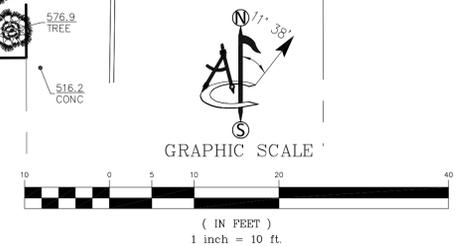
LOS ANGELES COUNTY

SHEET TITLE:

**ROOFTOP SURVEY**

SHEET NUMBER:

**LS-1**



**SCHEDULE "B" NOTE**

REFERENCE IS MADE TO THE TITLE REPORT ORDER #92019823-920-CMM-CMB, ISSUED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, DATED JANUARY 5, 2023. ALL EASEMENTS CONTAINED WITHIN SAID TITLE REPORT AFFECTING THE IMMEDIATE AREA SURROUNDING THE LEASE HAVE BEEN PLOTTED.

**ITEMIZED NOTES:**

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS. (THE EXCEPTION IS A STANDARD EXCEPTION AND NOT THE TYPE TO BE DEPICTED HEREON)

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT: PURPOSE: WATER AND GAS SERVICE CONNECTION RECORDING NO: BOOK 2283, PAGE 125 OF OFFICIAL RECORDS AFFECTS: A PORTION OF SAID LAND (AS SHOWN ON SURVEY)

3. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON AGE, RACE, COLOR, RELIGION, SEX, GENDER, GENDER IDENTITY, GENDER EXPRESSION, SEXUAL ORIENTATION, MARITAL STATUS, NATIONAL ORIGIN, ANCESTRY, FAMILIAL STATUS, SOURCE OF INCOME, DISABILITY, VETERAN OR MILITARY STATUS, GENETIC INFORMATION, MEDICAL CONDITION, CITIZENSHIP, PRIMARY LANGUAGE, AND IMMIGRATION STATUS, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT  
RECORDING NO: BOOK 49439, PAGE 65 OF OFFICIAL RECORDS SAID COVENANTS, CONDITIONS AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

(DOCUMENT CONTAINS A HEIGHT RESTRICTION ON STRUCTURES PRIOR TO THE APPROVAL OF AN APARTMENT COMPLEX - NOT SHOWN)

4. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: GRANT DEED  
DATED: JULY 23, 1962  
EXECUTED BY: GEORGE GOLDWATER AND ANNIE E. GOLDWATER, HUSBAND AND WIFE AND JAMES C. BROWNLEE AND MARGARET L. BROWNLEE, HUSBAND AND WIFE  
RECORDING DATE: AUGUST 6, 1962  
RECORDING NO: 1156, BOOK D1710, PAGE 286 OF OFFICIAL RECORDS  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

IT IS UNDERSTOOD THAT THE RECREATION ARE WILL BE ON THE SOUTH 50 FEET LOT, WHICH IS APPROXIMATELY 200 FEET DEEP AND THAT THIS AREA SHALL BE USED FOR RECREATIONAL PURPOSES ONLY.

AFFECTS: PARCEL 1 (AS SHOWN ON SURVEY)

5. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: AGREEMENT A  
DATED: FEBRUARY 14, 1985  
EXECUTED BY: THE EXECUTIVE DIRECTOR OF THE HOUSING AUTHORITY OF THE CITY OF LOS ANGELES  
RECORDING DATE: APRIL 12, 1985  
RECORDING NO: 85-411362 OFFICIAL RECORDS  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.  
(BLANKET IN NATURE)

6. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

RECORDING DATE: MAY 21, 1985  
RECORDING NO.: 85-572554 OF OFFICIAL RECORDS  
REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

THIS COVENANT AND AGREEMENT PROVIDES THAT IT SHALL BE BINDING UPON ANY FUTURE OWNERS, ENCUMBRANCERS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.  
(BLANKET IN NATURE)

**SCHEDULE "B" NOTE**

7. A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.

AMOUNT: \$4,929,228.00  
DATED: MARCH 26, 2018  
TRUSTOR/GRANTOR NIDAL A. BARAKAT FAMILY LIMITED PARTNERSHIP, A CALIFORNIA LIMITED PARTNERSHIP  
TRUSTEE: AMERICAN SECURITIES COMPANY, A CORPORATION  
BENEFICIARY: WELLS FARGO BANK, NATIONAL ASSOCIATION  
LOAN NO.: NONE SHOWN  
RECORDING DATE: APRIL 2, 2018  
RECORDING NO: 2018-311395 OF OFFICIAL RECORDS  
THE EFFECT OF A FULL RECONVEYANCE RECORDED JANUARY 22, 2019 AT INSTRUMENT NO. 2019-60677 OF OFFICIAL RECORDS, WHICH PURPORTS TO RECONVEY THE ABOVE-MENTIONED DEED OF TRUST.  
NO STATEMENT IS MADE HERETO AS TO THE EFFECT OR VALIDITY OF SAID RECONVEYANCE.  
THE REQUIREMENT THAT THIS COMPANY BE FURNISHED WITH CONFIRMATION FROM THE LENDER THAT THE DEED OF TRUST HAS BEEN RELEASED PRIOR TO ISSUANCE OF A POLICY OF TITLE INSURANCE.  
(BLANKET IN NATURE)

8. PLEASE BE ADVISED THAT OUR SEARCH DID NOT DISCLOSE ANY OPEN DEEDS OF TRUST OF RECORD. IF YOU SHOULD HAVE KNOWLEDGE OF ANY OUTSTANDING OBLIGATION, PLEASE CONTACT THE TITLE DEPARTMENT IMMEDIATELY FOR FURTHER REVIEW PRIOR TO CLOSING.  
(THE EXCEPTION IS A STANDARD EXCEPTION AND NOT THE TYPE TO BE DEPICTED HEREON)

9. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.  
(THE EXCEPTION IS A STANDARD EXCEPTION AND NOT THE TYPE TO BE DEPICTED HEREON)

**LEASE AREA LEGAL DESCRIPTION**

A PORTION OF LOT 9 OF J.M. ROBERTS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 66 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

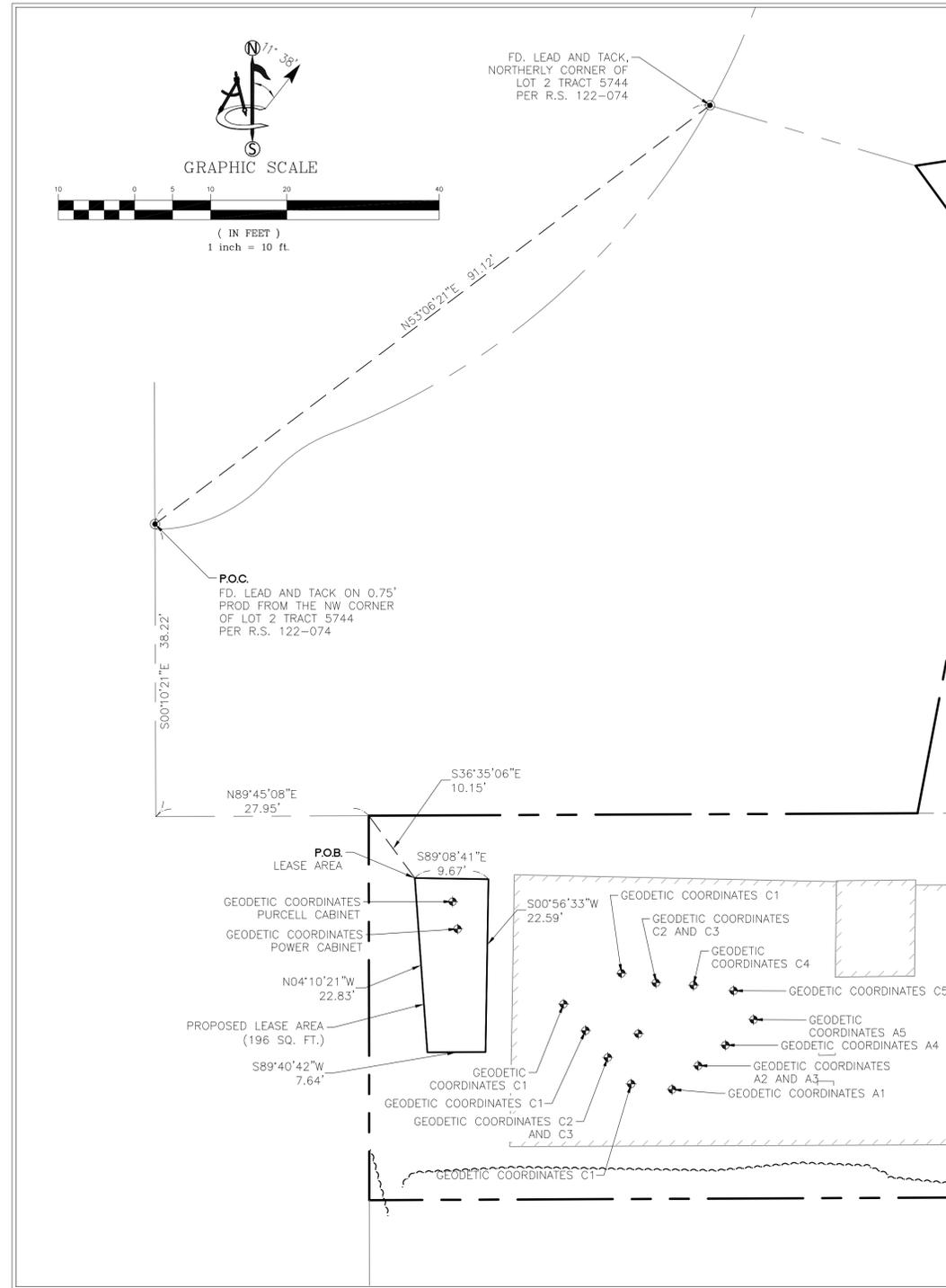
COMMENCING AT A FOUND LEAD AND TACK MONUMENT ON A 0.75 FOOT PROPERTY LINE PROD FOR THE NORTHWEST CORNER OF LOT 2 OF TRACT 5744 FROM WHICH A FOUND LEAD AND TACK MONUMENT AT THE NORTHERLY CORNER OF SAID LOT 2 BEARS NORTH 53°06'21" EAST, 91.12 FEET, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 122 AT PAGE 74, RECORDS OF SAID LOS ANGELES COUNTY;

THENCE FROM SAID POINT OF COMMENCEMENT SOUTH 00°10'21" EAST, 38.22 FEET ALONG THE WESTERLY LINE OF SAID LOT 2 TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 89°45'08" EAST, 27.95 FEET ALONG THE SOUTHERLY LINE OF SAID LOT 2 TO A POINT; THENCE LEAVING SAID SOUTHERLY LINE SOUTH 36°35'06" EAST, 10.15 FEET TO THE POINT OF BEGINNING;  
THENCE SOUTH 89°08'41" EAST, 9.67 FEET;  
THENCE SOUTH 00°56'33" WEST, 22.59 FEET;  
THENCE SOUTH 89°40'42" WEST, 7.64 FEET;  
THENCE NORTH 04°10'21" WEST, 22.83 FEET TO THE POINT OF BEGINNING.

CONTAINING 196 SQUARE FEET (0.004 ACRES) OF LAND, MORE OR LESS.

**ACCESS NOTE**

RESERVING NONEXCLUSIVE RIGHT OF USE ACROSS LESSOR'S PROPERTY FOR NECESSARY APPURTENANCES TO CONSTRUCT, OPERATE, AND MAINTAIN A COMMUNICATION FACILITY FOR ITEMS SUCH AS, BUT NOT LIMITED TO INGRESS, EGRESS, PARKING, VEHICULAR MANEUVERING, EQUIPMENT, AND UTILITIES.



**LEASE DETAIL**

POSITION OF GEODETIC COORDINATES - ANTENNA A1  
LATITUDE 34° 06' 31.53" (34.108758) NORTH (NAD83)  
LONGITUDE 118° 19' 33.20" (118.325889) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA B1  
LATITUDE 34° 06' 31.53" (34.108758) NORTH (NAD83)  
LONGITUDE 118° 19' 33.27" (118.325908) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA C1  
LATITUDE 34° 06' 31.68" (34.108800) NORTH (NAD83)  
LONGITUDE 118° 19' 33.27" (118.325911) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA A2-A3  
LATITUDE 34° 06' 31.56" (34.108767) NORTH (NAD83)  
LONGITUDE 118° 19' 33.16" (118.325878) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA B2-B3  
LATITUDE 34° 06' 31.57" (34.108769) NORTH (NAD83)  
LONGITUDE 118° 19' 33.30" (118.325917) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA C2-C3  
LATITUDE 34° 06' 31.66" (34.108794) NORTH (NAD83)  
LONGITUDE 118° 19' 33.23" (118.325897) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA A4  
LATITUDE 34° 06' 31.58" (34.108772) NORTH (NAD83)  
LONGITUDE 118° 19' 33.12" (118.325867) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA B4  
LATITUDE 34° 06' 31.60" (34.108878) NORTH (NAD83)  
LONGITUDE 118° 19' 33.34" (118.325928) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA C4  
LATITUDE 34° 06' 31.66" (34.108794) NORTH (NAD83)  
LONGITUDE 118° 19' 33.17" (118.325881) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - PURCEL CABINET  
LATITUDE 34° 06' 31.77" (34.108825) NORTH (NAD83)  
LONGITUDE 118° 19' 33.55" (118.325986) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)



POSITION OF GEODETIC COORDINATES - BLDG CENTER  
LATITUDE 34° 06' 32.11" (34.108919) NORTH (NAD83)  
LONGITUDE 118° 19' 32.06" (118.325572) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA A5  
LATITUDE 34° 06' 31.62" (34.108783) NORTH (NAD83)  
LONGITUDE 118° 19' 33.08" (118.325856) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA B5  
LATITUDE 34° 06' 31.64" (34.108789) NORTH (NAD83)  
LONGITUDE 118° 19' 33.37" (118.325936) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ANTENNA C5  
LATITUDE 34° 06' 31.65" (34.108792) NORTH (NAD83)  
LONGITUDE 118° 19' 33.11" (118.325864) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - POWER CABINET  
LATITUDE 34° 06' 31.73" (34.108814) NORTH (NAD83)  
LONGITUDE 118° 19' 33.54" (118.325983) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

POSITION OF GEODETIC COORDINATES - ALL SECTORS  
LATITUDE 34° 06' 31.60" (34.108778) NORTH (NAD83)  
LONGITUDE 118° 19' 33.26" (118.325906) WEST (NAD83)  
GROUND ELEVATION @ (NW BLDG COR) 542.0 (NAVD88)

APPLICANT:



ENGINEER:

**Eukon**  
an SFC Communications, Inc. Company  
65 POST, SUITE 1000  
IRVINE, CA 92618  
TEL: (949) 553-8566  
www.eukongroup.com

DRAWN BY: SM  
CHECKED BY: SB

REVISIONS:

REV	DATE	DESCRIPTION
2	12/03/24	ADD.TOPO/PARKING (C)(CK)
1	03/20/24	COORDINATES (C) (CK)
0	03/09/23	TITLE/DESIGN (C) (PD)
A	01/17/23	PRELIMINARY (SM)



428 MAIN STREET  
SUITE 206  
HUNTINGTON BEACH, CA 92648  
PH. (480) 659-4072  
www.ambitconsulting.us

ambit consulting

PROJECT INFORMATION:

CLL04692  
2069 ARGYLE STREET  
LOS ANGELES, CA 90068  
LOS ANGELES COUNTY

SHEET TITLE:

NOTES

SHEET NUMBER:

**LS-2**



**NOTES:**

1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
3. THIS SITE PLAN IS NOT INTENDED TO BE A LAND SURVEY.



