Community Development Department
City Planning Division
1685 Main Street – Mail Stop 28
Santa Monica, CA 90401

July 28, 2022

VIA EMAIL
Alison Warner
11611 San Vicente Boulevard, Suite 900
Los Angeles, CA 90049

RE: Administrative Permit Application / Case No. 22ENT-0073
2601-2645 Lincoln Boulevard

Dear Ms. Warner,

On July 14, 2022, the City Attorney's Office provided written correspondence explaining that for purposes of processing the application the City considered the subject application to be complete on May 29, 2022. Accordingly, the City's 60-day review period commenced on May 29, 2022. Attached to this letter are the reviewing department's comment letters containing required revisions and corrections:

1. City Planning – Comments and corrections (red font) provided within draft determination
2. Mobility Division
3. Transportation Demand Management Division
4. Resource Recovery and Recycling Division
5. Fire Safety
6. Building & Safety Division
7. Office of Sustainability and the Environment
8. Public Works, Development Review Division
9. Urban Forestry Division

Please note that approvals from City Planning, Mobility (including TDM), and Resource Recovery and Recycling divisions are required for the issuance of an Administrative Approval. Other department reviews involving technical aspects such as geotechnical/soils, structural, mechanical, electrical, plumbing, off-site improvements, and fire, life, and safety are completed during the plancheck review of construction documents. Additionally, the final design, colors, materials, landscaping, and signage plans are subject to review and approval by the City's Architectural Review Board. A preliminary design review discussion with the City's Architectural Review Board (ARB) is required as part of the processing of this application. Please address the correction comments contained in this letter in order to tentatively establish an ARB meeting date.

If you should have any questions regarding the attached comments, please contact each respective department reviewer. If you should have questions or concerns regarding the review process, please contact me at grace.page@santamonica.gov.

Sincerely,

GP

Grace Page
Senior Planner

CITY OF SANTA MONICA
CITY PLANNING DIVISION

COMPLIANCE REVIEW COMMENTS/CORRECTIONS

Case Number:	Administrative Approval 22ENT-0073
Location/Zone:	2601-2645 Lincoln Boulevard
Proposed Project:	Tier 1 with State Density Bonus project consisting of a 5-story, 65-foot tall, mixed-use housing project. The project is comprised of 521 residential units (468 market rate + 53 very low-income affordable units), 36,600 square feet of neighborhood serving commercial (retail, restaurant, and grocery store), 850 automobile parking spaces and 822 bicycle parking spaces. State Density Bonus Incentives and Concessions requested with application: (1) Increase in maximum building footprint; (2) Relief from AHPP requirement to provide all 2-bedroom affordable units (SMMC Section 9.64.050.E); and (3) Increase in maximum ground floor commercial height to accommodate residential and market loading State Density Bonus Waivers of Development Standards requested with application: (1) Increase in height in feet from 36 to 65 feet; and (2) Increase in number of permitted stories from 3 to 5
Lot Dimensions & Area:	Approximately 407’ x 500’ & 203,087 square feet
Applicant:	SanMon, Inc., a California Corporation
Rent Control Status:	Exempt; Commercial
CEQA Status:	Ministerial; Exempt pursuant to Section 15268 of the State Guidelines
Previous Relevant Permits:	N/A

MUNICIPAL CODE COMPLIANCE

Category	Municipal Code	Proposed Project
Permitted Use Classification	MUBL, Mixed-Use Boulevard Low [SMMC Table 9.11.020]	Complies: Mixed-use residential and commercial projects are permitted within the Multi-Unit Structure

		36,000 SF of divisible commercial space, with tenant uses Subject to Land Use Regulations Table 9.11.020
Minimum Parcel Size	7,500 SF [SMMC Table 9.11.030]	Complies: 203,087 SF > than 7,500
Minimum Parcel Width	50’ [SMMC Table 9.11.030]	Complies: Approximately 407’ > 50’ Survey measurements shown on Sheets A60 and A61
Minimum Parcel Depth	150’ [SMMC Table 9.11.030]	Complies: Approximately 500’ > 150’ Survey measurements shown on Sheets A60 and A61
Maximum FAR Tier 1 Projects Including On-Site Affordable Housing in Compliance with AHPP	1.5 FAR [SMMC Table 9.11.030] 50% STATE DENSITY BONUS REQUESTED (Project includes 15% very low-income units) 1.5 FAR x 50% = 0.75 FAR 1.5 FAR + 0.75 FAR = 2.25 FAR	FAR calculations to be revised to determine compliance. The “basement” level units in SANG 3 do not meet the definition of basement and are a level/story of habitable space. For example, Sheet A50, LVL 77.00’. While that portion of the structure is below SANG 3, the wall surfaces of those portions below SANG 3 are too exposed (exceed 40%) to meet the definition of a basement. See “Basement” definition SMMC 9.52.020.0230 See 9.04.080 Determining Floor Area and 9.04.090 Determining Floor Area Ratio The above example condition and any other areas misconstrued as basements will need to be reflected for an accurate Floor Area Tabulation. Revise applicable notes and update Floor Area Tabulation on Project Information (Sheet A02).
Maximum Building Height	Tier 1 – Projects Including On-Site Affordable Housing in Compliance with AHPP:	Request for 5 Stories, 65’

	3 stories, 36' STATE DENSITY BONUS LAW WAIVER OF DEVELOPMENT STANDARD REQUESTED 1. Increase height to 65' 2. Increase number of stories to 5 [SMMC Table 9.11.030]	Plans incorrectly identify a basement level in SANG 3 portion of site. Level to be considered a story resulting in a 6-story structure. Applicant to revise or clarify request.
Minimum Ground Floor Height	11 feet [SMMC Table 9.11.030]	Project's ground floor heights: SANG 1: 20 or 22'(?) feet, complies SANG 2: 12 feet, complies SANG 3: 12 feet, complies
Maximum Ground Floor Height	16 feet SMMC Table 9.11.030 STATE DENSITY BONUS LAW INCENTIVE/CONCESSION REQUESTED • Increase maximum ground floor commercial height to accommodate residential and market loading	SANG 1: 20 or 22 feet? Some sheets indicate 20 feet and Sheet A40 depicts 22 feet. Revise accordingly for continuity and loading/trash route clearance compliance. SANG 2: 12 feet, complies SANG 3: 12 feet, complies
Maximum Building Footprint (SF)	Tier 1: 25,000 SF SMMC Table 9.11.030 STATE DENSITY BONUS LAW INCENTIVE/CONCESSION REQUESTED • Increase in maximum building footprint	Please specify the building footprint (square footage) being requested to properly document the incentive/concession. Footprint above "the podium" is not an accurate calculation or depiction relative to SANG and basement definition. SANG 1: Footprint 54,568 SF SANG 2: _____ SANG 3: _____ TOTAL Footprint =_____
Setback: Minimum Interior Side and Rear – Adjacent to Residential District	10 feet SMMC Table 9.11.030	Complies: Setbacks illustrated on Site Plan Sheet A12 of project plans.

		10’ setback depicted along portion of south property line adjacent to R2 properties 10’setback depicted along east property line (measured from center line of alley) adjacent to R2 and R3 properties.
Active Commercial Design (1) Active Commercial Design	Ground-floor street frontage of new buildings on commercial boulevards shall be designed to accommodate commercial uses and activities, subject to the following:	
	a. A minimum average depth of 40’, but in no less than 25 feet, for a minimum of 60% of the ground-floor frontage	Unable to confirm compliance. Provide calculations, dimensions, and illustration for both facades (Lincoln Boulevard and Ocean Park Boulevard elevation sheets)
	b. Minimum Floor-to-Floor Heights i. 11 feet	Complies: Minimum Floor-to-Floor height exceeds 11 feet
	(1) Ground-floor street frontages along commercial boulevards. The finished ground floor level along the commercial boulevard shall not exceed 18-inches lower or higher than the finished grade of the adjacent sidewalk.	Unable to confirm compliance. Applicable to Lincoln Boulevard, provide dimensions and illustrate compliance.
	(2) Sloped ground-floor street frontages along commercial boulevards. On parcels with a grade change of 10% or more along the length of the parcel line adjacent to the commercial boulevard, the finished ground floor level along the commercial boulevard shall not exceed 18 inches lower or 3 feet higher than the finished grade of the adjacent sidewalk.	Unable to confirm compliance. Applicable to Ocean Park Boulevard. Provide dimensions and illustrate compliance.
	(3) Corner parcels. For corner parcels located at	Not in compliance.

	the intersection of two commercial boulevards, the requirements of subsection (A)(1) shall apply to the ground-floor street frontages along both commercial boulevards.	Applicable to project as the site consists of a corner parcel located at the intersection of two commercial boulevards. Proposed plans are not in compliance. Ocean Park Boulevard, a commercial boulevard does not meet requirements of subsection (A)(1).
	ii. Loft spaces built within this area shall not exceed 30% of the total floor area of the space consistent with the definition of mezzanine.	NA, loft spaces are not proposed in the floor plans.
	c. A minimum of 70% of the façade facing a commercial street shall be transparent and include windows, doors, and other openings between 2.5 and 8 feet above finished grade. Openings fulfilling this requirement shall have transparent glazing or openings that provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displaying merchandise or other items other than signs that are at least 3 feet deep. *This requirement may be modified by the Architectural Review Board if it can be demonstrated that the fulfillment of this requirement materially interferes with the project's ability to meet the requirements of Municipal Code Chapter 8.36 – Energy Code.	Unable to confirm compliance. Provide calculations, dimensions, and illustration for both facades (Lincoln Boulevard and Ocean Park Boulevard elevation sheets)
	d. A minimum of one pedestrian entrance facing the commercial street	Not in compliance. Identify the pedestrian entrance facing the commercial streets by illustrating and labeling entrances on floor plan, Sheet A21 for Lincoln Boulevard, and any other applicable sheets for Ocean Park Boulevard.

	Buildings with nonresidential uses on the ground floor and not facing a residential district shall be constructed at the building frontage line for 70 percent of linear street frontage. Building entries required to be recessed due to technical codes may be counted towards this requirement. SMMC Section 9.11.030(A)(1)	Active Use Requirement is not in compliance for corner parcel. Resubmittal subject to further review and comment.
Active Commercial Design (2) Active Use Requirement	The ground-floor street frontage of buildings on commercial boulevards shall accommodate commercial uses and activities, subject to the following: a. A minimum average depth of 40 feet, but no less than 25 feet, for a minimum of 60% of the ground-floor frontage, to the maximum extent feasible.	Unable to confirm compliance. Include a drawing with, dimension and percentage along the ground-floor frontages (Lincoln Boulevard and Ocean Park Boulevard).
	b. Within LUCE-designated Activity Centers, and Neighborhood Commercial Districts on Main Street and Montana Avenue, uses within these active use areas shall be limited to the following: i. Cultural facilities; ii. Food and beverage sales; iii. Eating and drinking establishments; iv. Grooming and pet stores; v. Banks and credit unions; vi. Business services; vii. Commercial entertainment, recreation, and instructional services; viii. General personal services and personal physical training; ix. General retail sales; and x. Childcare facilities.	Not Applicable, project site is not a LUCE-designated Activity Center or NC District (Main or Montana) zoned parcel.
	c. In other commercial districts, the following uses and use categories are prohibited within these active use areas: i. Residential; and	Project is not in compliance with (c.) which is applicable to project site located in MUBL Zone. Residential use is prohibited within the active use