1452 EDINGER AVE.  
3RD FLOOR  
TUSTIN, CA 92780



an SFC Communications, Inc. Company  
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IRVINE, CA 92618  
TEL: (949) 553-8566  
[www.eukongroup.com](http://www.eukongroup.com)

**NOT FOR CONSTRUCTION**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF THE LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

**ZONING DRAWINGS**

SUBMITTALS		
REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

PROJECT INFORMATION

CLL04692

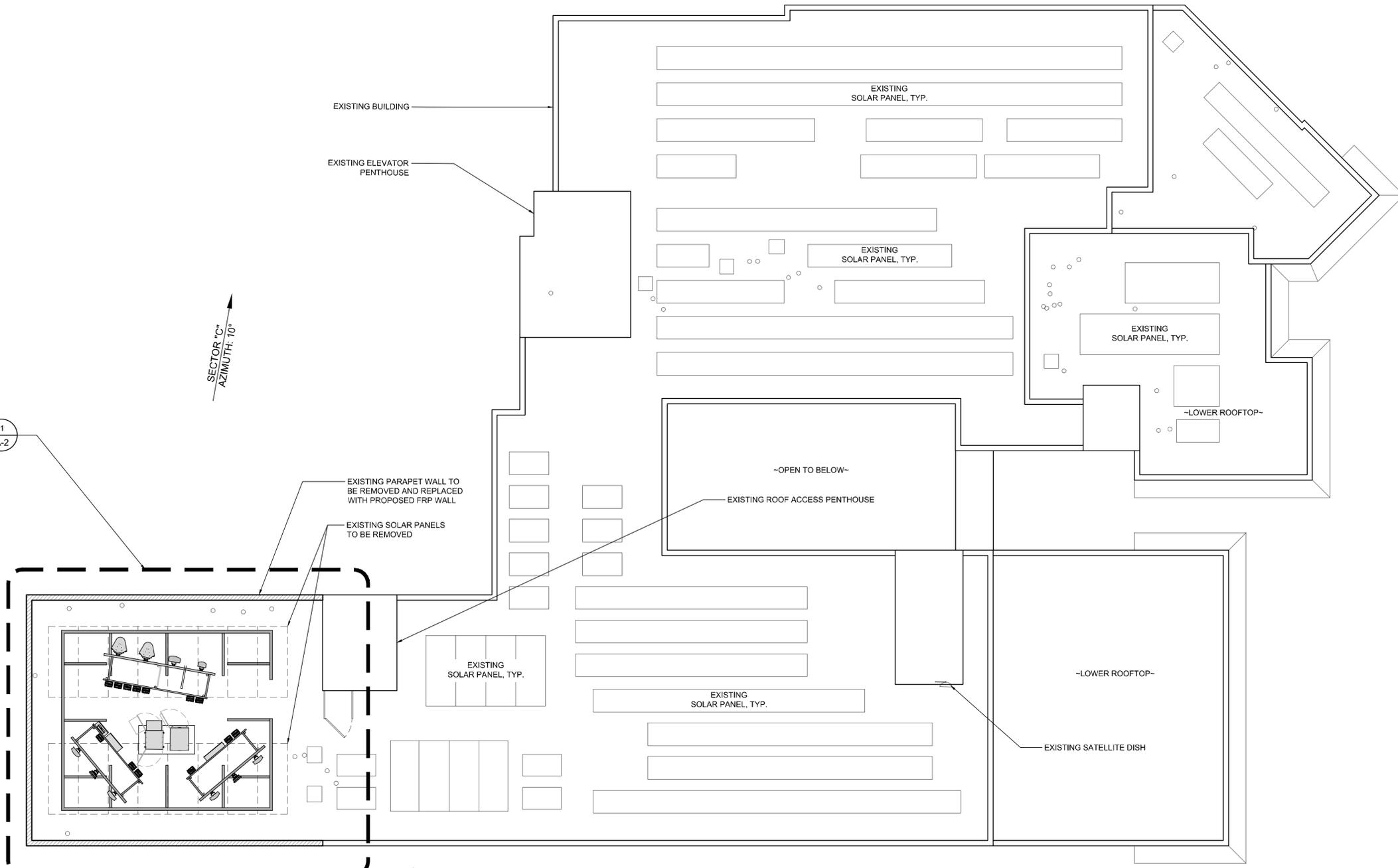
2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

SHEET TITLE

ROOF PLAN

SHEET NUMBER

**A-1.1**

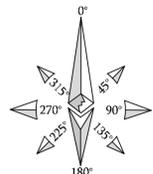


SECTOR 'C'  
AZIMUTH: 10°

PROPOSED AT&T WIRELESS EQUIPMENT AND ANTENNA LEASE AREA ON ROOFTOP

SECTOR 'B'  
AZIMUTH: 230°

SECTOR 'A'  
AZIMUTH: 140°



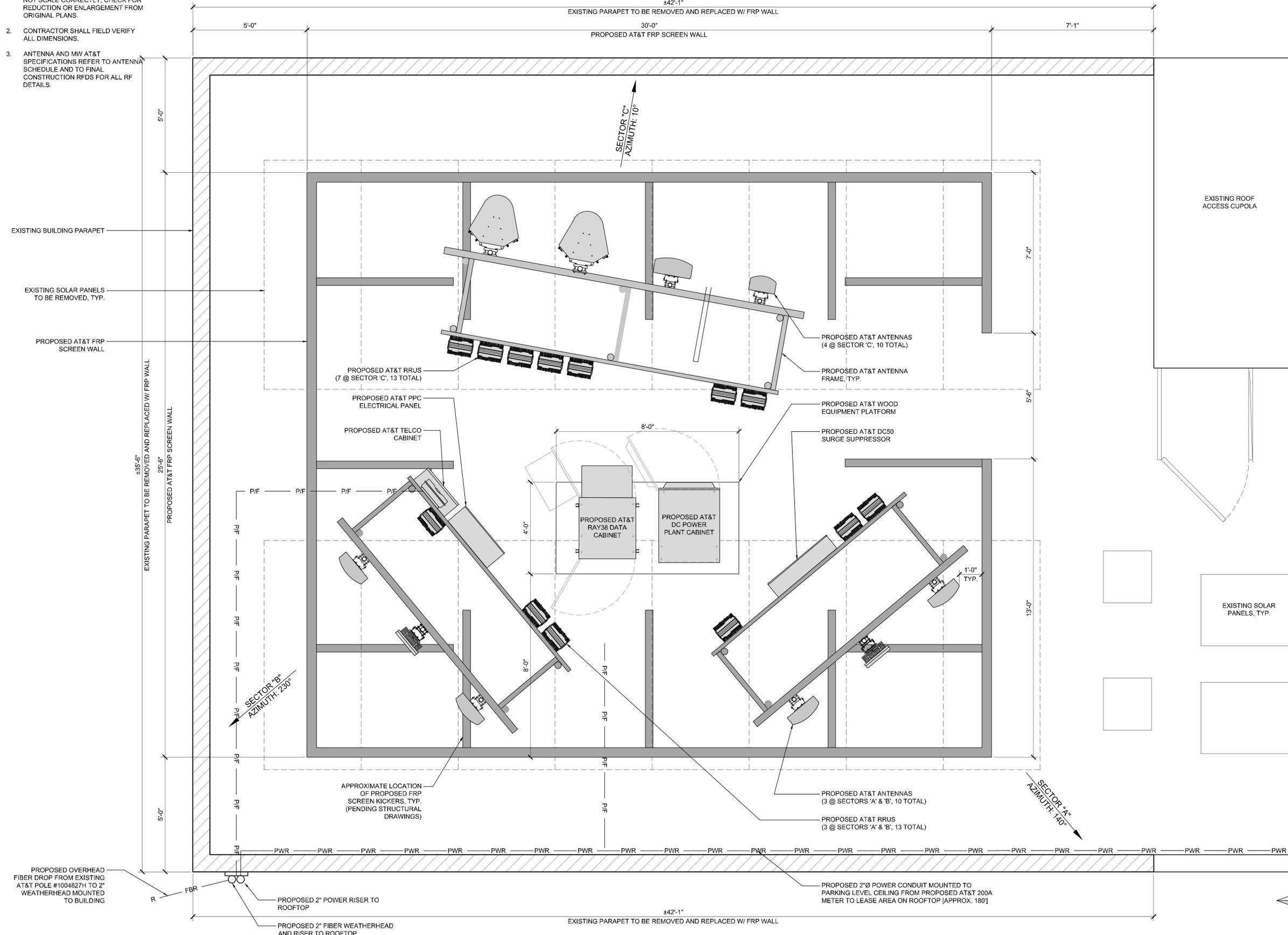
EUKON\_AT&T\_90CD\_ROOFTOP\_TEMPLATE\_V1\_11-18-22

**ROOF PLAN**

SCALE 1/8"=1'-0" 1

**NOTE:**

1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
3. ANTENNA AND MW AT&T SPECIFICATIONS REFER TO ANTENNA SCHEDULE AND TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.



1452 EDINGER AVE.  
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TUSTIN, CA 92780



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DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

**ZONING DRAWINGS**

SUBMITTALS		
REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

**PROJECT INFORMATION**

CLL04692  
2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

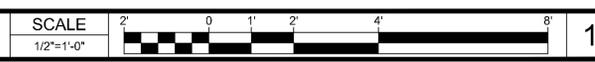
**SHEET TITLE**  
**EQUIPMENT AND ANTENNA PLAN**

**SHEET NUMBER**

**A-2**

EUKON\_AT&T\_90CD\_ROOFTOP\_TEMPLATE\_V1\_11-18-22

**EQUIPMENT AND ANTENNA PLAN**





1452 EDINGER AVE.  
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TUSTIN, CA 92780



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NOT FOR  
CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF THE LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

**ZONING DRAWINGS**

SUBMITTALS		
REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

PROJECT INFORMATION

CLL04692  
2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

SHEET TITLE  
**ANTENNA AND RRU SCHEDULE**

SHEET NUMBER

**A-3**

ANTENNA SCHEDULE (VERIFY WITH CURRENT RFDS)

SECTOR	TECHNOLOGY	ANTENNA MODEL	ANTENNA SIZE	ANTENNA AZIMUTH	RAD CENTER	TRANSMISSION CABLE		
						LENGTH	QTY.	
ALPHA SECTOR	A1	LTE	COMMSCOPE NNH4-45B-R6	72" X 18" X 7"	140°	51'-0"	25'	(1) FIBER + (3) DC POWER
	A2	C-BAND	ERICSSON AIR6449 N77	30.6" X 15.9" X 10.6"	140°	52'-0"		
	A3	LTE	COMMSCOPE NNH4-45B-R6	72" X 18" X 7"	140°	51'-0"		
	A4	-	-	-	-	-		
	A5	-	-	-	-	-		
BETA SECTOR	B1	LTE	COMMSCOPE NNH4-45B-R6	72" X 18" X 7"	230°	51'-0"	25'	(1) FIBER + (3) DC POWER
	B2	C-BAND	ERICSSON AIR6449 N77	30.6" X 15.9" X 10.6"	230°	52'-0"		
	B3	LTE	COMMSCOPE NNH4-45B-R6	72" X 18" X 7"	230°	51'-0"		
	B4	-	-	-	-	-		
	B5	-	-	-	-	-		
GAMMA SECTOR	C1	LTE	MATSING MS-MBA-3.2-H4-L4	72" X 24" X 26"	10°	51'-0"	25'	(1) FIBER + (3) DC POWER
	C2	LTE	MATSING MS-MBA-3.2-H4-L4	72" X 24" X 26"	10°	51'-0"		
	C3	LTE	CCI 8HBF4R-BUH6NA	71.2" X 20.7" X 9"	10°	51'-0"		
	C4	LTE	COMMSCOPE JAHH-65B-R3B-V3	72" X 13.8" X 8.2"	10°	51'-0"		
	C5	-	-	-	-	-		

NOTES TO CONTRACTOR:

- CONTRACTOR IS TO REFER TO AT&T'S MOST CURRENT RADIO FREQUENCY DATA SHEET (RFDS) PRIOR TO CONSTRUCTION.
- CABLE LENGTHS WERE DETERMINED BASED ON A VISUAL INSPECTION DURING SITE WALK. CONTRACTOR TO VERIFY ACTUAL LENGTH DURING PRE-CONSTRUCTION WALK.
- CONTRACTOR TO USE ROSENBERGER FIBER LINE HANGER COMPONENTS (OR ENGINEER APPROVED EQUAL).
- CONTRACTOR TO USE CABLES SPECIFIED (OR ENGINEER APPROVED EQUAL).

REMOTE RADIO UNIT SCHEDULE

SECTOR	RRU TYPE	RRU LOCATION (DISTANCE FROM ANTENNA)	MINIMUM CLEARANCES		
			ABOVE	BELOW	SIDES
ALPHA SECTOR	A1	ERICSSON RADIO-4449 B5/B12	±15'	16"	8" 0"
	A1	ERICSSON RADIO-8843 B2/B66A	±15'	16"	8" 0"
	A2				
	A3	ERICSSON RADIO-4478 B14	±15'	16"	8" 0"
	A4				
	A5				
BETA SECTOR	B1	ERICSSON RADIO-4449 B5/B12	±15'	16"	8" 0"
	B1	ERICSSON RADIO-8843 B2/B66A	±15'	16"	8" 0"
	B2				
	B3	ERICSSON RADIO-4478 B14	±15'	16"	8" 0"
	B4				
	B5				
GAMMA SECTOR	C1	(2) ERICSSON RADIO-4449 B5/B12	±15'	16"	8" 0"
	C1	(3) ERICSSON RADIO-8843 B2/B66A	±15'	16"	8" 0"
	C2				
	C3	ERICSSON AIR6449 B77D	±15'	16"	8" 0"
	C4	ERICSSON RADIO-4478 B14	±15'	16"	8" 0"
	C5				

SURGE SUPPRESSION SYSTEM SCHEDULE

SYSTEM	MFR.	PART NUMBER	QTY	LOCATION
	RAYCAP	DC50-48-60-96-50F-CRD	1	ADJACENT TO EQUIPMENT ON ROOFTOP
	RAYCAP	DC9-48-60-24-PC16-EV	-	-

EUKON\_AT&T\_90CD\_ROOFTOP\_TEMPLATE\_V1\_11-18-22

TOP OF EXISTING PENTHOUSE  
ELEV. 54'-0"

TOP OF EXISTING BUILDING  
ELEV. 48'-8"

EXISTING BUILDING

GROUND LEVEL  
ELEV. 0'-0" (REF)

NOTE:  
1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.  
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.



1452 EDINGER AVE.  
3RD FLOOR  
TUSTIN, CA 92780



65 POST, SUITE 1000  
IRVINE, CA 92618  
TEL: (949) 553-8566  
www.eukongroup.com

NOT FOR  
CONSTRUCTION

EXISTING SOUTH ELEVATION

SCALE 1/8"=1'-0" 2

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF THE LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

ZONING DRAWINGS

SUBMITTALS

REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

PROJECT INFORMATION

CLL04692

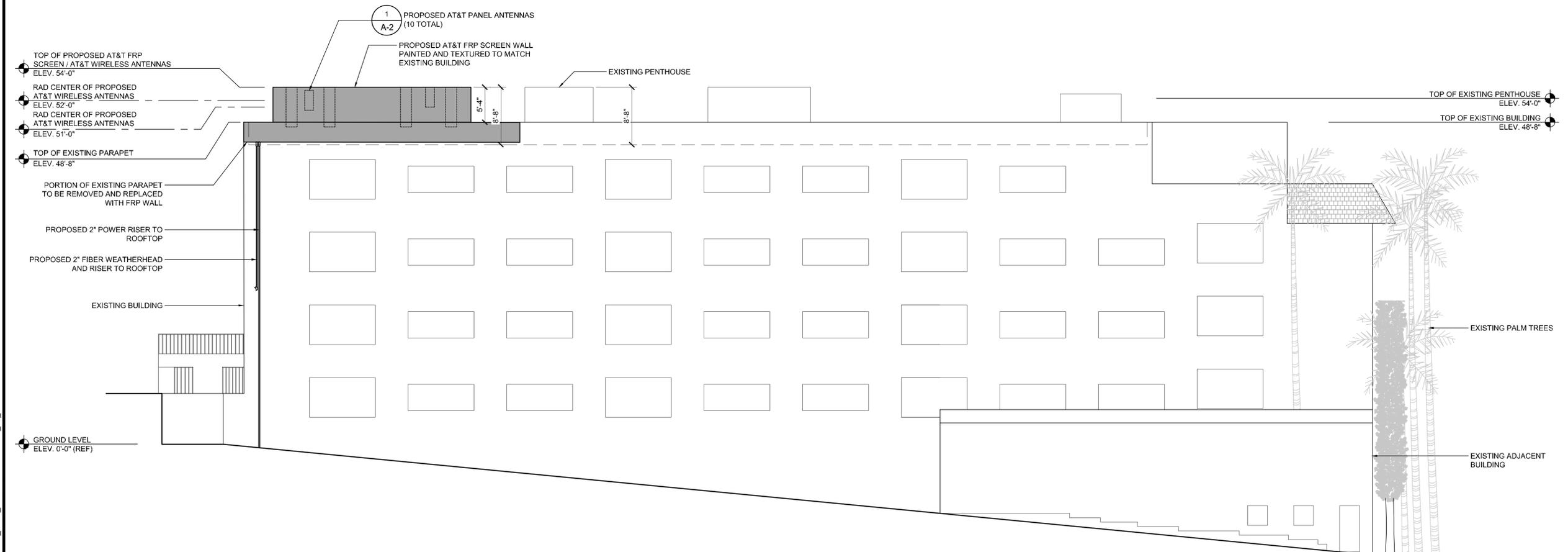
2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

SHEET TITLE

ELEVATIONS

SHEET NUMBER

A-4



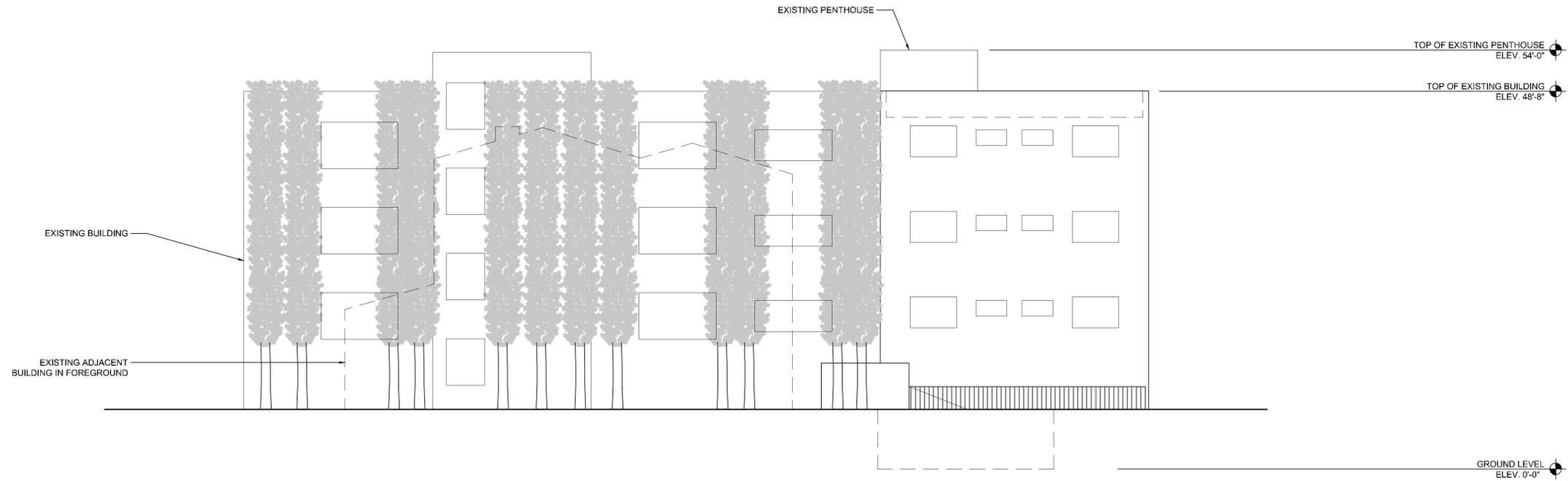
PROPOSED SOUTH ELEVATION

SCALE 1/8"=1'-0" 1

EUKON\_AT&T\_90CD\_ROOFTOP\_TEMPLATE\_V1\_11-18-22

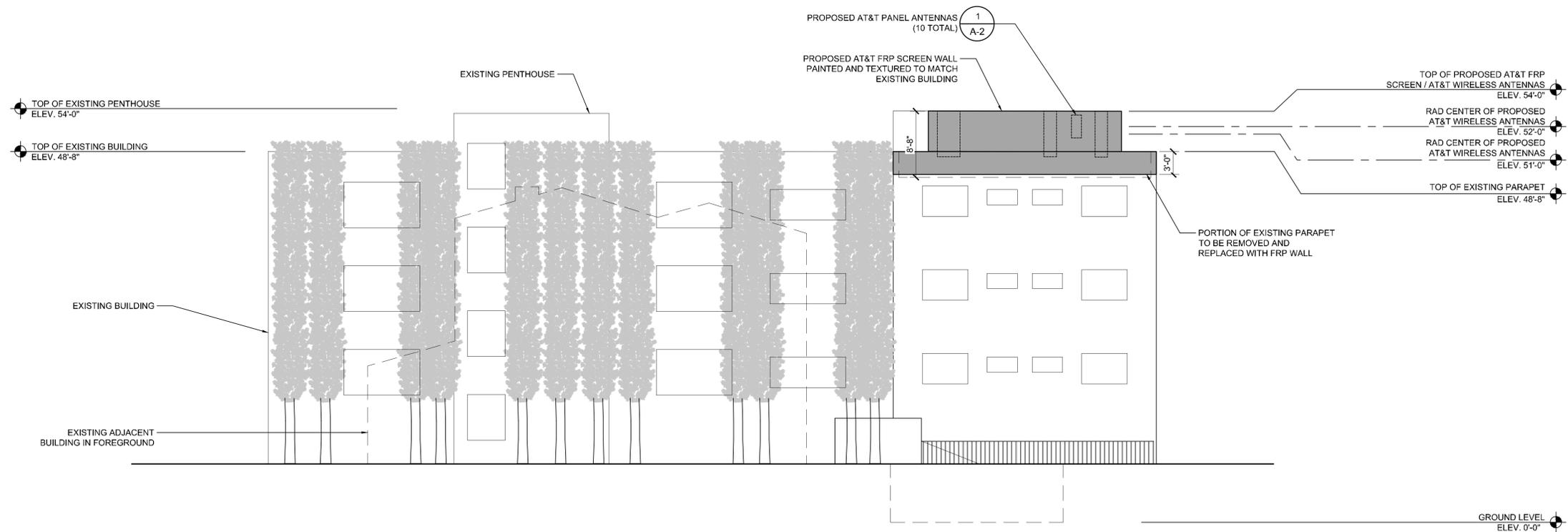
**NOTE:**

1. IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.



**EXISTING WEST ELEVATION**

SCALE 1/8"=1'-0" 2



**PROPOSED WEST ELEVATION**

SCALE 1/8"=1'-0" 1



1452 EDINGER AVE.  
3RD FLOOR  
TUSTIN, CA 92780



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65 POST, SUITE 1000  
IRVINE, CA 92618  
TEL: (949) 553-8566  
[www.eukongroup.com](http://www.eukongroup.com)

**NOT FOR CONSTRUCTION**

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DRAWN BY:	UTILITIES CHECKED BY:	A&E CHECKED BY:
NV/AS	--	RB

**ZONING DRAWINGS**

SUBMITTALS		
REV	DATE	DESCRIPTION
A	02/09/23	90% ZONING DRAWINGS
0	04/13/23	100% ZONING DRAWINGS
1	03/21/24	JX COMMENTS
2	01/08/25	PLANNING COMMENTS
3	08/27/25	REDESIGN

**PROJECT INFORMATION**

CLL04692  
2069 ARGYLE AVE.  
LOS ANGELES, CA 90068

**SHEET TITLE**

**ELEVATIONS**

**SHEET NUMBER**

**A-4.1**



Authorized Agent for AT&T Mobility

Verizon Project Name: **CLL04692**

**City of Los Angeles  
Application for CUP**

Project Information and Justification

AT&T Mobility is requesting CUP Approval for the operation and construction of an unmanned wireless telecommunications facility and presents the following project information for your consideration.

**Project Specific Location**

Address: 2069 Argyle Avenue, Hollywood

Zoning: R3

**Project Authorized Representative**

Jerry Ambrose, Eukon Group

Address: 3905 State St., Ste 7-188, Santa Barbara, CA 93105

[jambrose@wireless01.com](mailto:jambrose@wireless01.com) / (805) 637-7407

**Project Description**

AT&T Mobility is proposing a roof mounted wireless telecommunications facility consisting of 15 panel antennas & 36 RRUs, arranged in three (3) sectors of five (5) antennas/12 RRUs each (all screened), and ancillary equipment on the rooftop (also screened). Three of the antenna positions are “stacked”. The antennas & RRUs will be housed within a new screened enclosure measuring 24’ x 33 6” and extending 5’ 4” above the existing parapet. The proposed design will mitigate any potential adverse visual impacts and blend with the design of the underlying building.

**Project Objectives**

The purpose of this project is to close a “Significant Gap” in coverage within an area generally surrounding the intersection of Argyle Avenue and Holly Mont Drive in Hollywood. Much of the area surrounding this intersection has poor/unreliable service for AT&T customers (Indoor, Outdoor & Vehicular). There is “some” service in this area but the strength of signal is inadequate to meet customer demand.

Installation of the proposed facility at 2069 Argyle Drive will close this significant gap in service. The proposed facility is the least intrusive option for the area, will improve operations of surrounding AT&T facilities, and will improve overall service in the area for both Data and Phone service as well as 911 & “Firstnet” emergency services. The proposed stealth design will allow the facility to serve its intended purpose without being unsightly or causing adverse impacts to surrounding properties.



## Safety – RF is Radio

The FCC regulates RF emissions to ensure public safety. Standards have been set based on peer-reviewed scientific studies and recommendations from a variety of oversight organizations, including the National Council on Radiation Protection and Measurements (NCRP), American National Standards Institute (ANSI), Institute of Electrical and Electronics Engineers (IEEE), Environmental Protection Agency (EPA), Federal Drug Administration (FDA), Occupational Safety and Health Administration (OSHA), and National Institute for Occupational Safety and Health (NIOSH).

## Alternative Site Analysis/Co-location

The following locations were evaluated as potential locations and the reasons why they are or are not selected for this project is summarized below:

- 1997 Carmen Avenue. – The property owner is not interested in having a cell site on their property.
- 1975 N. Beachwood Drive – Although T Mobile has an existing site on this rooftop, the property owner is not interested in having a second wireless carrier on the property. This would have been a “collocation”.
- 2100 N. Beachwood Drive. The property owner is not interested in having a cell site on their property.
- 2122 N. Beachwood Terrace. The property owner is not interested in having a cell site on their property.
- 2300 N. Cahuenga Blvd.. The property owner is not interested in having a cell site on their property.
- **2069 Argyle Avenue (SELECTED LOCATION)** - After exhausting the alternatives above, the proposed location and design was selected as the best technical, land use, and real estate option for the area. The project will address the Significant Gap issues outlined above and will be designed and situated so that the antennas and equipment are concealed from public view. In addition, the project will have substantial setbacks from adjacent land uses. The project location was selected as the best, least intrusive solution for meeting AT&T’s technical objectives and the City’s land use objectives. The stealth design atop the underlying building will allow the facility to serve its intended function without being unsightly or causing adverse impacts to surrounding properties.

## CUP & WTF Findings

### CUP Findings

- A. *Why does applicant believe the location of the project will be desirable to the public convenience and welfare.***



The proposed project will contribute and promote public health, safety and welfare by providing affordable, reliable wireless telecommunications services to the public and first responders.. Mobile phones and other devices are a necessary emergency service device and business tool, as well as being convenient for personal and family use.

After comparison of other potential site locations in the surrounding area, the project site at 2069 Argyle Avenue was the best and only viable location.

**B. *Describe briefly how the proposed project will be proper in relation to adjacent uses of the development of the community.***

The facility structures and equipment are located, designed and screened to blend with the existing facilities on site in such a manner so as to alleviate any adverse impacts to adjacent uses and structures in the vicinity. The project is unmanned and will not generate any smoke, odor, noise, or other adverse impacts to the adjacent land uses. The proposed use will also have no impact on parking, traffic, circulation or density in the area and will not adversely affect existing viewsheds or any scenic/natural vistas.

The project is in proper relationship with adjacent uses and development within the community. The antennas & equipment will be screened and completely hidden from public view. Care has been taken in locating the proposed antennas and equipment to alleviate any potential adverse impacts to adjacent properties. Installation of the new wireless antenna facility will not create a measurable change in the appearance of surrounding development.

**C. *Describe how the proposed project will not be detrimental to the character of development in the immediate neighborhood and will be in harmony with the various elements and objectives of the General Plan.***

The proposed project will not be detrimental to the character of development in the immediate neighborhood in that the project has been designed with a “stealth” appearance to alleviate any potential adverse visual or land use impacts to the area. The antennas and equipment will be completely hidden from public view.

The overall goal of the General Plan, as implemented through the Zoning Ordinance and Community Plan, is to provide an arrangement of land uses, circulation and services which will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the area. The proposed project location and design are consistent with this overall goal.

The proposed project also complies the design recommendations of Section 12.21 A 20 relating to wireless telecommunication facilities.

**WTF Findings**

**a. (i/ii/iii): *Setbacks for monopoles or towers only***



Not Applicable.

**b. *Setbacks for screening and landscaping***

The proposed antennas have been set back as far as possible from surrounding properties and streets to maximize screening of the facility, while also allowing the facility to serve its intended purpose.

The antennas and related antenna equipment will be “hidden” behind rooftop screening that is designed to be compatible with the underlying building. The proposed design will not result in any measurable aesthetic changes to the surrounding area

Landscaping is N/A for rooftop facility.

***Visual Impact Standard***

The visual impact standard under Section 12.21 A 20 (a)(4) is met in that the facility is designed to have the least possible visual impact after considering the varied technical, engineering, economic and other factors necessary for the successful and reasonable operation of the facility. The antennas will be completely hidden from public view behind rooftop screening.

**c. *A good faith effort was made to locate on existing sites or facilities.***

*There is one potential collocatable location at 1975 N. Beachwood Ave. The property owner, however, is not interested in having another wireless carrier on their property. There are no available existing sites in the area that meet AT&Ts technical objectives.*

**d. *The project is consistent with the general requirements of the Wireless Telecommunications Facilities Standards in design, collocation efforts, screening, etc.***

See compliance with other sections herein.

**e. *The use will have no substantial adverse impact on the properties or improvements in the surrounding neighborhood.***

By placing all antennas and equipment behind rooftop screening, the project will result in no substantial adverse impacts to properties or improvements in the surrounding neighborhood.

**f. *Setbacks and Landscaping***

Appropriate setbacks are proposed as necessary to screen the equipment from public views. Landscaping is not required.