	ii. Offices, with the following exceptions: (1) Creative offices or offices with walk-in clientele, and (2) Offices within a structure that was designed, approved, and continuously used with office at the ground level, facing the street. 3. 100% Affordable Housing Projects are exempt from the provision of subsection A except that 100% Affordable Housing Projects in the Neighborhood Commercial District shall be subject to subsection (A)(2). SMMC 9.11.030(A)(2)	area required for Ocean Park Boulevard. Not Applicable, this project is not a 100% affordable housing project.
Pedestrian Oriented Design	1. No more than 20 feet or 40% of a building's façade, whichever is less, may be continuous blank or featureless linear street-level frontage. 2. New development shall incorporate the following design elements into the street-facing façades at the ground floor level: a. Articulated façades at the ground floor street frontage, which may include, but not necessarily require, such measures as indentation in plane, change of materials in a complimentary manner, sensitive composition and juxtaposition of openings and solid wall and/or building frame and	Proposed elevation for Lincoln Boulevard does not depict featureless facades along street level as illustrated on Building Elevations Sheet A30.1 (Lincoln Boulevard). Storefronts, variation in façade materials, angled wall planes, and architectural elements are identified. Elevation for Ocean Park Boulevard shall be subject to review upon resubmittal as this elevation/commercial boulevard does not comply with Active Use Requirements. Lincoln Boulevard Complies: Ground floor is designed with opportunities for multiple commercial tenancy. Façade incorporates storefront systems with clear glazing, cement plaster wall (White and Canary Yellow), varied wall planes, and wood trellis elements. A street level plaza with space for outdoor

	projecting elements such as awnings and marquees to provide shade and shelter;	furnishing and landscaping is integrate along Lincoln Boulevard. Ocean Park Boulevard does not meet the Active Use Requirement. Planning staff to review revised proposal/resubmittal.
	b. Exterior lighting which provides for a secure nighttime pedestrian environment by reinforcing entrances, public sidewalks and open areas with a safe level of illumination which avoids off-site glare.	Unable to determine compliance. Plan set does not provide any lighting notes or preliminary lighting plans. Note: Final lighting plan subject to ARB review and approval.
	3. Residential uses at the ground floor street frontage shall incorporate planted areas, porches, front stairs and/or other elements that contribute to a pedestrian environment. Pedestrian-oriented design elements may also include street furniture or other seating surfaces on private property and design amenities scaled to the pedestrian such as awnings, drinking fountains, paseos, arcades, colonnades, plazas, noncommercial community bulletin boards, public or private art and alternative paving materials in areas of pedestrian access.	Ocean Park Boulevard contains residential use at ground floor street frontage. Pursuant to SMMC 9.11.030(A)(2) Active Use requirements prohibit residential use on the ground floor.
	4. When provided, storefront security grates or grilles shall be located inside exterior windows, shall be retractable into pockets or overhead cylinders, and shall be completely concealed when retracted.	Plans do not indicate whether security grates or grilles are a part of the project. If security elements are to be proposed, include a note on storefront elevation sheets.
	5. Alternatives to the requirements of this Section 9.11.030 may be approved if the Review Authority finds that the proposed use has unique operational characteristics	

	with which providing the required windows and openings is incompatible, and street-facing building walls will exhibit architectural relief and detail and be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.	
Build-To Line, Nonresidential Uses	Buildings with nonresidential uses on the ground floor and not facing a residential district shall be constructed no farther than 10 feet from the street facing property line(s) for 70% of linear street frontage. This requirement may be waived or modified subject to a discretionary approval upon finding that: 1. An alternative configuration can be approved based on the findings in Chapter 9.43, Modifications and Waivers, and the objectives of the Design Guidelines; and 2. Entry courtyards, plazas, small parks, entries, outdoor eating and display areas, or other uncovered areas designed and accessible for public use are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, small park, or dining area; and 3. The building incorporates an alternative entrance design that creates a pedestrian-oriented entry feature facing the street.	Unable to confirm compliance. Provide calculation and diagram illustrating compliance.
Minimum Upper-Story Stepbacks (ft.) – Required above Maximum Ground Floor Height	Street-Facing Facades 5' average SMMC Table 9.11.030	Complies: 5' average provided along Lincoln Boulevard (Maximum Ground Floor Height (at 22' as requested/to be clarified) and Ocean Park Boulevard as illustrated on Sheet A54.
Daylight Plane Adjacent to Residential Districts	Buildings shall not extend above a plane starting at 25 feet in height directly above the parcel line abutting any residentially-zoned parcel, or where there is	Complies: Project provides prescribed daylight plane adjacent to Residential Districts. Compliance illustrated on

	an alley, the centerline of the alley, and from that point, extending in at a 45-degree angle from vertical toward the interior of the site. The 25-foot height measurement shall be taken from the same reference grade as determined for the subject site pursuant to Section 9.04.050.	Sheets A40, A41, A42, A43, and A44.
Minimum Outdoor Living Area (SF/unit) – sites with 3 or more units	100 SF 100 SF x 521 units = 52,100 SF	Complies: 20,900 SF of common outdoor living areas ("terraces") provided and 55,000 SF of private outdoor living area ("decks") provided. Total Outdoor Living Area = 75,900 SF
Minimum Amount Provided as Private Outdoor Living Area (SF/unit)	60 SF 60 SF x 521 units = 31,260 SF Private outdoor living areas on ground floor shall be no less than 10' x 4'. Private outdoor living areas located above ground level shall be no less than 6' x 4'. [SMMC Table 9.11.030 and SMMC Section 9.21.090]	Complies: 521 units have minimum of 60 SF of private open space ("decks"). See Sheet A53 for details
Landscaping	The following areas shall be landscaped: 1. ***Setback Areas Adjoining Streets.*** All visible portions of a required setback area adjoining a street that are not used for driveways or walks shall consist of planting areas, landscape, or pedestrian amenities such as entry courtyards, plazas, entries, outdoor eating and display areas, or other uncovered areas designed and accessible for public use. 2. ***Interior and Rear Setback Areas.*** At least 50% of each required interior side and rear setback area shall be a planting area. The width of a required planting area may be	Complies: See Sheets A10, A12, A20 for landscaping and pedestrian amenities Provide calculation for the interior and rear setback areas.

	reduced to less than 50% of the setback area but no less than 3 feet in width in one side or rear setback area adjoining a driveway or when an approved nonresidential accessory structure occupies a portion of the rear setback area. 3. ***Adjoining R1 Districts.*** A continuous planting area with a minimum width of 5 feet shall be provided along interior parcel lines when a Mixed-Use and Commercial Districts adjoins an R1 or R2 District and is not separated by a public or private thoroughfare.	NA, the project site does not adjoin an R1 or R2 Distirct. The site is separated by a public alley (10th Ct and Hill Pl.)
	Areas to be Landscaped A. **Required Setbacks.** All required front and street-facing side setbacks, except for areas used for exit and entry, shall be landscaped.	Complies: See Sheets A10, A12, A20 for landscaping
	3. ***Minimum Soil Volumes Above Subterranean Parking Structures.*** Subterranean parking structures shall be designed so that trees and shrubs planted in required setback areas above subterranean parking structures shall provide the following: a. For both trees and shrubs, soil depth shall be a minimum 3 feet. b. Small stature trees with a mature crown spread of approximately 10 feet shall be provided a minimum 120 cubic feet of soil volume (approximately 3 feet deep by 4 feet wide by 10 feet long). c. Medium stature trees with a mature crown spread of approximately 20 feet shall be provided a minimum 500 cubic feet of soil volume (approximately 3 feet deep by 6 feet wide by 28 feet long). d. Large stature trees with a mature crown spread of approximately 30 feet shall be provided a minimum 1,000 cubic feet of soil volume	Concept illustration and note on Sheet A22a is insufficient. Include a detail illustrating depth and volume requirements are satisfied.

	(approximately 3 feet deep by 10 feet wide by 34 feet long). e. Palm trees shall be provided with a minimum soil depth of 5 feet and 250 cubic feet of soil volume (approximately 5 feet deep by 5 feet wide by 10 feet long). [SMMC Section 9.21.030(F) and Section 9.26.050]	
Exceptions to Height Limits	Project includes several allowable projects above the height limit (per requested height waiver): Rooftop features and trellis elements: 10' Elevator Shafts: 18' Stair penthouse: 18' Mechanical enclosures: 12' Mechanical equipment: 12' [SMMC Table 9.21.060]	In order to illustrate compliance, provide a roof plan (similar to Site Plan A12) and callout and/or key the project's elements that are exceptions to height limits and exceed the maximum building height. Example notes: Top of mechanical enclosure +X' above max building height Top of elevator shaft +X' of above max building height
Allowed Projections from Buildings into Minimum Setbacks	Utility equipment including, but not limited to, gas, water, and electrical meters may encroach 18 inches into the sideyard setback [Table 9.21.110]	Unable to determine compliance. Sheet A22 illustrates the placement of transformers and switchgears to be placed within the required setback areas. No dimensions were provided.
Solar Energy Systems	Photovoltaic solar energy systems may extend up to 5 feet above the roof surface on which they are installed, even if this exceeds the maximum height limit in the District in which it is located. Solar water or swimming pool heating systems may extend up to 7 feet above the roof surface on which they are installed even if this exceeds the maximum height limit in the District in which it is located. [SMMC Section 9.21.150]	In order to illustrate compliance, provide a roof plan (similar to Site Plan A12) and callout and/or key the project's solar energy system elements that extend above the building maximum building height (65').

Off-Street Parking, Site Access, Loading		See Mobility Division comments/corrections (Mobility 22ENT-0073,pdf.)
	Residential: Market Rate Units Per State Code (Gov Code Section 65915(p)) • 1.5 spaces for 2 bdrm unit • 1 space for 1 bdrm unit • 1 space for studio unit Affordable Units Per State Code • 1.5 spaces for 2 bdrm unit • 1 space for 1 bdrm unit	Complies: 690 spaces > 624 spaces 193 x 1.5 = 290 spaces 187 x 1 = 187 spaces 88 x 1 = 88 spaces 12 x 1.5 = 18 spaces 41 x 1 = 41 spaces MINIMUM RESIDENTIAL PARKING: 624 spaces RESIDENTIAL PARKING PROVIDED: 690 spaces
	Commercial: Per SMMC Table 9.28.060 Citywide Commercial Uses General Market: 1/250 SF Retail and restaurants <2500 SF: 1/300 SF Outdoor display: 1/300 SF Outdoor dining: 1/300 SF	Complies: 160 spaces > 132 spaces 14,995 SF/ 250 = 60 spaces 18,305 SF/ 300 = 61 spaces 900 SF/ 300 = 3 spaces 2,400 SF/ 300 = 8 spaces MINIMUM COMMERCIAL PARKING: 132 spaces COMMERCIAL PARKING PROVIDED: 160 spaces 690 + 160 = 850 total spaces More than the minimum number of parking spaces is provided, however the maximum parking count is exceeded. See Maximum Parking Comment below.

Maximum Parking Requirement	The maximum allowable amount of parking shall be 2 spaces or 5%, more, whichever is greater, than the quantities specified in Section 9.28.060 [SMMC Section 9.28.040(A)(5)	Not compliant: The maximum allowed quantity of parking is 794 spaces. See Mobility comments and corrections.
Bicycle Parking	Residential Uses: • Long-Term: 1 space per bedroom, including studios Total bedrooms: 726 =726 long-term spaces • Short-Term: 10% of long-term 726 x 0.1 = 72.6 ←73 = 73 short-term spaces Commercial: • Long-Term: 1 space per 3,000 SF of floor area • Short-Term: 1 space per 4,000 SF of floor area [SMMC Table 9.28.140]	Bicycle Parking tabulations are accurate for long-term and short-term space counts. See other bicycle parking related comments and corrections provided by Mobility Division.
Refuse and Recycling	Any development, whether residential, nonresidential, or mixed-use with more than 40 residential units, or with more than 40,000 square feet of floor area shall be reviewed by the Director of Public Works, who shall require the design and placement of a refuse and recycling room or outdoor enclosure consistent with the purpose of this Section to provide adequate and accessible areas for the storage and collection of refuse and recyclable materials. [SMMC Section 9.21.130]	Applicant team has discussed options with RRR Division. Ongoing development and strategy to address location points, staging, and pick-up for site. See RRR email correspondence comments and replies.
Deed Restriction Requirement	Prior to issuance of a building permit for a project meeting the requirements of this Chapter by providing affordable units on-site or off-site, the multi-family project applicant shall submit deed restrictions or other legal instruments setting forth the obligation of the applicant under this Chapter for City review and approval.	Add note to affordable unit matrix/table on Sheet A02 that all affordable units will be deed-restricted prior to issuance of a building permit.