**g. *Visual Impact Standard***

Note finding in “d” above. Project design will comply with Section 12.21 A 20(a) (4)



I ***Locating Antennas on Existing Sites***

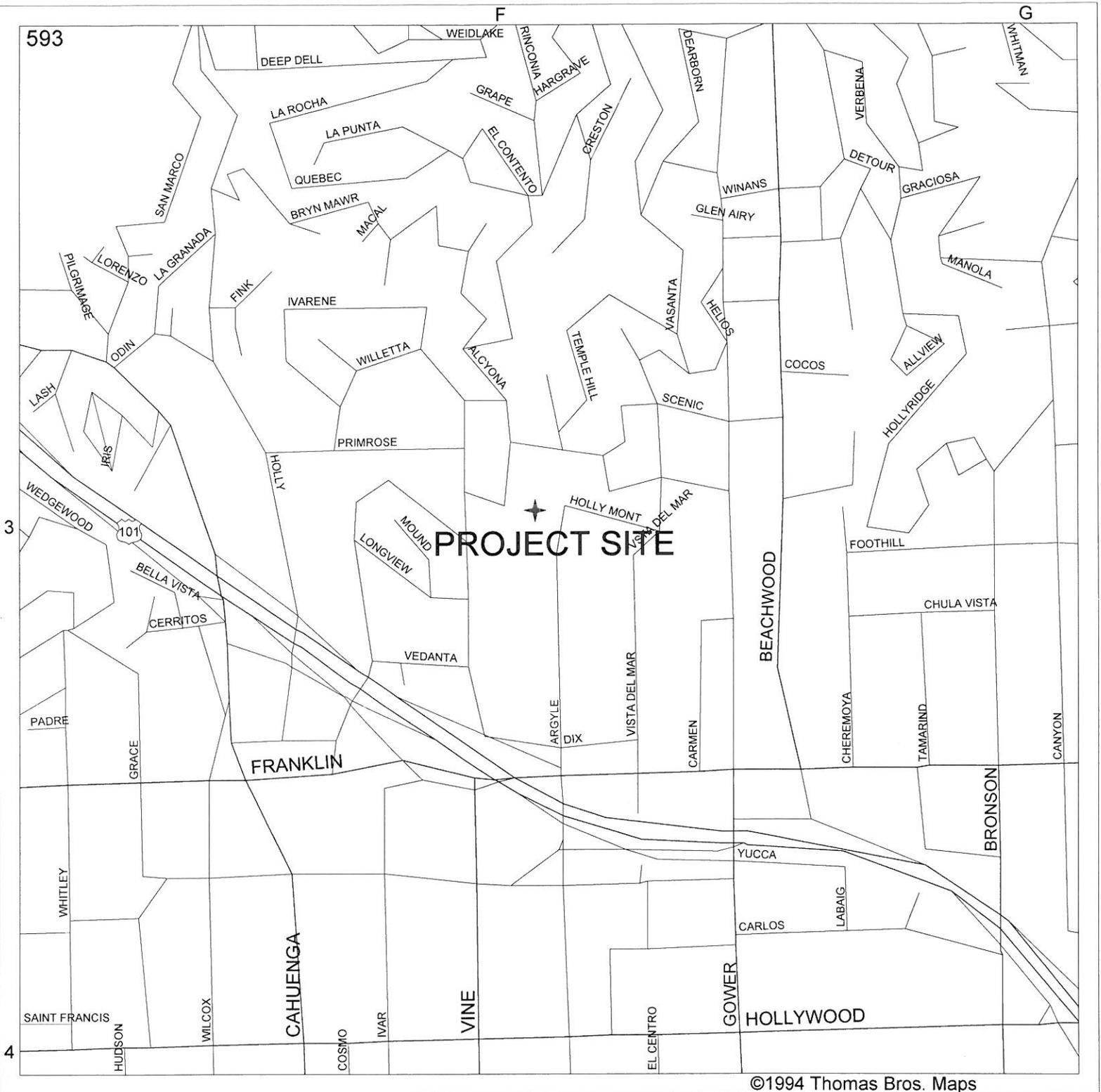
Note finding in "c" above.

The enclosed application is presented for your consideration. AT&T Mobility requests CUP Approval to build the proposed facility. Please contact me at (805) 637-7407 with any questions or request for additional information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jerry Ambrose".

Jerry Ambrose, Eukon Group  
Authorized Agent of AT&T Mobility



**VICINITY MAP**

SITE : 2069 ARGYLE STREET - AT & T - CLL04692

**GC MAPPING SERVICE, INC.**  
 3055 WEST VALLEY BOULEVARD  
 ALHAMBRA CA 91803  
 (626) 441-1080, FAX (626) 441-8850  
[gcmapping@radiusmaps.com](mailto:gcmapping@radiusmaps.com)

# Cruising for parking

Donald C. Shoup\*

*Department of Urban Planning, University of California, Los Angeles, Los Angeles, CA 90095-1656, USA*

Available online 24 July 2006

## Abstract

Suppose curb parking is free but all the spaces are occupied, and off-street parking is expensive but immediately available. In this case, you can cruise to find a curb space being vacated by a departing motorist, or pay for off-street parking right away. This paper presents a model of how drivers choose whether to cruise or to pay, and it predicts several results: you are more likely to cruise if curb parking is cheap, off-street parking is expensive, fuel is cheap, you want to park for a long time, you are alone in the car, and you place a low value on saving time. The model also predicts that charging the market price for curb parking—at least equal to the price of adjacent off-street parking—will eliminate cruising. Because the government sets curb parking prices, planners and elected officials strongly influence drivers' decisions to cruise. The failure to charge market rates for curb parking congests traffic, pollutes the air, wastes fuel, and causes accidents. Between 1927 and 2001, studies of cruising in congested downtowns have found that it took between 3.5 and 14 min to find a curb space, and that between 8 and 74 percent of the traffic was cruising for parking.

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*Keywords:* Parking; Pricing; Congestion

## 1. Introduction

My father didn't pay for parking, my mother, my brother, nobody. It's like going to a prostitute. Why should I pay when, if I apply myself, maybe I can get it for free.

George Costanza

When a resource is communally owned, the right of "first possession" means that anyone who captures the resource has the right to use it. Free curb parking is an example of communal ownership, because drivers occupy it on a first-come, first-served basis. If all the curb spaces are occupied, drivers must cruise to find a space vacated by a departing car. Cruising for parking probably began soon after the wheel was invented.

## 2. Cruising in the 20th century

Cruising creates a mobile queue of cars that are waiting for curb vacancies, but no one can see how many cars are in the queue because the cruisers are mixed in with other

cars that are actually going somewhere. Perhaps because cruising is invisible, most transport economists and planners have neglected it as a source of congestion. Nevertheless, a few researchers have attempted to estimate the volume of cruising and the time it takes to find a curb space. They have analyzed videotapes of traffic flows, interviewed drivers who park at the curb, and have themselves cruised. Table 1 shows the results of every study of cruising I have been able to find. Between 8 and 74 percent of the traffic was cruising for parking, and the average time to find a curb space ranged between 3.5 and 14 min. The wide variance in the estimates of cruising surely reflects reality. On most streets most of the time, none of the traffic is cruising, but on some streets some of the time, most of the traffic may be cruising.

Are these studies dating back to 1927 only of historical interest? The data were probably not very accurate when they were collected, and the results depend on the time and place where they were collected. The data are selective because researchers study cruising only where they expect to find it. Conditions have also changed since many of the observations were made. Nevertheless, cruising itself has not changed, and the studies at least show that searching for curb parking has wasted time and fuel for many

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Table 1  
Twentieth century cruising

Year	City	Share of traffic cruising (percent)	Average search time (min)
1927	Detroit (1)	19%	
1927	Detroit (2)	34%	
1933	Washington		8.0
1960	New Haven	17%	
1965	London (1)		6.1
1965	London (2)		3.5
1965	London (3)		3.6
1977	Freiburg	74%	6.0
1984	Jerusalem		9.0
1985	Cambridge	30%	11.5
1993	Cape Town		12.2
1993	New York (1)	8%	7.9
1993	New York (2)		10.2
1993	New York (3)		13.9
1997	San Francisco		6.5
2001	Sydney		6.5
Average		30	8.1

Note: The numbers after Detroit, London, and New York refer to different locations within the same city.

Sources: Simpson (1927), Hogentogler et al. (1934), Huber (1962), Inwood (1966), Bus + Bahn (1977), Salomon (1984), O'Malley (1985), Clark (1993a, b), Falcocchio et al. (1995), Saltzman (1994), and Hensher (2001).

decades. Because curbside parking is underpriced and overcrowded in the busiest parts of most of the world's big cities, the sun never sets on cruising.

Even a small search time per car can create a surprising amount of traffic. Consider, for example, a congested downtown where it takes three minutes to find a curbside space and the parking turnover is 10 cars per space per day. Each curbside space generates 30 min of cruising time per day. If the average cruising speed is 10 miles an hour, each curbside space generates five vehicle miles traveled (VMT) per day. Over a year, this cruising amounts to 1825 VMT, greater than halfway across the United States, for each curbside space. Because this cruising adds to traffic that is already congested, it makes a bad situation even worse.

Where on-street parking is cheaper than off-street parking, cruising is individually rational. Collectively, however, it congests traffic, causes accidents, wastes fuel, pollutes the air, and degrades the pedestrian environment. Cities create all these problems when they underprice curbside parking. Underpricing of anything creates a shortage, and curbside parking is no exception. Underpriced curbside parking is gross mismanagement of scarce urban land, with widespread ramifications for transportation, cities, the economy, and the environment.

### 3. Choosing to cruise

When we cruise for parking on crowded streets, we rarely seem to think about how we end up in this mobile purgatory. How do you choose whether to cruise or to pay?

A simple model of the benefits and costs of cruising can help answer this question. The model predicts several results: you are more likely to cruise if curbside parking is cheap, off-street parking is expensive, fuel is cheap, you want to park for a long time, you are alone in the car, and you place a low value on saving time.

To set the scene for the model, suppose curbside parking is free but so crowded that you have to spend time hunting for a space. You can park off-street without waiting, but you have to pay for it. Given the tradeoff between spending time to find curbside parking or spending money to pay for off-street parking, should you cruise or pay?

Drivers do not explicitly calculate whether to cruise or to pay, but several factors influence the decision. To help understand the choice, consider the following variables (and their dimensions).<sup>1</sup>

$p$	price of curbside parking (\$/h)
$m$	price of off-street parking (\$/h)
$t$	parking duration (h)
$c$	time spent searching for parking at the curbside (h)
$f$	fuel cost of cruising (\$/h)
$n$	number of people in the car (persons)
$v$	value of time spent cruising (\$/h/person)

We can use these seven variables to compare the time and fuel cost of cruising with the money cost of parking off-street. I will, for the moment, assume that the walking time from the parked car to the final destination is the same for both curbside and off-street parking.

First, consider how much you save on parking if you can find a curbside space. The price of parking at the curbside is  $p$  dollars per hour, and the price of parking off-street is  $m$  dollars per hour, so parking at the curbside rather than off-street saves  $m-p$  dollars per hour. The amount you save by parking at the curbside is the duration ( $t$ ) multiplied by the difference between the prices of off-street and curbside parking, or  $t(m-p)$ . For example, if curbside parking is free, off-street parking costs \$1 an hour, and you park for two hours, you save \$2 by parking at the curbside.<sup>2</sup>

Second, cruising has a fuel cost. If your car consumes fuel at a rate of  $f$  dollars per hour of cruising for parking, and you cruise for  $c$  hours, the total cost of fuel spent

<sup>1</sup>For the model, I assume that drivers are indifferent between curbside and off-street parking if the price and the time required to find a space are the same in both cases. There are no time limits, and drivers pay in a linear proportion to the number of minutes parked in both cases. In reality, curbside parking is often more convenient if a space is available right in front of the final destination because the walking distance from the car to the destination is shorter. Curbside parking is also often available in smaller increments (such as 6 or 10 min) while off-street parking is available only in larger increments (such as 20 or 30 min), and the price per minute declines for longer stays.

<sup>2</sup>I assume that you know in advance how long you want to park, and that you pay only for the exact time that you park. The parking charge is a linear function of the number of minutes you park, with no advance commitment to how long you park. Shoup (2003) describes parking meters that allow you to pay for the exact time that you park, determined *ex post*.

for cruising is  $fc$ .<sup>3</sup> For example, if the fuel cost is \$1 per hour and you cruise for 6 min (0.1 h), the fuel cost is 10¢. (If drivers ignore the cost of fuel for cruising,  $f = 0$ .)

Third, cruising has a time cost. The value you place on saving time depends on your income and on many factors that are unique to each trip: whether you are in a hurry, the weather, the scenery, safety, your health, and so on. The value of time will, of course, vary from person to person, but even the same person will place a higher or lower value on time depending on the circumstances. Each person's time cost of cruising is the value of time ( $v$ ) multiplied by the time spent cruising ( $c$ ), or  $vc$ . Because every person in the car must spend the same time cruising, the total time cost for everyone in the car is the number of people in the car ( $n$ ) multiplied by each person's time cost ( $vc$ ), or  $nvc$ .<sup>4</sup> So if you are alone in the car, value time savings at \$9 an hour, and cruise for 6 min before parking, your cost of time spent cruising is 90¢. Adding one passenger in the car doubles the time cost to \$1.80. A second passenger makes it \$2.70, and so on.

The money saved by parking at the curb and the cost of cruising for a curb space are,

- $t(m - p)$ , (1) money saved by parking at the curb
- $fc$ , (2) money cost of cruising for curb parking
- $nvc$ , (3) monetized cost of time spent cruising for curb parking
- $fc + nvc = c(f + nv)$ , (4) money and (monetized) time cost of cruising for curb parking

At what point does cruising for curb parking become more expensive than paying to park off street right away? Let  $c^*$  denote the time that equates the time-and-fuel cost of cruising with money cost of off-street parking. There is no cost difference between cruising and paying if you expect to spend exactly  $c^*$  minutes to find a curb space, so you are indifferent between the two choices.<sup>5</sup> This equilibrium occurs when the money saved from parking at the curb,  $t(m-p)$ , equals the money and time cost of cruising,  $c^*(f+nv)$ . So if you expect that it will take longer than  $c^*$  to find a curb space, you should pay to park off-street. But if you expect that it will take less than  $c^*$ , then you should cruise.

<sup>3</sup>The fuel cost per hour of cruising is the cost of fuel per gallon divided by the miles cruised per gallon and then multiplied by the cruising speed. For example, if gasoline costs \$1 per gallon, and your car gets 20 miles per gallon, cruising costs 5¢ per mile. If you cruise at 20 miles per hour, the fuel cost of cruising is \$1 per hour.

<sup>4</sup>The cost of time spent cruising,  $v$ , may differ among persons in the car. If everyone's value of time is weighted equally, we can interpret  $v$  as the average value of time.

<sup>5</sup>The time spent walking from the car to the final destination is neglected here.

The break-even point occurs where the cost of cruising equals the savings from parking at the curb.

$$c^*(f + nv) = t(m - p) \tag{5}$$

The search time at which you are indifferent between cruising and paying is,

$$c^* = \frac{t(m - p)}{f + nv} \tag{6}$$

At time  $c^*$ , you realize no *net* savings by parking at the curb instead of off-street. The money the city loses from underpriced curb parking does not accrue to you or to anyone else, but is instead dissipated in time and fuel spent cruising. And because each driver in congested traffic imposes time delays on all other drivers, cruising makes all drivers worse off, including those who are not trying to park.

#### 4. Equilibrium search time: an example

We can use an example to illustrate the equilibrium search time. Suppose you want to park for one hour ( $t = 1$ ), off-street parking costs \$1 an hour ( $m = 1$ ), and curb parking is free ( $p = 0$ ). You thus save \$1 by parking at the curb rather than off-street. If you drive 10 miles an hour and your car gets 20 miles per gallon of gasoline, the cruising consumes half a gallon of gasoline an hour. If gasoline costs \$2 a gallon, the fuel cost is \$1 an hour ( $f = 1$ ). You are alone in the car ( $n = 1$ ) and your time is worth \$9 per hour saved ( $v = 9$ ). The equilibrium search time,  $c^*$ , is

$$c^* = \frac{t(m - p)}{f + nv} = \frac{1(1 - 0)}{1 + 1 \times 9} = 0.1 \text{ h} = 6 \text{ min}$$

In this case it is worth spending up to 6 min to find a curb space. If fuel costs \$1 an hour, and you cruise for 6 min (0.1 h), you spend 10¢ for fuel ( $\$1 \times 0.1$ ). You save \$1 on parking for an hour, so your net saving from parking at the curb is 90¢ ( $\$1$  saving on parking minus 10¢ spent for fuel). In a sense, you “earn” \$9 an hour for the time spent cruising (90¢ saved for 0.1 h of cruising). If you value time savings at \$9 an hour, 6 min is the search time that leaves you indifferent between searching for curb parking and paying to park off-street immediately. You are no better off parking free at the curb after searching for 6 min than if you had paid \$1 to park off-street immediately.<sup>6</sup>

<sup>6</sup>If it takes less than 6 min to find a curb space, you earn more than \$9 an hour by cruising, so cruising for free curb parking is cheaper than paying to park off-street immediately. If it takes more than 6 min to find a curb space, you earn less than \$9 an hour by cruising, so paying to park off-street immediately is cheaper than cruising for free curb parking. This appears to suggest that cruising should allocate curb parking to drivers who place a lower value on saving time spent driving. Nevertheless, a driver who has a higher value of time and wants to park for a longer duration may be willing to cruise longer than a driver who has a lower value of time who wants to park for a shorter duration because  $c^* = t(m - p)/(f + nv)$ , with parking duration in the numerator and value of time in the denominator.

This example suggests two results. First, “free” curbside parking is not really free. Although cruising’s costs are not directly out-of-pocket (like money put in a parking meter), they are incurred in the form of time and fuel used to find a curbside space. “Free” curbside parking leaves the driver no better off, but everyone else is worse off because cruising congests traffic and pollutes the air; the city also loses the money it would have received if it had charged the market price for curbside parking. Second, since the time spent cruising is the price of curbside parking, this price depends on each person’s opportunity cost of time.<sup>7</sup> In this example, solo drivers who value time savings at more than \$9 an hour should pay to park right away, and those with a lower value of time should cruise. Free curbside parking thus attracts solo drivers who place a low value on saving time. Areas where curbside parking is free, many cars are solo driven, and drivers place a low value on saving time will therefore have long search times.

This equilibrium-search-time example also suggests that raising the price of curbside parking reduces the parkers’ time-and-fuel cost of cruising by as much as it increases their money payments for parking. The *net* burden on parkers is zero, and the price rise converts private waste into public revenue.

## 5. The wages of cruising

Cities create the incentive to cruise when they charge less for curbside parking than the price of adjacent off-street parking. To examine this incentive, I collected data on the price of curbside and off-street parking for an hour at noon at the same location—City Hall—in 20 cities throughout the US.<sup>8</sup> Table 2 shows the results. The average price is \$1.17 an hour for curbside parking, and \$5.88 an hour off-street. Cruising saves drivers the most money in New York, where the price of off-street parking is \$14.38 for the first hour, but curbside parking is only \$1.50. Cruising saves money in all cities except Palo Alto and San Francisco. In the 20 cities, the average price of curbside parking is only 20 percent of the price of off-street parking, and the highest price of curbside parking is only \$2 an hour.

The supply of parking affects its price. Boston’s high price of off-street parking (\$11) stems in part from a cap the city has placed on the number of off-street parking spaces available downtown. The parking inventory is frozen at its 1975 level—35,500 spaces. Developers who want to build new parking spaces must buy licenses owned by existing parking facilities that

<sup>7</sup>Smolensky, Tideman, and Nichols (1972, 95) say, “Queues can be viewed as prices assessed in time, and time prices, like money prices, ration according to the tastes, income and opportunity costs of buyers.”

<sup>8</sup>The cities are an opportunistic sample of places where my research assistants and I visited and were able to gather the data. Nevertheless, the sample shows that curbside parking is probably much cheaper than off-street parking in many big and small cities. City Hall was chosen because it is a standard reference point that everyone can recognize. The data were collected in 2001–2003.

Table 2

The wages of cruising for parking at city hall (curbside parking one hour at noon)

City	State	Price of parking for one hour		Savings for finding a curbside space
		Curbside	Off-street	
(1)	(2)	(3) \$/h	(4) \$/h	(5) = (4)–(3) \$
Baltimore	MD	\$2.00	\$6.00	\$4.00
Berkeley	CA	\$0.75	\$1.00	\$0.25
Boston	MA	\$1.00	\$11.00	\$10.00
Buffalo	NY	\$1.00	\$3.00	\$2.00
Cambridge	MA	\$0.50	\$4.00	\$3.50
Chicago	IL	\$1.00	\$13.25	\$12.25
Houston	TX	\$0.25	\$1.50	\$1.25
Long Beach	CA	\$2.00	\$2.50	\$0.50
Los Angeles	CA	\$1.50	\$3.30	\$1.80
New Orleans	LA	\$1.25	\$3.00	\$1.75
New York City	NY	\$1.50	\$14.38	\$12.88
Palo Alto	CA	\$0.00	\$0.00	\$0.00
Pasadena	CA	\$1.00	\$6.00	\$5.00
Philadelphia	PA	\$1.00	\$3.00	\$2.00
Portland	OR	\$1.00	\$1.50	\$0.50
San Diego	CA	\$1.00	\$6.00	\$5.00
San Francisco	CA	\$2.00	\$2.00	\$0.00
Santa Barbara	CA	\$0.00	\$5.00	\$5.00
Santa Monica	CA	\$0.50	\$4.20	\$3.70
Seattle	WA	\$1.00	\$8.00	\$7.00
Average		\$1.17	\$5.88	\$4.71

Assumptions: A solo driver parks for one hour at noon on a weekday.

close.<sup>9</sup> This supply cap drives up the market price of off-street parking and produces an ironic outcome: combined with the low price of curbside parking, the higher price of off-street parking increases the incentive to cruise. Boston limits the private off-street parking supply, but fails to price its own public curbside parking properly. A survey in 2003 found that the average price for off-street parking in the Boston CBD was \$390 a month, and \$30 a day.<sup>10</sup> In contrast, Boston charges the same price (\$1 an hour) for all

<sup>9</sup>Boston Transportation Department (2001). The Boston Air Pollution Control Commission administers the “parking freeze” in Boston Proper (the downtown). The number of spaces available to the general public is frozen at the 1975 level, but the Boston Air Pollution Control Commission may grant exemptions to private off-street parking that is available exclusively to employees, guests, or customers in a building. Residential parking isn’t capped. The total off-street parking supply increased by only 9 percent between 1977 and 1997, and in 1997 the 35,500 public parking spaces represented 60 percent of the total 59,100 off-street spaces in Boston Proper. Additional freezes apply in East Boston, South Boston, and at Logan Airport. Portland, Oregon, had a similar limit on the number of parking spaces—known as the parking lid—in the CBD. It was replaced in 1995 by limit on 0.7 spaces per 1000 square feet of net leasable area, in part because historic buildings without any parking were losing nearby surface parking lots and were increasingly difficult to lease (Portland TriMet, 2002, 3–9).

<sup>10</sup>Colliers International (2003, pp. 28–29). The highest price for unreserved parking in Boston’s CBD was \$600 a month, and the lowest was \$285 a month.

meters in the city. Far from using prices to manage the demand for curb parking, Boston underprices curb parking and thus encourages drivers to cruise for it.

Boston’s off-street parking cap makes sense as a way to reduce congestion on routes to the city, but its failure to follow through with market prices for curb parking increases congestion in the city. Everyone would criticize off-street parking operators if long lines of cars regularly spilled into the streets and congested traffic because the lots and garages were always full. Nevertheless, cities create the same result with curb parking by underpricing it, and nobody notices because the cars hunting for curb parking are hidden in the general traffic flow.

**6. Two pricing strategies**

Cities can use two pricing strategies to discourage cruising. The first is to charge the market price for curb parking. When the prices of curb and off-street parking are equal ( $p = m$ ), the equilibrium cruising time ( $c^*$ ) is zero.

$$c^* = \frac{t(m - p)}{f + nv} = \frac{t(0)}{f + nv} = 0$$

If curb parking costs the same as off-street parking, why drive around hunting for a curb space? Since curb parking (after you spend time and money to find it) costs the same as off-street parking, you don’t save any money by cruising. If all curb spaces are occupied and there is no economic incentive to cruise, you should park off-street without wasting time and fuel.<sup>11</sup>

If curb parking remains free, however, a second strategy to discourage cruising is to reduce the price of off-street parking to zero. The logic is the same: if off-street parking is free, why drive around looking for a curb space? Since the prices of curb and off-street parking are again equal ( $m = p = 0$ ), the equilibrium time is again zero.

$$c^* = \frac{t(m - p)}{f + nv} = \frac{t(0)}{f + nv} = 0$$

Cities can therefore eliminate cruising either by charging market prices for curb parking or by requiring enough off-street spaces to reduce the price of off-street parking to zero. The price of curb parking is one of the few policy variables that cities control directly, but almost all American cities have chosen the wrong policy: require plentiful off-street parking rather than charge fair market prices for scarce curb parking.

**7. Elasticities**

Table 3 shows how each of the variables in the model affect the decision whether to cruise or to pay. The second column shows the partial derivatives of  $c^*$  (the maximum

Table 3  
Equilibrium search time

Variable	Partial derivative of $c^*$	Elasticity of $c^*$
$p$ (curb parking price)	$\frac{\partial c^*}{\partial p} = -\frac{t}{f + nv} < 0$	$\eta_p = -\frac{p}{m - p} < 0$
$m$ (off-street parking price)	$\frac{\partial c^*}{\partial m} = +\frac{t}{f + nv} > 0$	$\eta_m = +\frac{m}{m - p} > 0$
$t$ (parking duration)	$\frac{\partial c^*}{\partial t} = +\frac{m - p}{f + nv} > 0$	$\eta_t = +1$
$f$ (fuel cost of cruising)	$\frac{\partial c^*}{\partial f} = -\frac{t(m - p)}{(f + nv)^2} < 0$	$\eta_f = -\frac{f}{f + nv} < 0$
$n$ (number of persons)	$\frac{\partial c^*}{\partial n} = -\frac{tv(m - p)}{(f + nv)^2} < 0$	$\eta_n = -\frac{nv}{f + nv} < 0$
$v$ (value of time)	$\frac{\partial c^*}{\partial v} = -\frac{nt(m - p)}{(f + nv)^2} < 0$	$\eta_v = -\frac{nv}{f + nv} < 0$

Notes: The length of time ( $c^*$ ) a motorist is willing to search for curb parking is:  $c^* = \frac{t(m-p)}{f+nv}$ . The elasticity ( $\eta_i$ ) of  $c^*$  with respect to variable  $i$  is:  $\eta_i = \frac{c^* \partial c^* / \partial i}{c^*}$ .

time a driver is willing to cruise) with respect to the variables in the first column. Six factors affect the decision to cruise: (1) the price of curb parking, (2) the price of off-street parking, (3) parking duration, (4) the price of fuel, (5) the number of persons in the car, and (6) the value of time.

The third column shows the elasticity of  $c^*$  with respect to each variable. The coefficient of elasticity is denoted by  $\eta$  (the Greek letter *eta*). These elasticities show how a small change in each variable increases or decreases the time a driver is willing to cruise. Five results stand out.

First,  $\eta_p$  (the elasticity of search time with respect to the price of curb parking) depends only on the prices of curb and off-street parking. The elasticity is low when curb parking is relatively cheap, which means that raising the price—say, doubling it from 10¢ to 20¢ an hour—will have little effect on curb vacancies. This result may lead some to conclude that the demand for curb parking is inelastic, and that raising the price of curb parking will not produce vacancies. But as the price of curb parking approaches the price of off-street parking, a small increase can create curb vacancies and reduce congestion. The demand for curb parking may be completely inelastic until its price exceeds that of off-street parking, at which point it can suddenly become very elastic.<sup>12</sup> Because the variables

<sup>11</sup>If drivers prefer curb to off-street parking, the price of curb parking must rise above the price of off-street parking to create curb vacancies and discourage cruising.

<sup>12</sup>For example, when the price of curb parking is 25¢ an hour and the price of off-street parking is \$1 an hour,  $\eta_p = -(0.25)/(1 - 0.25) = -0.33$ ; therefore, raising the price by 10 percent reduces the time drivers are willing to cruise by only 3.3 percent. But when the price of curb parking is 75¢ an hour,  $\eta_p = -(0.75)/(1 - 0.75) = -3$ ; therefore, raising the price by 10 percent reduces the time drivers are willing to cruise by 30 percent. Even this large reduction in search time may not produce many curb vacancies, however. If curb parking is cheaper than off-street parking, the main effect

that affect the elasticity vary from place to place and according to the time of day, we cannot estimate a single price elasticity of demand for curb parking at even one location, let alone all locations.

Second, when curb parking is free ( $p = 0$ ), the elasticity of search time with respect to the price of off-street parking ( $m$ ) is always  $+1$ . Therefore, reducing the price of off-street parking by 10 percent reduces the time you are willing to cruise by 10 percent.

Third, the elasticity of search time with respect to parking duration ( $t$ ) is always  $+1$ . A longer parking duration justifies a proportionally longer cruise. For example, a driver who wants to park twice as long as another is willing to hunt twice as long to find a curb space, all else equal. Curb parking is best suited for short stays, but drivers who want to park for a long time have a stronger incentive to search for the curb spaces.

Fourth, the elasticity of search time with respect to fuel cost ( $\eta_f$ ) depends on the relative values of fuel ( $f$ ), the number of people in the car ( $n$ ), and the value of their time ( $v$ ). If fuel cost is much lower than time value, an increase in fuel cost has little effect on willingness to cruise. If cruising costs \$1 an hour for fuel, and time is worth \$9 an hour, a solo driver's elasticity of cruising with respect to price of fuel is only  $-0.1$ . Raising the price of gasoline by 10 percent therefore reduces the time drivers are willing to cruise by only 1 percent.<sup>13</sup>

Finally, the elasticity of search time is the same with respect to the number of people in a car ( $n$ ) and the value of their time ( $v$ ). More people in a car and a higher value of their time thus have the same effect on willingness to cruise. The lone motorist who values time at \$8 an hour and a carpool of four persons who each value time at \$2 an hour are both willing to cruise for the same length of time, all else equal.

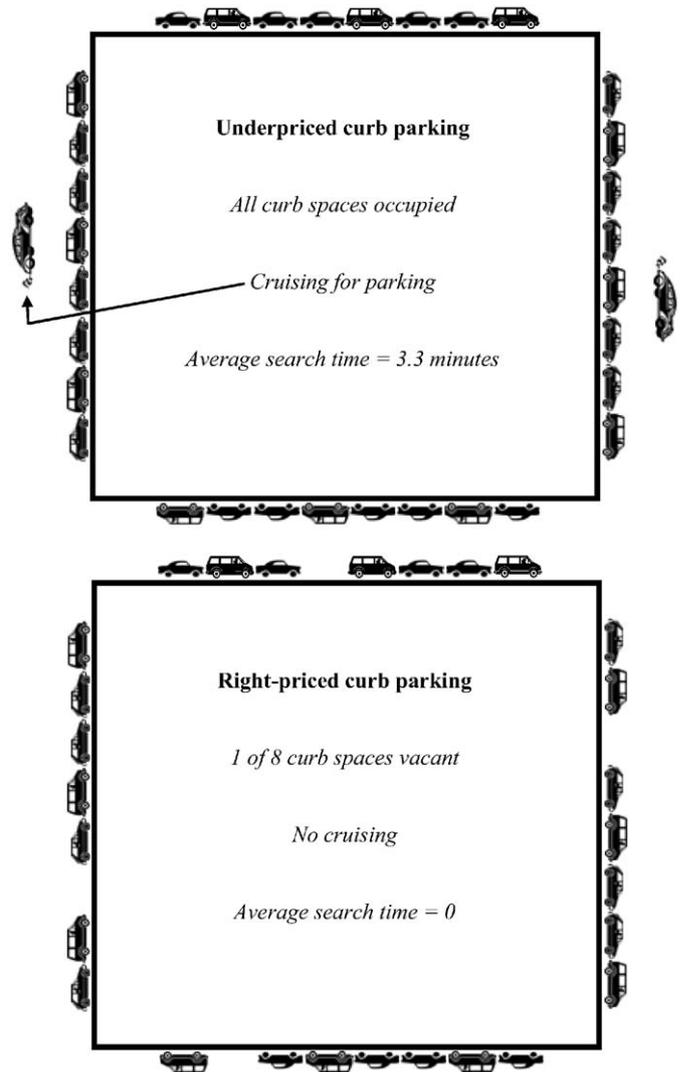


Fig. 1. Curb parking prices and cruising.