	[SMMC Section 9.41.130]	
Parks and Recreation Development Impact Fee	The developer of a Project shall pay a Parks and Recreation Development Impact Fee in accordance with the following: Studio/1BR: $5,333.41 per unit* 2+BR: $8,590.44 per unit* Retail: $1.93 per SF* *FY 22-23 rates provided for estimate purposes Affordable residential units shall not be included in the fee calculation [SMMC Chapter 9.67]	Requirement to be satisfied prior to issuance of building permit.
Child Care Linkage Requirements	The developer shall pay a child care linkage fee or participate in the construction or establishment of child care facilities in accordance with the following: Retail: $6.09/SF* Residential: $179.46/unit* *FY 22-23 rates provided for estimate purposes Affordable residential units shall not be included in the fee calculation [SMMC Chapter 9.65]	Requirement to be satisfied prior to issuance of certificate of occupancy.
Affordable Housing Commercial Linkage Fee	Except as provided in Section 9.68.050, the developer of a Project shall pay an affordable housing commercial linkage fee in accordance with the following: Retail: $12.56 per SF* *FY 22-23 rates provided for estimate purposes The amount of legally permitted nonresidential square footage to be demolished in an existing building or structure shall be a credit in the calculation of the Affordable Housing Commercial Linkage Fee. Credit shall be applied on a per square foot basis according to per square foot fee assigned to the type of commercial use that existed on	Requirement to be satisfied prior to issuance of building permit.

	the site prior to the new Project application submittal. [SMMC Section 9.68]	
Transportation Impact Fee	Except as provided in Section 9.66.050, the developer of a project shall pay a transportation impact fee in accordance with the following: Multi-Family: $3491.03 per unit* Retail $28.20 per SF* *FY 22-23 rates provided for estimate purposes The amount of legally permitted square footage to be demolished in an existing building or structure as a part of a project shall be a credit in the calculation of the transportation impact fee. Affordable residential units shall not be included in the fee calculation [SMMC Chapter 9.66]	Requirement to be satisfied prior to issuance of a building permit.

Department of Transportation

Mobility Division

RE: 22ENT-0073, 2601 Lincoln Blvd, Administrative Approval

General

- Please provide revised plans and a response to these comments prior to the completion of Administrative Review.
- A transportation impact fee is required for this project. Staff will aid the applicant in the calculation of the fee. See: http://www.smgov.net/Departments/PCD/Transportation/Developers/Transportation-Impact-Fee/.
- A Construction Management Plan per SMMC 8.98 is required prior to construction. Development projects must mitigate the construction impacts they cause within the community, including on adjacent streets, sidewalks, bike lanes, and transit stops.
- During the applicant's presentation to City staff it was mentioned that the project may be phased. If this is the case, please contact the City Building Officer to determine if a phasing plan is needed and determine requirements.

Site Access

- A 10-year review of collisions occurring at or near the intersection of Lincoln Blvd and Ocean Park Blvd found that forty two percent occurred at the Lincoln Blvd driveways serving the Gelson's site, highlighting them as a safety concern and candidates for removal. Section 9.28.120(B)(3) of the Santa Monica Municipal Code requires that new developments take vehicular access from the alley or a side street—in this case, the side street is Ocean Park Blvd. The application has access from Lincoln Boulevard, which is not consistent with Section 9.28.120(B)(3). Therefore, if the development desires to maintain any form of vehicular access via Lincoln Blvd, the applicant must obtain the Director's approval per condition "c" of SMMC 9.28.120.B.3:
    - The site has no adjacent side or rear alley having a minimum right-of-way of 15 feet. Corner parcels with no adjacent side or rear alley must take access from the side street.
    - The average slope of a multi-unit residential parcel is at least 5 percent.
    - **The Director determines that a curb cut is appropriate due to traffic, circulation, or safety concerns.**
    - Commercial properties may have nonresidential parking access from side streets.

- The residential access driveway located on the alley (Hill Place North) should intersect with the alley in a perpendicular fashion and not be skewed. This will aid access from westbound Hill Place North.

- Note to applicant: The plan to be implemented by the City addressing the high number of collisions caused by the existing driveways restricts left turns on Lincoln Blvd access driveways. Additionally, the

City's Lincoln Boulevard street scape plan named "Linc" proposes dividing medians in this general location which will need to be coordinated with any possible access points on Lincoln Boulevard.

- Please verify and provide a note indicating whether the Fire Lane is for limited emergency access only. Please include a description of its use in the Parking and Loading Plan as described below.

Loading Zones

- The City Code requires that new buildings have their loading accessed from the alley when one is present per SMMC 9.28.080.F.5. It also requires that adverse impacts to neighbors are minimized, including noise pollution. The stated purpose of the code is that commercial and passenger loading activities will be conducted without negatively affecting traffic safety or the quality of abutting public streets for people. The City will need to work with the applicant to resolve these requirements in the context of overall site access unless the revised design can satisfy both of these requirements.
- The proposed number and type of loading spaces proposed meets the City Code; however, it is not clear what space will be used for residential moving. Please consider providing sufficient space for a standard loading space for the residential loading with a path to a residential elevator.
- The residential passenger loading across from the semi-tractor trailer loading requires crossing the driveway throat which is not permitted per SMMC 9.28.080.D.3.
- Trash collection is located in both driveway throats which frequently results in conflicts that have the potential to cause entering vehicles to back up into the public right-of-way. Trash collection needs to be designed to avoid these conflicts near the entrances.
- Please see SMMC 9.28.080 for more information.

Parking and Loading Operation Plan

- A Parking and Loading Operations (PLOP) is required for this project per SMMC 9.28.030. Please prepare a plan with supporting drawings for reference that describes the daily operations and circulation of parking and loading. The required elements of the PLOP may be found in the supporting document handout titled Parking and Loading Operations Plan Requirements. Please submit a PLOP that includes a site plan dimensioning all required and non-required parking and loading spaces. Describe parking and loading operations and show the path of travel from the loading space to the locations they serve. Please include information about loading for residential moving as well as loading for the commercial property. Discuss how the site will facilitate on-site loading and actively prohibit on-street loading from occurring. The approved PLOP will need to be retained on-site at all times and made available to all site users.

Bicycle Parking

- Please provide dimensions illustrating sufficient space is allocated to accommodate the required bike parking. Please review SMMC 9.28.140.D. and the attached handout for reference. Please provide the dimensions for the aisle and relevant adjacent areas that may impact maneuvering.
- Long-term bicycle parking for new construction requires at least 1 electrical outlet shall be available in each long-term bicycle parking area for the use of electrical assisted bicycle charging. Please include a note referencing this requirement will be incorporated into the updated plans.

- No more than 50 percent of the total bike parking required may be provided in a vertical or hanging rack. Current plans seem to exceed amount permitted.

Parking Access Ramps

- When taking alley access, the ridge line or highest point of the driveway must be at least 6” above the alley flow line or lowest point in the alley. Please illustrate on plan set.
- The building line must be 15’ minimum from center line of alley. Please clearly label dimensions.
- Please see the attached slope handout for more information.

Hazardous Visual Obstructions

- Please add the following note to plans: “5' x 5' HVO triangles to be kept clear of obstructions over 24" pursuant to S.M.M.C. Section 9.21.180"
- 5’ x 5’ HVO triangles are required where a driveway, garage, parking space, loading zone, or driving aisle intersects with the public right-of-way at the alley, sidewalk, street, or parkway. HVO triangles are required at dedicated landscaping areas and may not exceed 24” in height. Please amend plans to add HVO triangles where indicated on the ground floor plan.
- Please see the attached HVO handout for more information.

Pedestrian

- A pedestrian connection is required to the public sidewalk. Please clearly define how and where the access to the public right of way is maintained from the parking to ground level facilities.
- A pedestrian wayfinding information program is required for this site. The program shall direct employees, visitors, and residents to/from the project site and the nearest public transit locations, including bus stops, rail stations, and bikesharing facilities.

Vehicle Parking

- The maximum allowable amount of parking shall be 2 spaces or 5%, more, whichever is greater, than the quantities specified in Section 9.28.060, except for permanent public parking. Using the information provided in the parking summary table, the maximum allowed quantity of parking is 794 spaces. Please reduce the parking to that quantity.
- Please update Parking Summary to clearly indicate proposed parking quantities for commercial and residential uses per level. Include compact spaces if proposed. Clearly indicate the quantity of compact, standard, ADA, and EV parking provided for the site.
- There needs to be 1’ 6” clearance between parking spaces and walls/fences or driving aisles to maintain a buffer for accessibility.
- Be advised that EV parking required by the building code must be 9 feet wide. Please the attached EV Charging Requirements for Multi-family Residential and Nonresidential projects.
- Please see attached Parking Standards handout for permitted location of columns and dimension their location on the plans.

Considerations for Future Plan Submittals

Additional items to address in next plan submittal:

- Include a response to the Mobility Division design comments listed above.
- For completion of the Administrative Approval please submit for review:

- A Site Access Plan per SMMC 9.28.120.B.3.c. Site plan and supporting information for the Director to consider if a curb cut(s) is appropriate on Lincoln due to traffic, circulation, or safety concerns.
- A Parking and Loading Operations (PLOP). Describe parking and loading operations and show the path of travel from the loading space to the locations they serve. Please include information about loading for residential moving as well as loading for the commercial property.
- Details for the Bike rooms illustrating their size.
- A Parking Summary table that clarifies parking quantities are within the limits of the code and provides details about type and location.
- Details illustrating the location of column encroachments.
- Elevations for the alley parking access ramp. Illustrate the required six-inch rise in the ramp.
- Show the pedestrian connections from the site buildings and parking to the public right-of-way.

Questions?

If you have any questions, or would like more information, please contact Peter Dzewaltowski of the Mobility Division at peter.dzewaltowski@santamonica.gov or 310/458.8292.

Preliminary TDM Comments
Barbara Jacobson, barbara.jacobson@santamonica.gov
22ENT-0073 | 2601 Lincoln Blvd | 521 residential unit, Mixed Use Development

Based on the preliminary TDM application submitted, below is the estimated number of car, long-term & short-term bike parking spaces. With the project being so large, consider adding 2-3 carpool or vanpool parking spaces for commercial workers to commute to/from the site – this will incentivize pooled ridership, thus helping to meet the 1.6 AVR score annually.