## 8. Right-priced curb parking: an illustration

The top panel of Fig. 1 illustrates the case where curb parking is underpriced, all spaces are occupied, and cars are circling the block looking for a space. It is based on observations in Westwood Village, a commercial district in Los Angeles next to the UCLA campus.<sup>14</sup> The average block has eight curb spaces on each side, the average cruising time before finding a curb space is 3.3 min, and two cruisers are circling each block.

The small distances cruised by each driver add up quickly because the turnover rate is 17 cars a day per space. With 470 meters in the Village, 7990 cars park at the curb

(footnote continued)

of raising the price of curb parking is to reduce cruising, not to produce curb vacancies, because drivers continue to take any curb spaces that become available.

<sup>13</sup>If raising the price of gasoline by 10 percent reduces the search time by 1 percent, it shaves 3.6 s off the 6 min (360 s) you were previously willing to cruise.

<sup>14</sup>Shoup (2005, Chapter 14).

each day ( $17 \times 470$ ). Because so many cars park at the curb, a small cruising time for each driver creates an amazing amount of traffic. Although the average driver cruises only 3.3 min before parking, cruising in the aggregate creates 440 vehicle-hours of cruising every day. At an average speed of about 8 miles per hour, cruising around the 15 blocks in the Village creates more than 3500 VMT every day, or more than the distance across the United States.

In contrast, the bottom panel of Fig. 1 illustrates what happens if the price of curb parking is set high enough to produce one vacancy for each eight spaces (a 12.5 percent vacancy rate). There is no incentive to cruise because drivers can find a vacant curb space anywhere they want to park, or they can pay to park off-street, and the search time is therefore zero. Now imagine that the price of curb parking varies in response to parking demand to keep roughly one out of every eight spaces vacant in the Village throughout the day. Underpriced curb parking creates an

astonishing amount of cruising, and right-priced curb pricing can eliminate cruising.

## 9. Complications

The decision to cruise is far more complex than a simple model can portray, of course, and I will suggest six complications. First, the value of time savings is not constant. Different people place different values on time savings, and the same person may place different values on saving time on different days, at different hours, and for different trips. Even for a specific trip, the value of saving time may increase as you cruise, because the likelihood that you will arrive late at your destination increases the longer you hunt for curb parking. You may therefore drive around for a while and then, growing desperate, pay to park off-street.

Second, you don't know in advance how long it will take to find a curb space. In a normal queue you can see how many people are ahead of you and how fast the queue is moving, and you can roughly estimate how long it will take to be served. But to cruise is to wait in a queue of unknown length, where the next person called to the window is determined by lottery. You may find a curb space in the next minute, or it may take half an hour. How long it will take to find a curb space is therefore a random variable with a distribution and an expected value that are both unknown. Previous experience with cruising in the area may give you an idea of what to expect, but you don't know how many other drivers are cruising, or how frequently curb spaces turn over. Nevertheless, clues gathered while driving around may alter your guess about how long it will take to find a curb space. You may see that other cars ahead of you also appear to be cruising, and this information lowers the likelihood of finding a curb space soon. You may therefore drive around for a while to size up the probability of finding a curb space within a reasonable time.<sup>15</sup>

Third, curb and off-street parking are not perfect substitutes for one another, and drivers do not choose between them only on the basis of price. The walking time from the parked car to the final destination and back must also be considered. Off-street parking may be less convenient than curb parking because the added driving and walking time needed to access the higher levels of an aboveground garage may be significant, and underground garages may seem unsafe. W. Vickrey explained that curb parking is in most cases more convenient than off-street parking, and said that curb parking prices would therefore have to be higher than the prices for off-street parking to create curb vacancies and

discourage cruising.<sup>16</sup> The right price for curb parking is thus the price that leads to a few vacant spaces, as illustrated in the bottom panel of Fig. 1, and this price may be higher than the price of adjacent curb parking.

Fourth, you may not know the cost of parking in all locations, or how far you will have to walk to the final destination. You may thus drive to your destination and then begin looking around, or if the price of off-street parking is low, you may simply park at your destination without making any comparisons.

Fifth, where curb parking is limited by the length of stay, this limitation will reduce cruising by those who want to park for a long time. Time limits are difficult to enforce, however, and surveys often show that more than half the cars parked in zones with time-limited free parking either violate the time limit or are in an illegal space. In Seattle, Washington, for example, a study of on-street parking in 35 neighborhoods found that the *average* parking duration in spaces with a one-hour time limit was 2.1 h.<sup>17</sup>

Finally, there are options beyond the simple choice between cruising and paying. You can also park in an illegal curb space and risk getting a ticket. Or you can drive to a nearby area where curb parking is readily available or where off-street parking prices are lower, and then walk farther to your destination. But despite these and other complications, the basic lesson is the same: if cities charge too little for curb parking, drivers will cruise.

Drivers do not use a mathematical model when deciding whether to cruise, but all the model's assumptions are reasonable, and all its predictions are testable hypotheses. A model cannot predict how everyone will behave, but it does suggest how to behave if you want to be rational in your own cruising. You can even test the model's predictions by referring to your own experience. Suppose that you want to park at a site where curb parking is free, but all the curb spaces are occupied. Off-street parking costs \$1 an hour, but is immediately available. Would you be more likely to cruise if you have several passengers in your car? If you are in a hurry to reach your destination? If you intend to park for only a short time? If your answers to these questions are *no*, the model correctly predicts your choices.

## 10. Conclusion: an invitation to cruise

Where curb parking is underpriced and overcrowded, some drivers search for a curb space rather than pay to park off-street. Research throughout the last century showed that cruising is common in congested traffic, and a model of how drivers decide whether to cruise or to pay predicts that charging the fair market price for curb

<sup>15</sup>Thompson and Richardson (1998) develop a model of parking search behavior that explains how drivers choose among off-street parking facilities. They consider parking choice as a search process in which drivers make a number of linked decisions based on updated knowledge gained from experience. Surprisingly, their model suggests that long-term experience doesn't necessarily lead to better parking choices.

<sup>16</sup>Vickrey (1954, p. 64). Similarly, Topp (1993, p. 85) says, "The most convenient parking spaces are the on-street spaces where parking fees are also usually less than in parking garages. Those spaces—and even the illegal ones—generate more search traffic and waiting cars than spaces in parking garages."

<sup>17</sup>Shoup (2005, 297).

parking can eliminate cruising. City governments therefore play a large part in choosing whether drivers cruise, because they set the prices for curbside parking. Cruising is simply a driver's individual response to the public pricing policy. Underpriced curbside parking is a perverse subsidy because it encourages drivers to do something that harms other people and may not even benefit the drivers themselves. Cities must then throw good money after bad by spending more to fix the congestion and pollution problems they have created. Getting the price of curbside parking right will benefit everyone, and every city can do it.

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## PLUM CONSIDERATIONS

Information is gathered to determine if applicant fulfills/is in alignment with the Five Findings:

1. Consistency with the General Plan: the proposed facility must be consistent with the objectives and policies of the City's General Plan/Hollywood Plan.
2. Compatibility with Surrounding Uses: the facility should be compatible with the existing and proposed land uses in the surrounding area.
3. No Adverse Impact on the Community: the facility should not have a detrimental effect on the health, peace, or safety of persons residing or working in the surrounding area.
4. Compliance with Development Standards: the facility must comply with all applicable development standards, including related to height, bulk, and location.
5. Adequate Infrastructure: the facility should not place an undue burden on public services and infrastructure

Applicant indicates that the purpose of this project is to fulfill a service gap.

To better understand the project's necessity and potential community impact, please provide the following:

1. Any **signal propagation studies, coverage maps**, or technical reports submitted by AT&T or their consultants demonstrating current wireless service deficiencies in the project area and the expected improvements post-installation.
2. Any **community feedback summaries**, surveys, or public comment records that reflect resident or business experiences regarding AT&T's wireless coverage quality (indoor, outdoor, and vehicular) near this site.
3. Information on whether any **independent assessments or third-party verification** of AT&T's coverage claims have been conducted as part of the project review.

Understanding the accuracy and validity of the coverage gap claim is essential for evaluating the project's community benefits and impacts. I appreciate your timely assistance in providing this information and look forward to your response.

Verifying the claim about a "significant gap" in wireless coverage requires gathering and comparing data from multiple sources. Here's how you can approach it:

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How to Verify AT&T's Claim of a Coverage Gap at Argyle & Hollywood Mont Drive

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### 1. Review AT&T's Coverage Maps

- **Check AT&T's official coverage maps** for the area.
  - These are often available on AT&T's website and show estimated signal strength for outdoor, indoor, and vehicular use.
  - Look specifically for the intersection of Argyle Ave & Hollywood Mont Drive.

- **Limitations:** These maps are general and sometimes overly optimistic; they don't always reflect on-the-ground realities.
- 

## 2. Consult Independent Coverage Maps

- Use third-party coverage analysis tools/websites like:
    - **OpenSignal** ([opensignal.com](https://opensignal.com))
    - **CellMapper** ([cellmapper.net](https://cellmapper.net))
    - **RootMetrics** ([rootmetrics.com](https://rootmetrics.com))
  - These services crowdsource user data on signal strength and reliability and can provide a more accurate, user-experience-based view of coverage gaps.
- 

## 3. Gather Community Feedback

- Collect input from local residents, businesses, and commuters about their actual experience with AT&T coverage (indoor/outdoor/vehicular).
  - Community surveys, public comment periods, or social media groups may provide qualitative data confirming or disputing the claim.
- 

## 4. Request Technical Reports

- Ask AT&T or the City Planning Department for any **signal propagation studies or technical reports** submitted as part of the project application.
- These usually include detailed signal strength maps showing the existing coverage and the projected improvement after installation.

Please provide any technical coverage studies or signal propagation reports that support the claim of a 'significant gap' in AT&T wireless coverage around Argyle Avenue and Hollywood Mont Drive. Additionally, are there any community feedback reports or independent assessments included in the project review?

---

### Summary Table

Verification Method	Description	Pros	Cons
AT&T Official Maps	Company's own coverage data	Easily accessible	May be optimistic
Independent Coverage Maps	Crowdsourced user data	More realistic user perspective	Data density varies locally

Verification Method	Description	Pros	Cons
Community Feedback	Resident/business experiences	Reflects real-life conditions	Anecdotal, subjective
Technical Reports	Applicant's detailed studies	Detailed, technical	May have bias
Independent RF Testing	On-site professional measurements	Objective, precise	Requires funding and expertise

---

Here's a recent overall AT&T coverage map (note that this image is illustrative and not zip-specific), but we also have detailed insights for the 90068 ZIP code.

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Coverage in 90068 (Hollywood United Neighborhood Council Area)

*Crowd-Sourced Coverage Insights*

Data for ZIP Code 90068 (Hollywood United Area)

- **AT&T 5G:** Covers approximately **99.75%** of homes in ZIP code 90068
- **AT&T 4G/LTE:** Offers **100% coverage** across the area
- Roughly **70.8 Mbps** is the estimated median download speed locally for AT&T, according to crowd-sourced data ([Best Neighborhood](#)).

---

Broader Coverage Strength in Los Angeles

- In Los Angeles County broadly:
  - **AT&T coverage** stands at about **85.4%** of the area, with a median download speed around **75 Mbps** and a reliability score of **7.5/10** ([CoverageMap](#)).
- Crowdsourced data across LA indicates:
  - **50%** of hex areas have “strong” AT&T signal
  - **40%** “decent”
  - **10%** “weak”

**0%** reported “no” coverage ([Coverage Critic](#)).

- **CoverageMap.com** surveyed coverage using crowdsourced data:
  - **AT&T:** 100% coverage of the zip code. Signal quality breakdown:
    - Great: 50.9%
    - Good: 20.5%
    - Poor: 28.6%
    - None: 0% ([CoverageMap](#))

### Network Speed Test Data

- In the same 90068 area:
  - **AT&T's median download speed:** 87.4 Mbps
  - **Upload speed:** 22.8 Mbps
  - Slightly behind T-Mobile (133 Mbps) but ahead of Verizon (81.1 Mbps) ([CoverageMap](#))

### BestNeighborhood.org Analysis

- **4G/LTE data and voice coverage:** 100% across the ZIP
- **5G coverage for AT&T:** 99.75% of homes in 90068, nearly matching complete availability ([Best Neighborhood](#))

### Broader County Comparison

- In Los Angeles County as a whole:
  - AT&T generally covers about **85.4% of the area** with 4G/5G networks
  - Of that, about **48.8% is rated "Great," 17.2% "Good," 19.4% "Poor," and 14.6% "No coverage"** ([CoverageMap](#))
- Fortunately, 90068 appears to be well-served compared to average county coverage.

---

### Summary: Is There a Service Gap in 90068?

- **No significant service gap is evident** in the 90068 ZIP code.
- AT&T appears to provide near-universal coverage in the area, including:
  - 4G LTE: 100% coverage
  - 5G: ~99.75% of homes covered
  - Speed performance is solid (download ~87 Mbps) though not the fastest compared to T-Mobile
- However, roughly **28.6% of coverage areas are rated as "poor"** in signal quality even though connectivity exists ([CoverageMap](#))

BUILDING HEIGHT 2069 Argyle Avenue, Los Angeles, CA 90068, here's what I found:

---

### Property Zoning Overview

According to PropertyShark data, the zoning district for 2069 Argyle Avenue was not explicitly listed. However, nearby properties—such as 2049 Argyle Avenue—are zoned **LAR3** (Multiple Dwelling, R3) ([PropertyShark](#), [Estately](#)). Given the proximity and similar context, it's very likely that **2069 Argyle is also in the LAR3 zone.**

---

## Los Angeles LAR3 Zoning Height Limits

Under Los Angeles zoning regulations (LAMC Section 12.21.1):

- In the **R3 Zone**, which applies to multi-family residential areas like LAR3, buildings may not exceed **6 stories** or **75 feet in height** ([American Legal Publishing](#)).

Unless a specific plan or overlay applies (there's no indication of one for 2069 Argyle), these standard limits apply.

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Summary: Maximum Permitted Height

- **Stories:** Up to **6 stories**
- **Height:** Up to **75 feet**

These are the default maximums for buildings in the R3 zone under LAMC §12.21.1 when no other special provisions override them.

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Next Steps (If Needed)

To ensure complete accuracy, you could verify:

- Whether this property is indeed zoned **LAR3**
  - If it falls under any **Specific Plans, Historic Preservation Overlays**, or hillside-specific height rules that might modify or override the default height limit
  - For more context or if you're planning development, contacting the **Los Angeles Department of Building and Safety** or the **City Planning Department** would be prudent.
- 

To determine if a **cellular RR (radio relay)** structure would exceed the **height limit** for **2069 Argyle Avenue (likely in LAR3 zone)**, let's break it down.

---

What's a Cellular RR Structure?