Estimated total number of parking spaces: 850

Estimated total number of unbundled parking spaces: 850

Estimated Total number of carpool/vanpool parking spaces: 0

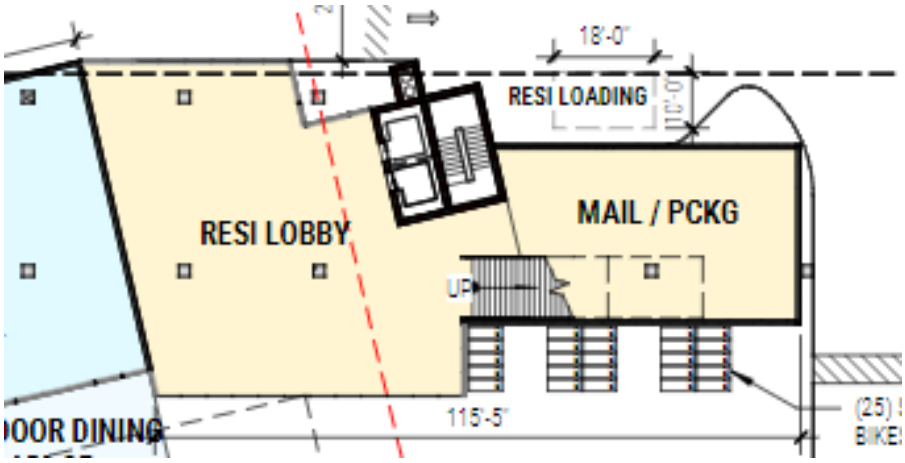
Estimated Total number of long-term bike parking spaces: 799

Estimated Total number of short-term bike parking spaces: 23

If Project site has 10,000 sq. ft. or more of non-residential construction, confirm that showers and lockers will be included: ☑

Based on the renderings provided, there is an opportunity to distribute the long-term bike parking throughout the project site. Provide proposed paths of travel for users getting/to from their bicycles to address safe pathways of travel that avoid potential conflicts with motor vehicles.

- Provide the renderings of the proposed long-term and short-term bike parking designs, including the number and rack type for larger / longer cargo bikes / cargo e-bikes
- On the renderings, it is unclear where electrical outlets are provided for long-term e-bike / cargo e-bike charging
- Due to the scale of the project, redistributing some of the bike parking to Ocean Park Blvd and throughout the project site will increase accessibility and use
- Some buildings will not have elevator access, provide the proposed paths of travel for people who will need to access their bicycles in long-term bike parking
- Due to the decentralized nature of the project, what is your plan for providing transit screens multiple locations, consideration for an app feature for residents so they can assess the transit landscape and times around the site to go to/from



- Recommend the installation of wayfinding signage to direct residents to nearby bus stops / shared mobility stations. These can be in time & distance. Would be very interesting if there was a way these were solar powered and provided real-time transit information about when the next buses were arriving

  Wayfinding Examples:

- Provide more information about the delivery & garbage trucks traversing the site and mitigation plans for avoiding conflicts with pedestrians and cyclists
- Provide a phasing plan for construction and transportation impacts (e.g., relocated bike lanes, closed sidewalks, moved bus stops)
- Provide 1-2 Carshare parking spaces for residents – options include peer-to-peer (P2P) and carshare providers
    - Refer to SMMC 9.28.180 § C. for more information
- Provide path of travel plans for the different levels of the project
- Information about the tracking system of commercial car trips – e.g., a ticketing system to track for annual developer TDM plan submission

More comments to follow. For more information about TDM in Santa Monica, visit our website, https://santamonica.gov/process-explainers/how-to-submit-a-developer-tdm-plan

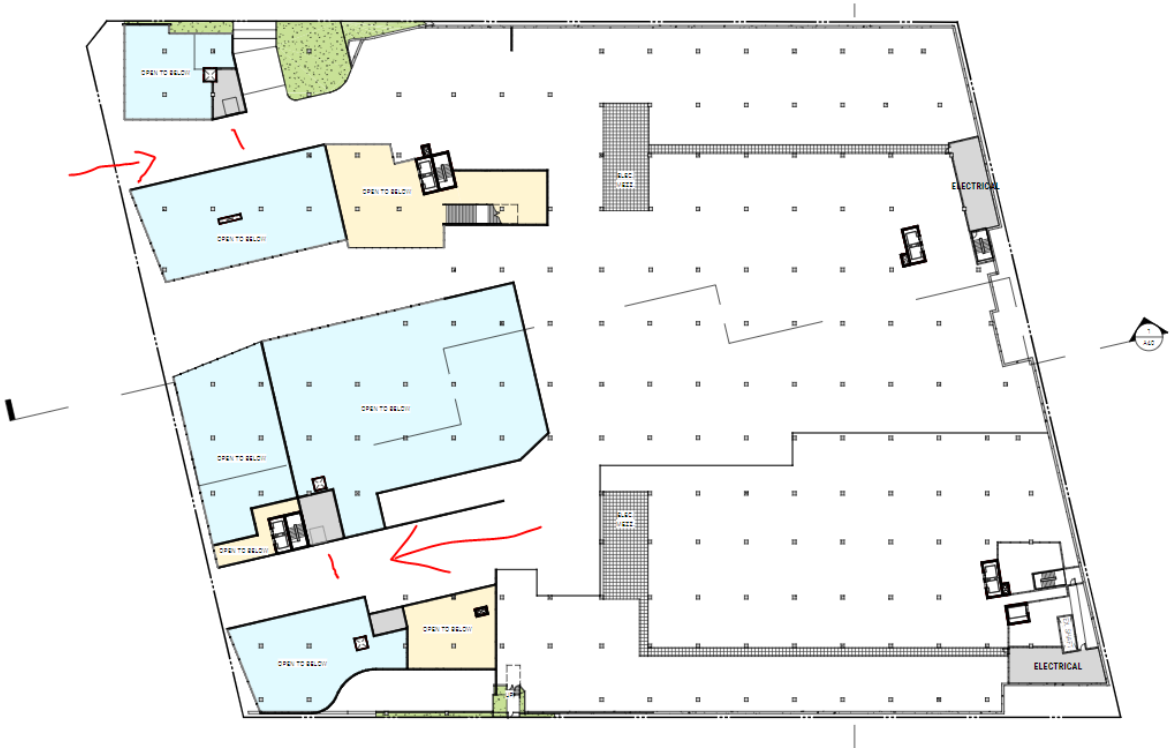
From: Rigoberto Matias
Sent: Monday, April 4, 2022 1:02 PM
To: Hank Koning <hkoning@kearch.com>
Cc: Matt McGlashan <matt@cypressequity.com>; JJ O'Brien <johnj@cypressequity.com>; Fernando Flores <Fernando.Flores@santamonica.gov>; Jose G. Ramirez <Jose.G.Ramirez@SMGOV.NET>
Subject: RE: 2601 Lincoln - Notes from discussion

@Hank Koning

My pleasure. See highlighted for response/comments.

Overview of Project:
521 units plus some 30,000sf retail including a grocery store.
Site is bounded by Lincoln Blvd (can be busy), Ocean Park Blvd (steep),
10th Court Alley, (relatively flat), Hill Place North Alley (flat at the east end then gets steep going down to Lincoln).
The design proposes separate Commercial and Residential RRR rooms.

The commercial uses are served by 2 RRR Rooms adjacent to the portion of driveways that are open to the sky. Collection can occur in the 25' wide driveways and the trucks can then circulate around through the parking structure which will have a minimum of 14' clearance.
RRR 15' height required if RR trucks are to circulate through structure.
Correct.
Comment: we need to figure out the drive path for each entrance, I totally forgot to mention it in our meeting, our collection vehicle(s) cannot go against traffic. RRR vehicle needs to stay on the correct side of the drive isle when servicing the location. see below.



Does this arrangement work for RRR? YES subject to 15' clearance requirement. Are the rooms proposed adequate in size? Yes Since this involves food waste can multiple collections per week be provided? Yes
Correct.

The residential units are served by 3 dual RR chutes distributed sound the site that discharge into 3 RR rooms in the P1 parking level. At 10th court a large staging area is proposed to serve RR collection.
We are looking at 2 options for getting the carts from P1 to the 10th court level staging area:

1. Scout trucks collect the carts (bins) in P1 and drive the carts (bins) up to the staging area and then following collection deliver them back to the P1 level. Can this be a City provided service or a building management service? Can be Either Obviously this is quite a distance to drive.If City Scout trucks then P1 needs to have 10' clearance throughout P1 level
   And depending on the direction your taking, the options will be: 1. Cancel the staging are on alley level of 10th court and will have to enlarge the enclosure to the commercial side to accommodate the residential bins and/or provide a separate enclosure solely for the residential bins for service. 2. Keep proposed layout and keep residential staging area off 10th court and property management will be responsible for the moving of the residential bins in a rotating basis which the city will need a letter of waiver choosing this option and release of any safety liability for handling city containers.

2. Building Management collects the bins at P1 and uses a service elevator to bring the carts (bins) up to the staging area and then following collection brings them back down to the P1 RR. rooms. Can Refuse collection, Recycling collection and Green waste

Collection be arranged for different days so that the staging area only needs to be sized for the greatest number bins in each category**?** **YES** Can there be multiple pick ups during the week? **YES**
Correct, and with no overhead clearance changes or enlarging of the enclosures or adding an enclosure and stay as proposed.

General Comments from Rigo:
Likes the staging area collection point on 10th court. Yes. as long as property management is handling the rotating of the refuse/recycle bins.
RR rooms appear to be adequate in size. Yes.
Need to provide dimensions of rooms and show 10' vertical clearance. Yes
Need an 8' wide X 10' overhead door (why 10' high?) electric operated with key pad to rooms being accessed by RRR. The height of the mechanical roll up door is a requirement due to unsafe use of the bins and we need to ensure service, its under 9.21.130.
Need 6" X 6" concrete curb or ¼" diamond plate to 6' high. I prefer the diamond plate, protecting all interior walls from the 3ft throughout the 6ft of all walls, servers better purpose to prevent property damage.
Need a floor drain and a hose bib within 25'. If the bib is within the room it needs to be recessed. Correct.
Bins are 4'x6', located under the chutes. Correct, bins need to be 2ft apart when stagged under the chutes and chutes need to fall in the center of the bin(s).

Also discussed Green Waste - separate waste bin will collect compostable green waste.This is acceptable to RRR. Correct, you will have all 3 commodities for your needs, trash, recycle and organics.

Let me know if you have any questions.

Regards,

City of Santa Monica

Rigoberto (Rigo) Matias
Resource Recovery and Recycling Division Supervisor

City of Santa Monica

SANTA MONICA FIRE DEPT.

Application: 22ENT-0073
Address: 2601-2645 Lincoln Blvd., Santa Monica, CA
Description: New 5-story mixed-use buildings with retail/ grocery store/ restaurant space at street level, and parking garages, etc.
Retail/ grocery store/ restaurant space at street level, parking garages at first floor and basement level. Multi-family residential units in the 2nd through the 5th floors, offsite affordable units, etc.

- The following project notes are based on information that was submitted during the time of application. These notes have been made to verify conformance to minimum requirements of codes and ordinances adopted by the City of Santa Monica. Codes in effect for this project include the 2019 editions of the California Fire Code (CFC), California Building Code, California Electrical Code, Title 19, NFPA 13, NFPA 70, and NFPA 72. Applicable code sections are referenced after each item in this list.

1. Automatic Fire Sprinkler System
   - Fire sprinklers are required for this project per SMMC 8.44.050.
   - Submit plans to eplans.smfireprevention@santamonica.gov for approval to the Fire Prevention Division to meet NFPA 13 requirements. CFC 903.3.1.1.
   - Please make note of this deferred submittal on your title page.

2. Fire Alarm System
   - Fire alarm system is required for this project per 907.2.9
   - Submit plans to eplans.smfireprevention@santamonica.gov for approval to the Fire Prevention Division to meet minimum requirements of NFPA 70, NFPA 72, and CFC 907.2.8.
   - Please make note of this deferred submittal on your title page.

3. Knox Box
   - Install a Knox Box as required by CFC Chapter 5, Section 506.
   - Knox box can be obtained online using your zip code. www.knoxbox.com

4. Signs and Addresses
   - Provide address numbers and legible from the street and alley in contrast with their background, minimum of 6" in height. SMMC 8.40.020

333 Olympic Drive, Santa Monica, CA 90401 • (310) 458-8663 • joe.cavin@santamonica.gov
santamonica.gov • @cityofsantamonica • @santamonicacity

5. Exit Analysis
    - Upon submittal, please provide a detailed exit analysis showing compliance with Chapter 10 of the California Fire Code.

6. Emergency Responder Radio Coverage – CFC 510.
    - This needs to be a deferred submittal, submitted through Project Dox.
    - Please make a note of this deferred submittal on your title page.

7. Fire Apparatus Access Roads
    - This project must comply with section 503 and Appendix D of the California Fire Code.
    - Each building shall have not fewer than two means of fire apparatus access.
    - Specifically, Section D105 requires a minimum unobstructed width of 26 feet, exclusive of shoulders. One of more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of each building.

8. High Rise Requirements- SMMC 8.44.090
    - If after complying with the Fire Apparatus Access Road requirement, any buildings have floors used for human occupancy more than fifty-five feet above the lowest level of Fire Department vehicle access, they will need to meet all of the requirements contained in Section 403 of the California Building Code.

Respectfully,

Joe Cavin
Fire Marshal
333 Olympic Dr.
Santa Monica, CA 90401
(310) 458-8663
Visit our website
Facebook | Twitter |
Instagram

Building & Safety Division

Application: 22ENT-0073
Address: 2601-2645 Lincoln Blvd., Santa Monica, CA
Description: New 5-story mixed-use buildings with retail/ grocery store/ restaurant space at street level, and parking garages, etc.
Retail/ grocery store/ restaurant space at street level, parking garages at first floor and basement level. multi-family residential units in the 2nd through the 5th floors, offsite affordable units, etc.

Building and Safety Development Review Comments

1. This set of comments is for design purpose(s) and no response to the comments is required to be submitted for review. Additional corrections may follow.

2. AQMD (Air Quality Management District) notification is required for projects involving demolition activity where asbestos containing material is present. For more information, contact AQMD at (909) 396-2336 or search www.aqmd.gov.

3. This project shall comply with Title 24 and 2019 California Building Code (CBC), California Mechanical Code (CMC), California Plumbing Code (CPC), California Electrical Code (CEC), California Energy Code (CEnC), California Green Building Code (CGBSC), SMMC, etc. If this project is submitted after December 31, 2022, it shall comply with the 2022 Codes.

4. Project plans are incomplete. Provide fully dimensioned site plan, floor plan(s), roof plan(s), basement plan(s), buildings elevations, buildings sections, and all as needed for review. Provide building grid with dimension on plans.

5. Perform an area, occupancy, and type of construction analysis for each building and all the buildings on this lot on the cover sheet of drawings. Verify compliance with CBC 2019/ 2022 Chapter 5 Sections 503 through 507 and subsections, etc. This analysis shall be performed for each floor of each building, each building itself, and all the buildings on this lot. Also show if fire sprinklers are used for area increase, additional number of stories, etc. on plan. (CBC 2019 and CBC 2022)

6. Occupiable roof deck: Comply with CBC Chapter 5, Section 503 and subsections, Section 504, and Tables 504.3 and 504.4, etc., and show on plan.

7. Building shall be sprinklered. Show building sprinkler system shall be in accordance with CBC Section 903.3.1.1 on plan.

8. Buildings with floors used for human occupancy more than 55’ above the lowest level of Fire Department vehicle access shall comply with the high-rise building requirements [CBC Section 403, Chapter 8.44.080 SMMC]. Comply with the latest version of the SMMC regarding the high-rise building height (75’ft) and show on plan.

9. An application for the demolition of any existing structures at the site must be filed and approved prior to building permit issuance. Since this process may take up to 2-3 months, it is highly recommended that demolition application be filed as soon as possible.

10. Show fire separation distance (FSD) of the building to the property line(s) on plan (CBC chapter 7).

11. Provide stair(s) and stair(s) landing dimension(s) on plan.

12. Occupiable roof deck: Show maximum travel distance from the occupiable roof deck to the exterior of the building on plan. Provide 2- exits from this space.

13. Provide and show two exits from the roof and show on plan.

14. Buildings four or more stories in height are required to have one stairway extended to the roof unless the roof has a slope steeper than 4 to 12. Provide stairway identification signs. [1011.12].

15. Provide two stairs (minimum) and one elevator (minimum) for each building. Show on plan.

16. There are horizontal exits/ exit balconies providing egress from one building to the next. Horizontal exits shall not serve more than 50% of the required exits for each building, and each building shall have one set of stairs as a minimum. Revise and show on plan.

17. Exterior stair(s) at the imaginary lot lines between the buildings: Provide protection for exterior stair at these locations and show on plan. These shall be interior stair (enclosed stair). Show on plan.

18. Stair(s) serving each building shall be as close to the same building as possible. Exit balconies that lead the resident to travel to the common stair with the neighboring building does not serve the purpose. Provide separate stair for each building and show on plan.

19. Provide emergency egress windows for the residential units and show on plan. (CBC Section 1030, etc.)

20. Mixed use and occupancies shall be provided for per section 508. Provide necessary fire barriers (including rated floors) depending on the approach taken (CBC Sections 508.3, 508.4, T508.4, etc.)

21. Show on plan if this is publicly funded project or it is a privately funded project. Refer to CBC Chapters 11A and 11B and provide accordingly. Additional corrections may follow.

22. Residential units shall comply with CBC Chapters 11A and 11B.

23. Privately funded project, elevator building: All residential units shall be adaptable and shall comply with CBC Chapters 11A. Show on plan.

24. Provide parking plan. Show accessible parking space(s) for residents and guests, accessible parking for common areas, EV parking space(s) with loading and unloading areas, EV charging station(s), etc. on plan.

25. Maintain minimum access and parking headroom clearance of not less than 7’ [406.4.1] and 8’-2” for accessible parking. [CBC 11B].

26. Passenger loading space shall be accessible (CBC Chapter 11B). Show on plan.

27. Parking garages shall have an unobstructed headroom clearance of not less than 7'-0" above the finish floor to any ceiling, beam, pipe, or similar construction. The clear height of vehicles and pedestrian areas required to be accessible shall be 8'-2" and shall comply with Chapter 11A and 11B as applicable. [406.4.1] [1109A.8.1] [11B-502.5]

28. Show accessible parking for each occupancy (retail spaces, residential units, restaurant occupancy, etc.) on plan.

29. Mezzanine floors: Indicate how mezzanine complies with area, enclosure and exit requirements [505].

30. Building exterior wall opening protection shall be provided for the open space(s) on each level where there is projection of any floor/ roof above this open space.

31. All buildings shall be accessible and on an accessible route of travel to the exterior of the building to the public way. This applies to the ground floor of each building, each floor/ story of each building, garage floors, roof deck, etc. Show on plans.

32. Building projections and balconies shall be located in this lot and shall not encroach the adjacent sidewalk, public way, alley, adjacent property, and so on. Show on plan.

33. Stairs: Comply with CBC 2016 Section 1023 (Interior exit stairways and ramps), Section 1019 (exit access stairways and ramps), CBC Section 1027 exterior stairs, etc. Show on plan with dimension.

34. All point of access to the buildings shall be accessible. (CBC Section 206). Show on plan.

35. This development is on different lots. Provide lot tie documentation and record it in Assessor's office and governing agencies.

36. Provide ( ) - hour exterior wall construction and openings per Table 705.8 for type ( ) construction [Tables 601 and 602]. Openings include windows, doors, scuppers, vents, etc.
This applies where there are imaginary property lines between different buildings in this lot. Provide and show on plans.

37. Provide a parapet on the exterior wall [705.11.1] unless one of the exceptions of section 705.11 applies.

38. The building doors shall be located in this lot when fully opened and shall not encroach the adjacent sidewalk, public way, alley, adjacent property, and so on. Please show on plan.

39. Building exterior wall opening protection shall be provided for the open space(s) on each level where there is projection of any floor/ roof above this open space.

40. Exterior exit stairways shall be permitted as an element of a required means of egress for buildings not exceeding six stories above grade plane or that are not high-rise buildings.

41. Building projections and balconies shall be located in this lot and shall not encroach the adjacent sidewalk, public way, alley, adjacent property, and so on. Show on plan.

42. Provide level landing on each side of the door not more than (") below the threshold. [1010.1.6, 1010.1.7].

43. No point in the building shall exceed the distances in Table 1017.1 from an exterior exit, door at the level of exit discharge, an entrance to a vertical exit enclosure, enclosed stairway, exit passageway, exterior exit stair or ramp measured along the path of travel. The travel distance shall include travel within unenclosed stairways. [1017.1] Note: Travel distance and common path of egress travel each share the same starting point.

44. Exit enclosures shall exit directly to the exterior of the building or shall include an exit passageway on the ground level leading from the exit enclosure directly to the exterior of the building unless an exit discharge lobby or exit discharge passageway is used. Openings into the exit passageway shall comply with Section 715. [1023.3].

45. Exit discharge shall provide a direct and unobstructed access to a public way. (CBC 2016/ 2019 Section 1028.5 and exceptions).

46. Comply with the following **exit discharge** requirements:
    a) Exterior exit balconies, stairways and ramps shall be located at least 10 feet from adjacent lot lines and from other buildings on the same lot unless the adjacent building exterior walls and openings are protected in accordance with Section 705 based on fire separation distance. [1028.4]
    b) Exterior exit ramps and stairways shall be separated from the interior of the building as required in Section 1027.6. Openings shall be limited to those necessary for egress from normally occupied spaces. [1027.6]
    c) The building exterior walls within 10 ft horizontally of an exit enclosure or exterior stairway with nonrated walls and openings less than 180 degrees to the exterior building walls shall have a fire resistance of 1hr and opening protection of ¾ hr. [1027.5].
    d) Exterior stairways shall be open on at least not less than one side [1027.3]
    e) Where an exit court has an occupant load of 10 or more, provide not less than one-hour fire-resistive construction and ¾- hour opening protection for exit court walls for a height of 10 feet above the floor of the court when exit court is less than 10 feet in width [1028.4].

47. Provide two-hour fire-resistive stair enclosure where connect 4 or more stories and not less than one-hour fire-resistive walls less than 4 stories. [1023.2].

48. Provide access to two exits on all floors since the common path of egress travel exceeds 75 ft. (100 ft) in room/ garage _____. [1006.2.1]

49. Provide adequate exit separation between required exits. [1007.1.1].

50. Vertical distance between stairway landings is limited to 12 feet. [1011].

51. Exit discharge shall provide a direct and unobstructed access to a public way. (CBC 2016/ 2019 Section 1028.5 and exceptions).

52. Elevators shall comply with CBC Chapter 11A and 11B. Provide clear inside elevator car dimensions as required by Title 24.

53. Provide approved protection details for through penetrations of fire-resistive assemblies [714.3.1.1, 714.3.1.2]. Also, provide a note on the plans stating: “Penetrations of fire-resistive walls, floor-ceilings and roof ceilings shall be protected as required in CBC Sections 714.3 & 714.4.

54. Provide veneer design and installation details: thickness, anchors, backing, lintels, and support systems. [Chapter 14]

55. An application for the demolition of any existing structures at the site must be filed and approved prior to building permit issuance. Since this process may take up to 2-3 months, it is highly recommended that demolition application be filed as soon as possible.