A **cellular RR (radio relay)** structure is typically a **cellular antenna support**, often:

- Mounted on rooftops, poles, or towers
- Height varies: could be **10–50 feet** tall depending on type
- Often considered an **accessory structure**, not a full building

---

## LAR3 Height Limit Recap

- **Max building height: 75 feet** (or 6 stories), per LAMC §12.21.1 A.
  - **Accessory structures** (like antennas) may have **different rules**, depending on:
    - Placement (rooftop vs freestanding)
    - Type (telecom equipment, monopole, etc.)
    - Applicable **overlay zones** or **hillside ordinances**
- 

## Does a Cellular RR Structure Exceed the Limit?

*If Rooftop-Mounted on a Conforming Building (≤75 ft):*

- Likely **allowed, even if it extends above 75 ft.**
- The City of Los Angeles allows **telecommunication equipment** above the building height if it's:
  - **Screened**
  - **Minimal in size**
  - Reviewed through **Planning or LADBS**

*If Freestanding Tower:*

- May be **regulated more strictly**, often reviewed under:
    - **Conditional Use Permit (CUP)** requirements
    - Setback and spacing standards
    - Location-specific rules (e.g., residential zones, view corridors, historic overlays)
- 

## Summary

Scenario	Likely Exceeds 75 ft?	Permitted?
Rooftop RR on ≤75 ft bldg	Possibly (structure only)	Usually <b>Yes</b> , with review
Freestanding RR Tower	Possibly	<b>Maybe</b> , needs zoning approval

---

## Recommendation

To place or assess a **cellular RR structure** at 2069 Argyle Avenue, you should:

1. **Confirm exact zoning** with LA Zoning Information and Map Access System (ZIMAS): <http://zimas.lacity.org>
2. **Check if Specific Plan or overlay applies** (e.g., Hillside, HPOZ, etc.)

3. **Consult with LADBS or City Planning** for:
    - Height exemptions for telecom equipment
    - Permit or CUP requirements
- 

## PROPERTY VALUE

Cell phone equipment (such as antennas or small cell towers) installed on an apartment building **can potentially affect property values**—both for the property itself and nearby properties—but the impact is **situational and can be both positive and negative** depending on several factors.

Potential Negative Effects on Property Value:

1. **Perceived Health Risks:**
    - Public concern over potential health effects of RF (radiofrequency) radiation—even if not supported by conclusive evidence—can reduce buyer or tenant interest.
    - This perception can lower demand and thus property values.
  2. **Visual Impact / Aesthetics:**
    - Cell towers or antennas may be seen as ugly or intrusive, especially if not well concealed.
    - This can lower the curb appeal of the property and surrounding buildings.
  3. **Tenant Reluctance:**
    - Some tenants may refuse to rent units directly below or adjacent to such equipment.
    - This could lead to higher vacancy rates or lower rents, which in turn affects property valuation.
  4. **Buyer Hesitance:**
    - Potential buyers may see the presence of cell equipment as a red flag, whether due to aesthetics, health concerns, or long-term uncertainty.
    - In some cases, insurance companies may have specific underwriting requirements related to such installations.
- 

Potential Positive Effects on Property Value:

1. **Revenue Stream:**
  - The building owner often receives monthly rental income from the carrier(s), which can be considered a commercial lease.
  - This revenue can increase the NOI (Net Operating Income), potentially **increasing the valuation of the building**, especially for income-based valuations like in multifamily or commercial real estate.
2. **Improved Connectivity:**

- Nearby residents or businesses may benefit from better cell service, which can be a selling point.
  - In some urban areas, improved network reliability is a key amenity.
- 

#### Impact on Surrounding Properties:

- **Nearby single-family homes** or residential properties may experience a small dip in value **if** the equipment is highly visible or if there's community opposition.
  - However, **data is mixed**: some studies suggest minimal impact, while others show small (1–5%) decreases in nearby home values.
- 

#### Key Variables:

- **Visibility**: Rooftop equipment that is hidden or blends in (e.g., disguised as chimneys) tends to have less impact.
  - **Community sentiment**: In areas with strong anti-cell-tower sentiment, effects are more pronounced.
  - **Local zoning and regulations**: Some municipalities have strict aesthetic or placement rules.
  - **Type and size of equipment**: Small cells on utility poles are often less intrusive than macro cell towers.
- 

#### Bottom Line:

- Cell phone equipment **can** negatively impact property values in some cases, primarily due to **perception of health risks** and **visual impact**.
- However, the **income potential** for the building owner may **offset or even outweigh** these concerns in the case of the host property.
- Surrounding property effects are usually **minor** unless the installation is very large or controversial.

#### CARRIER OF LAST RESORT

- AT&T **has not** succeeded in removing itself as California's Carrier of Last Resort. Its request was **denied**, and the CPUC continues to enforce its obligation to provide landline or equivalent voice services to any requesting customer ([California Public Utilities Commission](#), [Reuters](#), [California Public Advocates Office](#), [The Press Democrat](#)).
- However, the CPUC recognizes the need to modernize regulations. The ongoing rulemaking could lead to future adjustments—if and when adequate replacement services become widely available, and with safeguards to ensure no one is left without essential voice access ([California Public Advocates Office](#), [The Press Democrat](#)).

Here's a clear breakdown of the situation regarding **AT&T's copper landline infrastructure in California**—its desire to abandon it, and what the CPUC has said in response:

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## AT&T's Position on Copper Landlines

What AT&T Wants:

- **AT&T has been actively seeking to decommission and stop maintaining its copper-based landline network.**
  - It argues that:
    - **Maintaining copper is costly** and inefficient.
    - **Modern services** (like fiber optics, fixed wireless, and VoIP) are more effective and widely used.
    - **Fewer people use traditional landlines** (especially over copper), and usage continues to decline.
  - It claims that **new technologies can provide equivalent or better service**, especially where fiber or wireless networks exist.
- 

## Points of Controversy

1. **Replacement Technologies Not Always Equal:**
    - Community groups, public advocates, and emergency responders have argued that **VoIP or fixed wireless services may not function reliably during power outages or in wildfire-prone areas.**
    - Copper landlines, by contrast, usually **function independently of local power supply.**
  2. **Access for Vulnerable Communities:**
    - Rural, elderly, low-income, and disability communities rely on copper landlines as their **only dependable communication link**—especially in emergencies.
    - The CPUC and public commenters expressed concern that **AT&T's modernization push lacks clear guarantees of equivalent service availability and reliability** in these areas.
  3. **Transparency and Accountability:**
    - The CPUC found that **AT&T failed to disclose** where and how its replacement services meet the necessary COLR criteria (like uptime, 911 access, and battery backup for VoIP).
    - The CPUC also said **AT&T had a "lack of outreach"** to communities before trying to remove legacy services.
-

## What AT&T *Can* Do (Right Now)

Action	Permitted?	Notes
Decommission copper landlines	Yes	But must offer an acceptable voice replacement.
Stop providing basic landline service	No	Not unless CPUC approves a new COLR or redefines obligations.
Replace copper with fiber or VoIP	Yes	As long as service meets CPUC standards and customer needs.
Exit COLR obligations entirely	Denied (as of 2024)	CPUC says AT&T hasn't met the requirements (e.g., no replacement carrier).

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It's very possible—and **highly likely**—that AT&T's interest in placing wireless towers or small cell infrastructure on apartment buildings is connected to:

1. **Identifying service gaps** in its traditional (copper-based) voice network, and
2. **Preparing alternatives** (like fixed wireless or VoIP over LTE/5G) in case it's ever released from its **Carrier of Last Resort (COLR)** obligations.

Let's break down why:

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### 1. Strategic Shift from Copper to Wireless

AT&T has made it clear (in filings and public statements) that it no longer wants to maintain its **copper network**—especially in urban or densely populated areas. If it still has COLR responsibilities, it needs to ensure **an alternative is in place** that:

- Covers all customers in a given area,
- Meets 911 access and battery backup requirements,
- Remains available during emergencies or power outages.

**Deploying a wireless node or tower on an apartment building** could be AT&T's way of:

- **Filling signal holes** where indoor coverage is weak,
- Creating a **fixed wireless service** that acts like a landline alternative (especially with VoIP),
- Ensuring **coverage continuity** if copper is removed,
- Satisfying CPUC requirements without investing in expensive fiber-to-the-home (FTTH) builds.

---

## 2. COLR-Related Contingency Planning

Even though AT&T's COLR exit request was denied, it's very likely preparing for:

- **A future where COLR rules are loosened**, especially if the CPUC's ongoing rulemaking leads to redefined obligations,
- **Retirement of copper networks**, while avoiding regulatory violations,
- **A smooth transition to wireless/fiber voice** services that still comply with minimum standards.

So, placing towers could:

Allow AT&T to **demonstrate coverage** and support in case it re-applies to exit COLR;  
Help **defend its position** that traditional landlines are obsolete in that area;  
Show regulators it's maintaining **voice service availability** by other means.

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Why Apartment Buildings?

Apartment buildings are often:

- **Coverage pain points** for mobile/fixed wireless signals (due to dense materials, height, interference),
- High-density customer zones—so **placing a node improves service for dozens/hundreds of users**,
- Strategically valuable for **line-of-sight or beamforming** if AT&T is using mmWave or CBRS spectrum.

It's a cost-effective way to boost:

- Indoor coverage,
- 5G/VoIP readiness,
- Network reliability (especially for services like **AT&T Wireless Home Phone**, a VoIP-based landline alternative).

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Summary: Is It Related to COLR and Copper?

<b>AT&amp;T Action</b>	<b>COLR/Copper Retirement Connection?</b>
Placing tower/small cell on apartment	Very likely related
Identifying weak coverage areas	Fits COLR service maintenance logic

## AT&T Action

## COLR/Copper Retirement Connection?

Planning for post-COLR transition

Strategic infrastructure pivot

Ensuring voice service via wireless VoIP Required if copper is removed

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the **City of Los Angeles** has ever **denied a Conditional Use Waiver (CUW)**—or more generally a Conditional Use Permit (CUP/CUW)—for AT&T, and if so, what the reasons were.

Through research, I didn't find any record of the **City of Los Angeles** specifically denying AT&T a CUW/CUP. However, I did come across at least one relevant **neighborhood-level action** reported via a petition.

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Neighborhood Petition: Hollywood, Los Angeles

A **MoveOn.org petition** refers to AT&T's attempt to install multiple cell antennas and equipment on a low-income apartment building in residential Hollywood. According to the petition:

- AT&T sought a **Conditional Use Permit (CUW)** to exceed building height limits in order to place 12 towers, multiple heaters, and large equipment cabinets on the roof.
- The petition states that this application was considered at an **August 19 hearing** before the Department of City Planning, and:

"THEY WERE DENIED!! Twenty-two neighbors attended and testified. We fought them hard and we won! This is their 2nd try."  
([sign.moveon.org](http://sign.moveon.org))

So, while this isn't an official City Council or Planning Department record, it indicates that a **local hearing** resulted in denial of AT&T's CUW due to community opposition, zoning constraints, or other local considerations consistent with CUW rules.

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Broader Context: LA Approaches to Wireless Permits

Some older and more general examples from **Los Angeles County** and beyond illustrate typical reasoning for denying antenna permits—but these are not specific to AT&T in LA:

- **Chatsworth (1996)**: A zoning official denied Pacific Bell Mobile's permit for an antenna near a middle school—not on health grounds, but due to aesthetics; the 62-foot tower was found out of place in a residential neighborhood.  
([Los Angeles Times](#))

- **General Absence of Health-Based Rejection Authority:** In the Chatsworth case, the planning department emphasized it lacked authority to rule on health concerns associated with antennas—pointing residents to CPUC and FCC.  
([Los Angeles Times](#))
- **Camarillo (1991):** Though not in LA, a neighboring city denied Pac-Tel's permit for a 104-foot antenna because the site was designated as "scenic heritage zone," and visual impact regulations applied.  
([Los Angeles Times](#))

These cases demonstrate common grounds for denial: aesthetic impact, zoning violations, historic/heritage protections, lack of demonstrated necessity, or failure to pursue co-location options—not health concerns.

Summary Table

Location / Context	AT&T?	Outcome	Reasons for Denial
Hollywood neighborhood hearing	Likely AT&T	<b>Denied</b>	Zoning/height violation; community opposition ( <a href="#">sign.moveon.org</a> )
Chatsworth (1996) – Pacific Bell	Not AT&T	Denied	Aesthetic out-of-place in residential area ( <a href="#">Los Angeles Times</a> )
Camarillo (1991) – Pac-Tel	Not AT&T	Denied	Scenic heritage zone; visual impact ( <a href="#">Los Angeles Times</a> )

LA Department of City Planning on **August 19**. It reports that AT&T sought to install “12 cell towers, 24 radio heaters and 3 giant 10' × 10' × 10' equipment cabinets” on the roof of a “modest apartment building in residential Hollywood,” but crucially does **not** cite the specific street address or cross streets ([sign.moveon.org](#)).

- **Check City Planning Records:** LA’s Department of City Planning maintains case files accessible via the Planning Document Information System (PDIS) or via in-person review. Searching for the case number **ZA-2014-308-CUW-1A** may yield a detailed project description—often including the precise site address or parcel information ([Los Angeles City Planning](#)).
- **Request Public Records:** You could file a request for relevant planning and hearing documentation. The PDIS or City Clerk’s office may have agendas or minutes from the hearing where the denial occurred, and those typically list the project address.
- **Attend Appeals or Commission Hearings:** The petition mentions that AT&T appealed the decision before the **Central Area Planning Commission**, scheduled for **Nov. 25 at**

**LA City Hall** ([sign.moveon.org](http://sign.moveon.org)). The Commission's hearing notices or agendas should also include location details.

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## 5. Independent RF Testing

- For a definitive answer, an **independent RF engineer or consultant** can perform on-site signal strength measurements and quality tests in the area.
  - This is more costly but provides objective data to validate or refute AT&T's claim.
- 

To establish whether the **AT&T Mobility project** is in compliance with **FAA** (Federal Aviation Administration) and **FCC**(Federal Communications Commission) rules and regulations, you'll want to take these steps:

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## 1. Request Documentation from the Applicant

Ask AT&T Mobility (or the project applicant) to provide:

- **FAA Determination of No Hazard**
    - For any structure or antenna near flight paths or airports, the FAA requires notification and may issue a "Determination of No Hazard" or raise concerns.
    - Request a copy of this FAA determination to confirm the facility does not pose risks to air navigation.
  - **FCC License and Compliance Certificates**
    - Wireless facilities must have an FCC license to operate.
    - Ask for documentation confirming the FCC license(s) covering this site and assurance the installation complies with FCC limits on RF (radiofrequency) emissions.
  - **RF Exposure Evaluation**
    - The FCC mandates evaluation of RF emissions to ensure public safety, typically requiring measurements or modeling to show emissions stay within safe exposure limits.
    - Request copies of these reports or compliance statements.
- 

## 2. Verify Through Public Databases

- **FAA Database:**

- The FAA maintains a public database for Obstruction Evaluations (OE/AAA). You can search by address or coordinates to verify if the project has filed for and received FAA clearance.
- [FAA OE/AAA Database](#)
- **FCC License Database:**
  - Use the FCC’s Universal Licensing System (ULS) to check if AT&T has active licenses for this location.
  - [FCC ULS](#)

### 3. Request Review from Relevant City Departments

- The **Los Angeles Department of Building and Safety (LADBS)** and **City Planning** often require copies of these federal clearances as part of their permitting process.
- You can request the **Planning Department’s file** for this project and ask if FAA and FCC compliance documentation has been reviewed and approved.

4. Request Language Please provide all documentation related to FAA Obstruction Evaluation and FCC licensing and RF compliance for the proposed wireless telecommunications facility at 2069 N. Argyle, including FAA Determination of No Hazard, FCC license(s), and RF exposure reports. Additionally, please confirm that these documents have been reviewed and accepted as part of the City’s permitting process.

### Summary

<b>Step</b>	<b>Action</b>
Applicant Documentation	Request FAA, FCC clearance & RF reports
Public Database Verification	Search FAA OE/AAA and FCC ULS databases
City Department Review	Request project file and federal compliance verification

Property owners and communities often resist having wireless towers or similar installations nearby for reasons just like those we discussed:

- **Visual Impact:** Towers and large rooftop equipment can be seen as eyesores that might hurt the character or aesthetic of a neighborhood.
- **Noise Concerns:** Equipment running continuously can cause unwanted noise, especially for nearby residents.