STRUCTURAL PLANS

56. No structural plan is submitted for review. Additional corrections may follow.

57. Submit Soils/Geotechnical report for review and approval [1803.2].

58. Provide complete shoring plans for the subterranean excavation or provide plans and sections showing cut slopes as recommended per approved soils report. Before commencing the excavation, proof of notification to adjoining property owners shall be submitted. [3307]

59. For concrete structural slabs supporting multiple levels of light frame construction:
    i. Use cumulative unreduced live load of all levels supported by the slab, or
    ii. Use the exact loading of walls and columns on slabs, or
    iii. If reduced uniform live loads are used, provide sample calculations for at least two critical strips of slab verifying that reduced live loads are equivalent or more conservative than actual loads applied.

ENERGY and CALGREEN CODES

60. Comply with the City of Santa Monica ENERGY REACH CODE REQUIREMENTS for new construction. (SMMC Chapter 8.36, and other sections)

    a) Comply with the SMMC Section 8.36.030 Energy efficiency and solar photovoltaic requirements—High-rise residential, non-residential, and hotel and motel buildings.

61. Provide solar PV system per the latest SMMC. Solar plans and calcs shall be included with this project submittal.

62. All new high-rise residential buildings (4 stories or more), non-residential buildings, hotels and motels shall be designed to use ten percent (10%) less energy than the allowed energy budget established by the 2019 California Energy Code and install a prescriptive amount of solar photovoltaics (see Solar Photovoltaic Requirements SMMC 8.106.080).

63. Meet T24 Energy Standards [4.201.1 CGBSC]

64. Provide and show EV parking space(s).

65. Comply with the City of Santa Monica 2020 EV REACH CODE - EV CHARGER REQUIREMENTS for new construction.

66. All new electrical services in multi-family dwelling buildings must comply with the requirements of SMMC 8.106.100.

ADDITIONAL COMMENTS

67. Additional corrections may follow.

Reviewer: Mehrasa Khanpour, PE
Principal Plan Check Engineer

CDD – Building and Safety Division
City of Santa Monica
310-458-2201 Ext. 6300
mehrasa.khanpour@smgov.net
mehrasa.khanpour@santamonica.gov

City of Santa Monica

Office of Sustainability and the Environment (OSE)
City Hall East | 3rd Floor
1685 Main St.
Santa Monica, CA 90401

OSE Departmental Review Comments

Date:	March 17, 2022
Application Number:	22ENT-0073 (Development Review Permit)
Project Address:	2601 Lincoln Blvd.
Project Type:	New 5-Story, 521-Unit, Mixed-Use Building

Energy & Green Building Reach Codes

Reach codes are applicable to the newly constructed building.

Per the SMMC 8.36.030 Energy Reach Code:

- Title 24 Energy Modeling and Certificate of Compliance must be authored by a Certified Energy Analyst (CEA) with a status of "active-current." Find a CEA: https://cabec.org/find/cea-current/.
- Solar Requirement:
    - At least 2 watts of solar is required per sq.ft. of the building footprint.
        - Example: 43,500 sq.ft. footprint * 2 watts = 86.9 kW of solar minimum
- Energy Performance Requirement (two options for compliance, but all-electric buildings are preferred):
    1. If the building is all-electric (preferred to help meet sustainability and air quality goals), simply meet State Title 24 Energy Code requirements.
    2. If the building is mixed-fuel (includes any natural gas end uses), a 5% energy efficiency compliance margin on the Title 24 documentation is required.

Per SMMC 8.106.120 EV charging non-residential mandatory measures.

- EV Charger Requirement:
    - For the non-residential parking: 10% of spaces must have EV Chargers installed and another 30% of spaces must have raceway/conduit to support future EV charging.
    - *DCFC Option: 1 DC Fast Charger (480V; min 50 kW) may replace up to 5 required level 2 (240V) chargers

Per SMMC 8.106.110 EV charging residential mandatory measures.

Section 4.106.4 of the 2019 California Green Building Code and its subsections are amended.
See 4.106.4.2 Multi-family.

- 10% of spaces have an EV Charger installed, 20% of parking spaces EV Ready (Full-circuit EVSE, with breaker, ready for the charger), and remaining parking spaces served by raceway or conduit to support a future EV charger; no additional EVSE or panel capacity required.

For more info see the New Construction Guide to Support Santa Monica's Energy Reach Code.

Reviewer: Drew Johnstone | Energy & Green Building | 310-458-8391 | drew.johnstone@santamonica.gov

Water Neutrality

- Water Neutrality compliance is required per SMMC 7.16.050:
    - Increased water usage (New Water Demand) resulting from the project must be offset, or saved, in other existing buildings in the City. This negates, or "neutralizes", the project's impact on the City's overall water demand.
- New Water Demand = Projected Water Demand (indoor and outdoor) of the project minus the Baseline. The Baseline is the annual average of water use on the parcel(s) from the previous five years (looking back from the permit application creation date) obtained from City billing records.
- There appears to be at least ten Santa Monica non-Fire utility accounts associated with the project's parcel. These accounts will be used to determine the Baseline water use:

Service Address	Account #	Account Holder	Water Service Category
2603 Lincoln Blvd.	404010-2	LINCOLN CENTER	Commercial
2611 Lincoln Blvd.	901093-1	DRY CLEAN X-PRESS	Commercial
2627 Lincoln Blvd.	402820-3	GELSON'S MARKETS	Commercial
2627 Lincoln Blvd.	402820-3	GELSON'S MARKETS	Commercial
2627 Lincoln Blvd.	402830-4	LINCOLN CENTER	Landscape
2627 Lincoln Blvd.	901580-3	GELSON'S MARKET	Commercial
2633 Lincoln Blvd.	404060-6	AMERICAN NATIONAL CAPITAL, LLC	Commercial
2639 Lincoln Blvd.	404100-11	HUNGRY POCKET-FANTASTIC SAMS	Commercial
2643 Lincoln Blvd.	404120-5	DIEN DANG	Commercial
2645 Lincoln Blvd.	404140-10	DONG MIN KIM	Commercial

- Calculations to determine projected water demand must be completed and submitted to ProjectDox at the start of the formal permitting process. The City provides Excel calculators at

www.smgov.net/waterneutrality. Alternatively, the applicant may conduct their own calculation of projected water demand and submit for the City to review. For complex projects, it is encouraged for the applicant to perform their own water demand calculations.

- Projected outdoor water demand is determined by completing a Landscape Water Demand calculator. See http://www.smgov.net/Departments/OSE/Categories/Landscape/Landscape_Requirements.aspx
- Compliance with Water Neutrality (i.e. offsetting the New Water Demand) is accomplished by the applicant paying an In-Lieu Offset Fee ($0.18 per gallon of offset) that covers the City's cost to retrofit the required quantity of toilets. The City performs these retrofits, not the applicant.
- Highly recommend installing Premium High Efficiency Toilets (PHETs) that 1.0 gpf flush or less. This is lower than the maximum 1.28 gpf allowed by CALGreen.
- More information: www.smgov.net/waterneutrality

Reviewer: Tom Fleming | Water Conservation | 310-458-8972, x5 | thomas.fleming@santamonica.gov

Landscape & Irrigation

- This project must comply with the Green Building Ordinance which contains the Water Efficient Landscape and Irrigation Standards (SMMC 8.108 Subpart A - Landscape and Water Conservation Section). These standards ensure efficient water use, the elimination of urban runoff and the promotion of healthy and diverse habitats for all existing and new landscapes
- Please review the Landscape Requirements web page. In particular, the following items ***must be submitted*** for plan review:
    1. Landscape Plan Submittal Verification Sheet
    2. Irrigation Plan Submittal Verification Sheet
    3. Landscape Water Demand Calculator for Mixed Use and Commercial
- Landscape Open Trench and Final inspections are required.

Reviewer: Tom Fleming | Water Conservation | 310-458-8972, x5 | thomas.fleming@santamonica.gov

PUBLIC WORKS DEPARTMENT

Project: 22ENT-0073
Address: 2601 Lincoln Blvd

The following are preliminary PW comments based on information that was submitted at the time of application. Additional comments may apply as more detailed plans are made available.

CIVIL ENGINEERING AND ARCHITECTURE

1. Offsite Improvements - Civil Engineering drawings may be required to show the following:
   - Replacement of sidewalks, curbs, and gutters adjacent to the property.
   - Repaving of streets adjacent to the property or affected by utility relocations.
   - All driveways abandoned by the new development to be removed and replaced with curb, gutter, sidewalk, and landscaping to match existing.
   - All existing and proposed driveways to comply with City of Santa Monica Standard Plan No. SM 5.
   - The increased traffic in the alley will require that you remove the asphalt driving surface in the alley for the width of the alley and length of your property. The construction of the alley must comply with Santa Monica standard plans. Civil drawings will need to be submitted to the Office of the City Engineer for review and approval.
   - Installation of new alley approach and curb ramps as necessary.
   - Installation or modification of tree wells and installation of new street trees if required by Urban Forest.
   - (Possibility) Relocation of existing or installation of new traffic signals and street lighting. New Traffic Signal modifications and/or installations shall be determined by Santa Monica Department of Transportation (Santa Monica DOT). Street lighting improvements maybe required if current lighting standards do not meet Illuminating Engineering Society (IES) lighting level recommendations. A lighting study may also be required.
   - Right-of-Way easement dedications maybe required for any ADA access requirements which include upgrades to substandard sidewalks, curb ramps, etc. adjacent to the project parcel that may require additional right-of-way.

2. Encroachments
   - No encroachments are allowed in the alley right-of-way.
   - Doors shall not swing open into the alley or street right-of-way.

- Any proposed encroachments of onsite improvements into the public right-of-way must be approved by Public Works.

3. Utilities
   - Existing overhead utilities and all new proposed utilities must be installed underground.
   - Coordinate with the utilities companies to determine how and where undergrounding will occur.
   - Show the location of the Southern California Edison electrical transformer and switch equipment/structures on the site plan. The SCE structures serving the proposed development shall not be located in the public right-of-way.
   - The building plans will need to demonstrate that adequate space is reserved for all above ground utilities access points. This may include: DCDA for fire water supply, water meters, solid waste storage or staging area, and above grade gas meters.

4. Excavation and shoring plans
   - If the project excavation affects the public right-of-way, submit a copy of the shoring plans with the building plans.
   - If the project includes tiebacks into the public right-of-way, a tieback agreement is required. The agreement must be completely executed and tieback permit fees paid prior to approval of the building permit. This agreement is prepared by the City Attorney and the process could take between three to six months to execute and record at the Los Angeles County Recorder's Office.
   - Tieback agreements with adjacent private property owners must also be complete and a copy submitted to the City.

5. Stormwater Runoff
   - The project must comply with the Urban Runoff Mitigation (URM) Ordinance SMMC Section 7.10. For more information on Urban Runoff Mitigation, see "*Working for a Cleaner Bay*". The City does not allow "treat and release" for stormwater runoff.
   - Show the proposed location for a URM feature/structure.
   - All runoff must be conveyed to the proposed URM feature with overflow discharging to the street.
   - The street overflow curb drain shall be constructed according to City of Santa Monica Standard Plan No. SM 10.
   - Site drainage will not be permitted to empty into alleys or "sheet flow" across sidewalks.
   - Runoff from direct (vertical) rainfall and garage ramps partially exposed to direct rainfall must drain through an urban runoff mitigation feature to the street gutter.
   - Submit a copy of the Storm Water Pollution Prevention Plan with the plan check submittal if lot size is 1 acre or larger.
   - Ramp drains exposed to direct rainfall must drain to the urban runoff mitigation feature before discharging to the storm drain system.

- Restaurants and food preparation areas require a grease interceptor with sample box.
- An oil-water clarifier and/or catch basins with filter inserts are required for parking areas open to the sky. Show the proposed location.
- All sites 15,000 SF or greater are required to install a cistern sized to meet the required volume for all of non-potable water use including irrigation for the dry summer months (June – September). Calculation of the irrigation needs will be required to be submitted for verification. The project may choose to install a larger cistern if the project proposes a greywater system. The development will receive credit towards the in lieu fee for the volume provided by the cistern.

ADMINISTRATIVE FEES AND SERVICES

1. Increased water and sanitary sewer usage from the proposed development may require a water and sewer study to be provided. In the case where a larger water meter is required or if the proposed development is not water neutral in accordance with the City's Water Neutrality Ordinance, a water and sewer study will be required. For any questions on these requirements, please reach out to the Public Works Water Resource Division at Water.Resources@santamonica.gov.

2. Increased runoff resulting from the proposed development may require a storm sewer study to be provided.

3. This project may incur the following fees:
   - Upgraded or new water services to include a separate, dedicated fire service. Multi-family residential dwellings shall be required to install individual water meters or sub-meters for each unit. [SMMC 7.12.150 (a)]
   - Water Neutrality Fee: based on an estimated average water rate for the land use and the intensity of the proposed land use.
   - Wastewater Capital Facility Fee: based on an estimated average sewage rate for the land use and the intensity of the proposed land use.
   - A performance deposit is required to ensure that waste material from demolition and construction is disposed of properly. (SMMC 8.108) The deposit is 3% of the construction costs to a maximum of $30,000. Accompanying the deposit, you must submit a waste management plan to Resource Recovery and Recycling.

4. Any use of the public right-of-way for construction will require a permit from the Public Works Department. Permits may be obtained at the Public Works Counter, City Hall Room 113. The phone number is (310) 458-8737.

WATER RESOURCES

5. Fire sprinklers require that a double check detector assembly be installed above ground on private property at a location that is easily accessible to the Fire Department for maintenance and testing. This assembly requires a 3 ft. x 8 ft. space. Protection from vehicular impact shall be provided on private property and not in the public right-of-way. Show the proposed location on your plans.

6. Plans must comply with the LA County Department of Health **cross connection control guidelines**. Contact the Water Division at (310) 458-8535 to verify cross connection controls requirements.

7. Determine if the proposed development is in the Recycled Water user area where the development is required to use Recycled Water and if the development needs to comply with the City's Recycled Water ordinance. For questions on Recycled Water guidelines and requirements for your project, please reach out to the Public Works Water Resource Division at Water.Resources@santamonica.gov

8. Water Resources Protection Programs
   - All covered drains in the parking structure not receiving direct vertical rainfall must be connected to a clarifier. The clarifier must have a sample box and be connected to the sewer. Garage entrance ramp drains not exposed to direct rain water must also connect to the clarifier.
   - Ramp drains exposed to direct rainfall must drain to the urban runoff mitigation feature before discharging to the storm drain system.
   - Restaurants and food preparation areas require a grease interceptor with sample box.

REQUIRED DOCUMENT FOR ELECTRONIC PLAN REVIEW

When submitting building plans for review, please include the appropriate City of Santa Monica Public Works Civil Engineering checklist. Checklists can be found under the Plan Check Guidelines and Requirements section of the Public Works Website. (https://www.smgov.net/Departments/PublicWorks/)

Reviewer:	Mohammad Dakwar
Supervisor:	Joshua Carvalho, PE
Office Hours:	Mon–Fri 8:00am–5:00pm
Telephone:	(310) 458-8737
Email:	mohammad.dakwar@santamonica.gov

Urban Forest – Plan Review Memo

Date: 7/26/2022

From: Peter Provenzale – Urban Forest

Subject: **22ENT-0073**– 2601-2645 Lincoln Blvd

Please:

- Plan for new curbside tree planting and existing tree preservation:
  - 7 existing trees to preserve onsite as per CSM Tree Code
    - 4 existing trees on Lincoln, new tree wells to be 5'x8' 5'x10'
    - 3 existing trees on Ocean Park Blvd, new tree wells to match existing or longer (existing carob has its own footprint versus the new or existing trees)
  - 3 new planting opportunities on Lincoln
  - 3 new planting opportunities on Ocean Park Blvd

- Remember to include the tree protection guidelines on your site plan. (see attached document)
- Please label the construction access on your site plan.
- Ensure the current existing trees are to be preserved during construction as per the City of Santa Monica Urban Forest Master Plan. (Tree protection fence is to be labelled on plan including Tree protection guidelines).
- Label note on any excavation & shoring plans: *"Any excavation for subterranean parking requires an arborist onsite when in the critical root zone. Contact City of Santa Monica Urban Forestry staff minimum 2days in advance prior to excavation within Critical Root Zone"*. We are available to meet on site to discuss any questions in advance.
- Any proposed removals are to be submitted in writing as soon as possible with supplemental plans explaining unavoidable conflict with construction. If approved, restitution for removed tree(s) will be compensated for by the applicant with equivalent quantity of trees, determined by Urban Forestry Staff, to be planted in the public right of way.
- Any available tree planting is to be fulfilled by applicant. Urban Forest Staff will survey the site for planting min. 24" box trees species as per CSM Urban Forest Master Plan. Palms to be planted at 10ft BTH min unless otherwise specified for traffic clearance (ie adjacent bus stops or high traffic roads at 25' BTH).

Santa Monica urban Forest Master Plan:
https://www.smgov.net/uploadedFiles/Portals/UrbanForest/REVISED_UFMP_CH1_CH2_rotated.pdf

Please let us know if we can be of further assistance.

Thank you for contacting the City of Santa Monica – Urban Forestry,

Peter Provenzale
Urban Forest Supervisor
(310) 458-2201 ext.2201
peter.provenzale@santamonica.gov
santamonicatrees.com

THE CITY OF SANTA MONICA'S GUIDE TO:

PLANNING & PROTECTION OF PUBLIC TREES DURING CONSTRUCTION PROJECTS

South-East Corner of Michigan Ave & 16th st

City of Santa Monica - Public Works Department - Urban Forestry Division
2600 Ocean Park Blvd. - Santa Monica, CA 90405 - (310) 458 - 8974

Tree Protection & Why it is Necessary:

Santa Monica's urban forest is a highly valued resource and a cornerstone of sustainable communities. Larger trees provide significantly greater environmental benefits to the community than smaller ones.

New construction can cause irreparable damage to trees if not designed and executed correctly. The movement of building materials onto construction sites, the use of heavy building equipment, grading, and/or trenching for underground utilities all have the potential to physically damage trees. Damage can occur to tree parts both above and below ground including their associated soil resource. Therefore, the protection and preservation of City trees must be an essential element within any new construction project from design throughout the completion of construction.

The City's plan check process allows for Santa Monica's Urban Forestry Division staff to review and comment on how a proposed construction project may affect existing public trees during the design phase. Santa Monica's Urban Forestry staff will specify plans that require specific tree related notes be included on plans to prevent any unreasonable negative impacts to City trees.

City of Santa Monica's Tree Code & Related Industry Standards

Public trees are protected from injury by Santa Monica City's Municipal Tree Code (7.40.160). The City of Santa Monica therefore mandates that during any demolition or construction activity an appropriate Tree Protection Zone (TPZ) fence is established around City trees. The tree protection fence and the continued management of public trees impacted by construction or demolition must follow current industry specifications, standards and Best Management Practices including:

- ***American National Standards Institute (ANSI) A300 Part 5: - American National Standard for Tree Care Operations – Tree Shrub, and Other Woody Plant Management – Standard Practices (Management of Trees and Shrubs During Site Planning, Site Development, and Construction)***
- ***International Society of Arboriculture (ISA) Best Management Practice Companion Publications to ANSI A300 (Part 5)***

I – The Design Phase and Preparing for Plan Check:

The design phase is very important when planning for a new project. Projects can vary in form such as largescale developments, new construction, major alterations, tenant improvements, ADU's etc. Santa Monica City owned trees shall be considered part of the existing infrastructure similar to subsurface utilities & associated meters, utility/light poles, fire hydrants, gas lines, water and sewer lines. However, it is important to recognize that a tree is a dynamic and living organism requiring special care and consideration.

The checklist below are items that must be considered and accounted for when planning a project adjacent to existing City trees:

- For designated Landmarks, the entire parcel may be designated. If so, all existing trees are included in the Landmark designation, and require protection.
- How many existing City-owned trees are onsite requiring preservation?
- How many existing trees might need to be relocated (transplanted)? Has this been agreed upon with Santa Monica Urban Forestry? **Please see 1a below.**
- Are any existing trees being proposed for removal? Has this been agreed upon with Santa Monica Urban Forestry? **Please see 1b below.**
- Where are the opportunities to plant new trees?
- How does the existing tree canopy impact the proposed project profile?
    - Are there awnings, balconies, or other structures protruding from the building that may interfere with a curbside City tree?
- Will a sidewalk bridge/pedestrian tunnel be installed?
- Is there excavation & shoring for subterranean parking or basement?
    - Is there an overcut needed?
- Is there a storm water retention basin to be installed and where?
- Does the sidewalk and/or curb require removal and replacement?
    - Will an existing driveway be relocated or decommissioned & replaced with parkway or new sidewalk?
        - Please note that driveways should be positioned at least ten-feet (10') from nearest edge of existing trees.
- What is the parkway length and width?
- Is there street furniture including but not limited to bus stops and shelters, mailboxes, signs, bicycle racks, fire hydrants or any other obstructions on the sidewalk being moved or installed that might impact City trees?
- Are there manholes, storm drains, catch basins, or valve boxes being moved or installed that might impact City trees?

Furthermore, when designing a new project, it should be determined how a structure will be built. The construction of the project and how contractors access the site should not impact existing City trees.

1a - Proposed Tree Relocations:

In the design phase, if a tree up to five inches (5”) in diameter (measured 4 ½ ft above the trunk flare) is proposed for relocation (transplanting) please contact the Urban Forestry Division in writing. It is unlikely that trees exceeding this size will be approved for transplanting unless the tree is a palm species. Santa Monica Urban Forestry staff will review a submitted arborist report and assess palms for transplant if brown trunk height (BTH) is over 35 ft.

Santa Monica Urban Forestry staff will require concise details, including any supplemental plans, to explain why a tree needs to be relocated. Please note that trees should be relocated to a more favorable location onsite where possible. If approved by Santa Monica Urban Forestry, boxing trees and having them maintained offsite by a reputable tree company until re-installation near the end of construction may be an option at developer’s cost.

Onsite Jacaranda relocation as part of Reed Park landscape improvement & exercise area retrofit.

Santa Monica Urban Forestry requires that transplanting work complies fully with ANSI A300 Part 5 and the associated ISA Best Management Practices (BMP). If transplanting is approved by Santa Monica Urban Forestry, a scheduled field meeting with a reputable tree/landscape contractor will need to be coordinated by the applicant. At this meeting the final details, including maintenance, will be agreed upon and added to plans. Parkway trees can be challenging to transplant and may require the removal of adjacent sidewalk to achieve the best root ball per industry standards (10”-12” of root mass per diameter inch of tree) or as determined by Santa Monica Urban Forestry staff in the field.

Trees and palms, including the adjacent soil, shall be sufficiently watered in the days prior to transplanting. They must also be regularly watered afterwards, preferably by automatic irrigation, to ensure successful establishment. If Santa Monica Urban Forestry staff assess that a tree or palm is unsuccessful within 12 months of transplanting, often due to a lack of sufficient aftercare, the developer will be responsible for replacing the tree or palm with an equivalent sized tree or palm at no cost to the City of Santa Monica.

1b - Proposed Removals:

It is recommended that the design phase of a project explore all options to avoid removal of a Santa Monica City tree. If there is an unavoidable conflict with construction and a City tree cannot be preserved, please submit a Public Tree Removal Appeal Application including a letter of intent explaining why a tree will need to be removed with concise details and any supplemental plans.