- **Health and Safety Worries:** Even if regulated, some people are concerned about potential long-term exposure to electromagnetic radiation.
- **Property Values:** Owners fear that such installations might negatively affect their property values or desirability.
- **Environmental and Wildlife Impact:** Especially near places like Griffith Park, concerns about disruption to local wildlife and natural habitats come into play.

So yes, if nearby property owners declined to host towers, it's very plausible they were aware of or concerned about these issues, and preferred to avoid the potential downsides.

Community pushback is a common and important part of the process — it reflects real worries and lived experiences, which regulators and developers ideally take

Here's a structured set of **comments and questions** you can raise during your public hearing to challenge or probe the claim of “no adverse effect on the community” related to this wireless facility project:

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Whether it's **true** that the project has “no adverse impact on the community” depends on several factors and perspectives. Let's break it down:

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What Does “No Adverse Impact on the Community” Mean?

In the context of the Los Angeles Planning Department's **Five Findings**, this generally means:

- The project **should not harm public health, safety, or welfare** of the community.
- It should **not create significant noise, visual, or environmental nuisances**.
- It should **not reduce property values or negatively affect quality of life** in a meaningful way.

Public Hearing Comments & Questions: Challenging “No Adverse Impact” Claim

1. Visual and Aesthetic Impact

- **Comment:** The proposed rooftop enclosure is quite large (24' x 33'6", extending 5'4" above the parapet). Despite screening, this could significantly alter the building's appearance and affect the neighborhood's character.
- **Question:** Has a thorough visual impact analysis been conducted, including viewpoints from adjacent residences and nearby public spaces like Griffith Park? Were alternative, less visually intrusive designs considered?

## 2. Noise and Vibration

- **Comment:** Both construction and ongoing operations will generate noise. Construction noise (70-95 dB) is loud and disruptive, and equipment cooling fans emit continuous noise which may affect residents, especially those on upper floors.
- **Question:** What are the measured or projected noise levels post-installation at the nearest residences? Are there noise mitigation measures in place? How will noise complaints be handled?

## 3. Health and Safety Concerns

- **Comment:** While compliance with FCC guidelines for radiofrequency exposure is noted, there remains public concern about long-term health effects from RF emissions.
- **Question:** What specific studies or monitoring plans will be used to ensure ongoing safety? How will residents be informed and reassured?

## 4. Environmental Impact

- **Comment:** The proximity to Griffith Park raises concerns about potential disruption to local wildlife, including birds and mammals.
- **Question:** Has an environmental impact assessment been done focusing on wildlife and migration patterns? Are there plans to minimize harm during both construction and operation?

## 5. Construction and Traffic Disruptions

- **Comment:** Construction near freeway ramps will impact traffic flow, parking availability, and pedestrian safety. These disruptions affect daily life and business operations.
- **Question:** What traffic control and mitigation plans are in place? Will construction be scheduled to minimize peak-hour impact? How will neighbors be notified in advance?

## 6. Community Opposition and Property Owner Consent

- **Comment:** Several nearby property owners have declined to host wireless facilities, indicating a community preference against such installations due to legitimate concerns.
- **Question:** How has community input been solicited and incorporated into the project planning? Were alternative locations or technologies explored?

## 7. Structural and Infrastructure Adequacy

- **Comment:** The building was constructed in 1988 and may not meet current standards for supporting such equipment, especially considering seismic risks.
- **Question:** Can the applicant provide recent structural and electrical engineering reports verifying that the building can safely support the installation?

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PLUM is urged to carefully weigh these concerns and require thorough documentation, transparent monitoring, and meaningful community engagement before granting approval. The standard of ‘no adverse impact’ should not be assumed lightly when real potential effects on residents, the environment, and neighborhood character exist.”

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#### 1. Consistency with the General Plan

- The **General Plan** guides land use, development, and community character in Los Angeles.
- For this project, check if the **applicable Community Plan** and the **General Plan Framework** allow or encourage wireless telecommunications facilities in this zone (likely commercial or mixed-use).
- The project should also align with broader goals, such as:
  - Promoting **public safety and health**
  - Preserving **neighborhood character and aesthetics**
  - Supporting **infrastructure needs for communication** without undue harm

#### **Evaluation:**

- If the Community Plan permits wireless facilities with proper conditions, the project can be consistent.
- However, concerns like visual impacts, noise, and environmental effects might raise questions about alignment with the plan’s goals to preserve neighborhood quality of life.

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#### 2. Compatibility with Surrounding Uses

- Compatibility means the project should fit well with the existing land uses nearby (residential, commercial, parkland).
- Here, surrounding uses may include residential buildings, commercial areas, and Griffith Park nearby.
- Considerations include:
  - Visual harmony with existing structures
  - Noise and disturbance levels appropriate for neighbors
  - Minimizing impact on park and wildlife areas

#### **Evaluation:**

- If the rooftop equipment is well screened and noise mitigated, it could be compatible with commercial and mixed-use surroundings.
- However, if neighbors feel the installation is visually intrusive or noisy, or if wildlife disturbance occurs, compatibility may be questioned.

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### 3. Compliance with Development Standards

- Development standards cover things like:
  - **Height limits** (including rooftop structures)
  - **Setbacks from property lines**
  - **Screening and design** requirements
  - **Environmental regulations** (noise, emissions, wildlife protection)
  - **Building and safety codes** (structural and seismic standards)

#### **Evaluation:**

- The project description states the antennas and equipment will be “screened” and the enclosure will extend about 5’4” above the parapet.
- If these dimensions and designs meet the zoning code’s height and setback limits and other standards, then it’s likely in compliance.
- However, full compliance requires confirmation from detailed plans and city reviews.

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#### Summary Table

<b>Criterion</b>	<b>Likely Status</b>	<b>Notes</b>
Consistency with General Plan	Possibly consistent if conditions met	Visual and noise impacts could raise concerns
Compatibility with Surrounding Uses	Possibly compatible with mitigation	Depends on screening, noise control, wildlife impact
Compliance with Development Standards	Likely compliant if plans reviewed and approved	Requires confirmation via detailed review

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#### Potential Impacts That Might Challenge “No Adverse Impact” Claims

1. **Visual Impact**
  - The rooftop enclosure is about the size of a small room and extends above the parapet by over 5 feet.
  - Despite screening, some neighbors might find it **visually intrusive**, especially in a residential area or near open spaces like Griffith Park.
2. **Noise and Vibration**
  - Cooling fans and equipment generate continuous low-level noise that may be noticeable, especially for rooftop tenants or neighbors close by.
  - During construction, noise levels can be loud and disruptive.
3. **Health Concerns**

- While the FCC regulates RF exposure and these facilities usually comply, some residents express concerns about **potential radiation effects**.
  - This can contribute to community opposition even if regulatory limits are met.
4. **Environmental Effects**
- Potential effects on nearby wildlife (like animals in Griffith Park) due to electromagnetic fields or construction disturbance.
5. **Traffic and Safety During Construction**
- Temporary street closures or construction vehicle parking near freeway ramps may inconvenience drivers and neighbors.
- 

Are These Impacts Considered “Adverse”?

- The **Planning Department weighs these factors** against mitigation measures, compliance with standards, and public testimony.
- If impacts are **minimal, temporary, or adequately mitigated**, the department may find no significant adverse impact.
- However, **some community members may disagree**, citing personal experience or concerns.

The most influential work by Donald Shoup on parking is his landmark book titled ***The High Cost of Free Parking***. Published in 2005, it's widely regarded as the foundational text for modern parking reform. It's not a single UCLA report per se, but rather a comprehensive academic work that synthesizes decades of his research at UCLA into how parking policies shape urban development, transportation, and land use.

If you're looking for something more concise or report-like, Shoup also contributed extensively to **ACCESS Magazine**, a University of California publication that distilled academic research into readable articles for policymakers and the public. Many of his key arguments first appeared there before being expanded in his book.

Would you like a summary of the core ideas from *The High Cost of Free Parking* or links to his ACCESS articles?

cruising for parking donald shoup

Donald Shoup's influential paper titled "**Cruising for Parking**" was published in *Transport Policy* in 2006. It's one of his most cited works and builds on the ideas from his book *The High Cost of Free Parking*. In this paper, Shoup models the behavior of drivers who circle city blocks looking for underpriced curbside parking, and he quantifies the hidden costs of this practice.

#### **Key Concepts from "Cruising for Parking"**

- **Communal Ownership of Curb Space:** Free curbside parking operates on a first-come, first-served basis, encouraging drivers to cruise until a spot opens up.
- **Invisible Congestion:** Cruising creates traffic congestion that's hard to detect because cruising vehicles blend in with through traffic.
- **Economic Incentives:** Drivers are more likely to cruise when:
  - Curbside parking is free or underpriced
  - Off-street parking is expensive
  - Fuel is cheap
  - They plan to park for a long time
  - They value money more than time
- **Environmental Impact:** Studies cited in the paper found that cruising could account for 8–74% of traffic in congested downtowns, with search times ranging from 3.5 to 14 minutes.

- **Policy Solution:** Shoup advocates for charging market-rate prices for curb parking—just enough to ensure 1–2 open spaces per block. This “Goldilocks pricing” eliminates the incentive to cruise.

You can read the full paper from UCLA’s website. It’s a brilliant example of how economic theory can illuminate everyday urban problems.

Would you like a breakdown of how cities have implemented Shoup’s recommendations—or maybe a look at how cruising impacts emissions and pedestrian safety?

did donald shoup have any critics on his parking theories

He did—and not just from the usual suspects in city hall.

While Donald Shoup’s parking theories have reshaped urban planning, they’ve also sparked criticism and misunderstanding, especially when cities misapply his ideas.

### Common Critiques of Shoup’s Parking Theories

#### 1. Oversimplification by policymakers

- Cities like Los Angeles have been accused of cherry-picking Shoup’s ideas—mainly raising meter rates—without implementing his full framework.
- Shoup advocates for *performance-based pricing* (just enough to leave 1–2 open spots per block) and *returning meter revenue to neighborhoods*. Critics argue that cities often skip these steps, leading to public backlash.

#### 2. Political resistance

- Removing minimum parking requirements and charging for curb space can be politically unpopular. Residents and businesses often fear reduced accessibility and increased costs.
- Some planners worry that Shoup’s market-based approach doesn’t account for equity concerns—especially for low-income drivers who rely on cars but may struggle with rising parking fees.

#### 3. “Pseudoscience” accusations

- Shoup himself criticizes traditional parking generation rates as “pseudoscience,” but some urbanists argue that his own models rely heavily on economic assumptions that don’t always reflect real-world behavior.
- For example, critics say that pricing strategies may not work uniformly across different neighborhoods with varying transit access and land use patterns.

#### 4. Practical implementation challenges

- Cities often lack the political will or technical infrastructure to implement dynamic pricing or reinvest parking revenue locally.
- Developers sometimes push back against removing off-street parking minimums, fearing it could hurt property values or tenant satisfaction.

Despite these critiques, Shoup’s work remains foundational. His ideas have inspired reforms in cities like San Francisco, Portland, and Washington, D.C., and have helped planners rethink the hidden costs of “free” parking.

Would you like a breakdown of cities that have successfully implemented Shoupian reforms—or a look at how his ideas intersect with zoning and housing affordability?

YEs, and also take a look at where his ideas failed

Absolutely, Brian. Donald Shoup’s parking reforms have transformed urban planning—but they haven’t always succeeded. Let’s look at both the **cities where his ideas thrived** and **where they stumbled**, so you get a full picture.

##### Cities Where Shoupian Parking Reforms Succeeded

City	Reform Highlights	Outcome
Pasadena, CA	Market-rate curb pricing + revenue reinvested locally	Revitalized downtown, reduced cruising, increased foot traffic
San Francisco, CA	SFpark pilot with dynamic pricing based on occupancy	Reduced congestion and improved turnover without major public backlash
Buffalo, NY	Eliminated minimum parking requirements citywide	Encouraged infill development and adaptive reuse of older buildings
Minneapolis, MN	Removed parking minimums near transit corridors	Boosted housing development and walkability

##### Cities Where Shoup’s Ideas Faced Resistance or Failed

City	Issue Encountered	Why It Struggled
Los Angeles, CA	Raised meter rates without reinvesting revenue locally	Public backlash due to perception of “money grab,” not community benefit

City	Issue Encountered	Why It Struggled
New York City, NY	Political resistance to removing parking minimums in outer boroughs	Concerns over gentrification, transit access, and equity
Seattle, WA	Partial reforms without dynamic pricing or strong enforcement	Curb congestion persisted; public confusion over pricing goals
Dallas, TX	Strong car culture and developer pushback against reduced parking requirements	Fear of reduced property values and tenant dissatisfaction

### Why Some Reforms Fail

- **Incomplete Implementation:** Cities often adopt pricing without the full package—like local revenue return or real-time occupancy data.
- **Equity Concerns:** Without safeguards, pricing reforms can disproportionately affect low-income drivers.
- **Cultural Resistance:** In car-centric cities, parking is seen as a right, not a privilege.
- **Political Short-Termism:** Elected officials may avoid reforms that cause short-term pain, even if long-term gains are clear.

If you're interested, I can dive deeper into one of these cities—say, Seattle or LA—and show how their approach diverged from Shoup's original framework. Or we could explore how parking reform intersects with housing affordability and climate goals. Where would you like to go next?

In your estimation, why would you advocate for or against Shoup's ideas

Great question, Brian—and one that deserves a nuanced answer. If I were to advocate *for* Donald Shoup's parking reforms, it would be based on their potential to transform cities into more efficient, equitable, and environmentally sustainable places. But I'd also acknowledge where caution or critique is warranted.

### Why Advocate *For* Shoup's Ideas

#### 1. Efficiency and Reduced Congestion

- Shoup's research shows that cruising for parking can account for up to **74% of traffic** in dense urban areas.

- Pricing curb parking at market rates dramatically reduces this waste, as seen in **San Francisco's SFpark pilot**, which cut cruising by over 50%.

## 2. Environmental Benefits

- Less cruising means fewer emissions, less fuel consumption, and improved air quality.
- Cities like **Pasadena** saw reduced pollution and increased pedestrian activity after implementing Shoupian reforms.

## 3. Better Land Use

- Eliminating minimum parking requirements frees up land for housing, retail, and public space.
- **Buffalo** and **Minneapolis** used this strategy to encourage infill development and reduce urban sprawl.

## 4. Economic Fairness

- Free parking is a hidden subsidy that benefits car owners disproportionately.
- Shoup's "parking cash-out" concept—giving employees the cash value of parking if they don't use it—levels the playing field for transit users and cyclists.

## ⚠️ Why One Might *Critique or Caution* Against Shoup's Ideas

### 1. Equity Concerns

- Market-rate parking can disproportionately affect low-income drivers, especially in areas with poor transit.
- Without targeted subsidies or exemptions, reforms risk pricing out vulnerable populations.

### 2. Political and Cultural Resistance

- In car-centric cities, parking is seen as a right. Raising prices or removing requirements can trigger backlash—as happened in **Los Angeles**, where meter hikes weren't paired with local reinvestment.

### 3. Implementation Gaps

- Dynamic pricing requires robust data and infrastructure. Many cities lack the tech or budget to do this well.

- Misapplication—like raising prices without improving enforcement or signage—can erode public trust.

#### 4. Perception vs. Reality

- Studies show that while cruising may be statistically minimal (e.g., 50 feet), public perception often exaggerates the problem.
- If reforms don't address these perceptions, they may fail politically even if they succeed technically.

#### **My Take: Advocate *With Conditions***

If I were advising a city planner or civic advocate, I'd say: **embrace Shoup's ideas, but tailor them thoughtfully.** That means:

- Pair pricing reforms with **transit improvements** and **equity safeguards**
- Use **local revenue return** to build community support
- Start with **pilot programs** and **transparent data sharing** to build trust

Shoup's work is brilliant—but it's not plug-and-play. It's a framework that demands careful calibration to local context.

Would you like to explore how these ideas could apply to Steilacoom or nearby cities like Tacoma or Seattle? Or maybe dig into how parking reform intersects with housing affordability and zoning?

Today