Santa Monica's Urban Forest Master Plan has strict criteria on when a City tree is authorized for removal. Trees in Santa Monica are usually only removed when they are dead, dying or pose an unreasonable risk as determined by Santa Monica Urban Forestry staff. Tree removal for new construction is often not permitted and may require lengthy review processes involving the City of Santa Monica's Urban Forest Task Force. Ultimately, the Director of Public Works approves all Santa Monica tree removals. If approved, restitution shall be provided to the City to offset the loss of the tree.

Please note Santa Monica City trees up to 5" diameter may be transplanted safely to another location (see section 1a "Proposed Tree Relocations).

Restitution resolved, posted and removed for Fire & vehicular access at the "Pen Factory" remodel 2701 Olympic blvd.

Calculating Tree Restitution:

The provision of restitution to replace the value of a removed tree is a vital component of a sustainable urban forest. It helps ensure that Santa Monica's urban tree canopy is not negatively impacted by the removal of healthy trees for development. When a City tree is removed for a new construction project, its loss is mitigated by sufficient levels of replacement tree planting. Often, a replacement tree of similar size as the one removed cannot be planted as it could be impractical and cost prohibitive. As a result, the Council of Tree & Landscape Appraisers (CTLA) have suggested industry recognized methodologies for valuing trees. Their Trunk Formula Method calculates the number of standard sized new trees needed to replace a larger tree.

As part of the valuation process, the methodology factors:

- Tree size (diameter measured 4 ½ ft above trunk flare)
- Tree species
- Tree health condition
- Tree location

The CTLA's Trunk Formula Method is therefore comprehensive and detailed in determining the number of replacement trees required to mitigate the loss of a larger tree. Additional information on how the City of Santa Monica uses this tree valuation methodology is available on request.

The CTLA Trunk Formula Method is unsuitable for palms. Therefore, palms are measured in brown trunk height (BTH) and require "in kind" replacement. For example, if a palm tree is 50 ft tall, five 10 ft BTH palms or two 25 ft BTH palms would be an equivalent replacement.

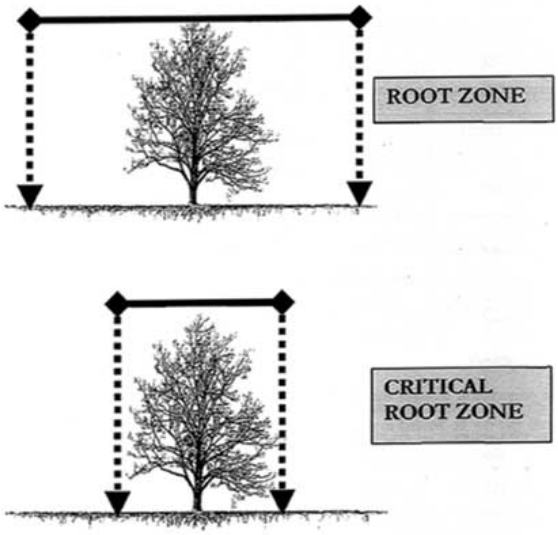
The calculated number of replacement trees or palms is converted into a dollar value using Santa Monica's current planting contract rates including the cost of 18 month tree aftercare & guarantee period. This value, plus Santa Monica contractor's removal cost, will be invoiced as the restitution required by the applicant to provide to the City of Santa Monica.

Approved removals will be posted for 14 calendar days to notify the public as part of Santa Monica's tree removal processes.

II - The Tree Protection Plan:
Critical Root Zone (CRZ) & Tree Protection Zone (TPZ):

During the plan check phase, calculating the critical root zone (CRZ) will help a developer better understand a project's potential impact on existing City trees.

Illustration 2-1: Root zone vs. Critical root zone (CRZ)
From: Urban Forest Management Plan.



landscapeonline.com

To accurately determine the critical root zone of a tree, use a diameter tape to measure its trunk diameter at 4 ½ feet above the trunk flare. That number is then multiplied by 1.5 and the results expressed in feet. For example, if a tree has a trunk diameter of 24 inches, then the critical root zone has a radial distance of 36 feet out from the trunk, or a total diameter of 72 feet.

Construction equipment can injure tree parts above & below ground by compacting soil, breaking branches, severing roots, tearing tree bark, and wounding the trunk. These injuries are permanent and, if extensive, can be fatal to the tree. Mitigation options may be available and will require a meeting with Santa Monica Urban Forestry & a third party arborist at the cost of the developer prior to final signoff.

The City of Santa Monica mandates that a Tree Protection Zone (TPZ) is established around all public trees prior to the commencement of any demolition or construction phases of a project. The TPZ protects a tree's CRZ and its associated soil resource, from damage caused by construction activities within the public right of way or as determined in plan check.

TPZ fencing must enclose the parkway to protect street trees during construction. The location of the fence must be shown on the plans. Three to four inches of mulch should be applied to the entire area of the TPZ to improve the growing environment for tree roots. Soil or mulch must not be piled against the trunk of the tree.

Mulch generally consists of shredded leaves, bark, pine straw, peat moss, wood chips or composted green waste. Weeds and overgrown grass are to be maintained throughout the life of the project.

At times, the tree protection fence cannot be installed at the outermost edge of the CRZ. Urban Forestry Division staff should be contacted with any tree protection fence installation questions.

The management of public trees impacted by construction or demolition follows current industry standards and best management practices including:

- ***American National Standards Institute (ANSI) A300 Part 5: American National Standard for Tree Care Operations – Tree Shrub, and Other Woody Plant Management – Standard Practices (Management of Trees and Shrubs During Site Planning, Site Development, and Construction)***
- ***International Society of Arboriculture (ISA) Best Management Practice Companion Publications to ANSI A300 (Part 5)***

633 21st St with Tree Protection Fence installed below:

IIa - The Tree Protection Plan:
Labeling Public Trees, CRZs and TPZs on Submitted Plans

A tree protection plan is required with submission of plans. The tree protection plan can also be layered onto the site and demo plans by labeling the following:

- Existing curbside public trees
- Location of construction access
- Existing utilities to remain or change
    - Electrical above or below ground
    - Water and sewer
    - Gas
    - Fiber optic
- Gutter and bio-retention overflow units
- Existing driveway to remain or be relocated onsite
- Sidewalk removal and installation
- Proposed awnings, balconies, business signs/displays
- Sidewalk bridges (posts or footings of sidewalk bridges should not be placed in the tree well or on any surface roots)
- Any other proposed changes that could impact a City tree

Plans must portray the public tree characteristics listed below:

- Exact location of each tree trunk on City right of way
    - At times neighboring trees within 25 ft of the property line may require protection including those adjacent to alleys
- Tree species
- Trunk diameter (expressed in inches) at 4.5ft from trunk flare
- Actual tree canopy size, labeled to scale, reflecting the ‘drip-line’
- Boundary of the proposed TPZ fence labeled to scale
- Photo of each public tree to be preserved (while in leaf, and preferably not from Google street view)

IIb - The Tree Protection Plan:
Projects & Plan Sheets that Require Reference note to Tree Protection Guidelines

Project activities occur in stages and are reflected on different sheets in a set of plans. Certain activities can impact preserved onsite trees and should be displayed accordingly. City maintained trees should be included on any plans where trees could be impacted.

Tenant improvement permits are usually localized within a building and cause minimal impact to curbside trees or the neighboring area. Pending the impact of the project, most tenant Improvement (T.I.) permit applications will be acceptable if the following items are labeled on the site plan:

- Curbside City trees
- Tree Protection Guidelines **(See pages 19-21)**
- Construction access (If construction access or scale of job impacts City trees, more information may be requested)

Additional Dwelling Unit & Structure Re-model permits are usually localized within or at the rear of a structure and cause minimal impact to curbside trees or the neighboring area. Pending the impact of the project, most Additional Dwelling Unit & Structure Re-model permit applications will be acceptable if the following items are labeled on the site plan:

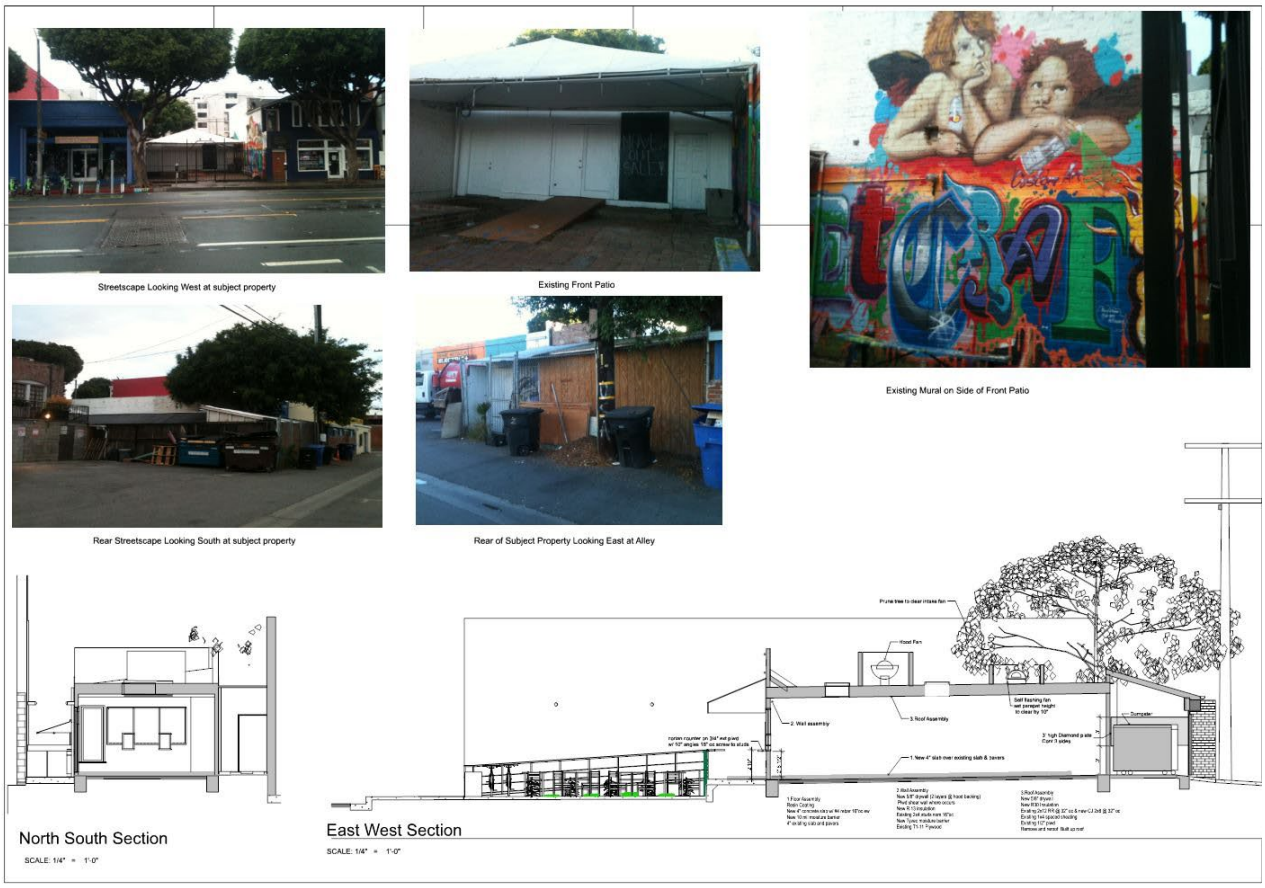
- Curbside City trees
- Tree Protection Guidelines **(See pages 19-21)**
- Construction access (If construction access or scale of job impacts City trees, more information may be requested)

Plans on which Santa Monica's Tree Protection Guidelines **(See pages 19-21)** should be referenced include but are not limited to:

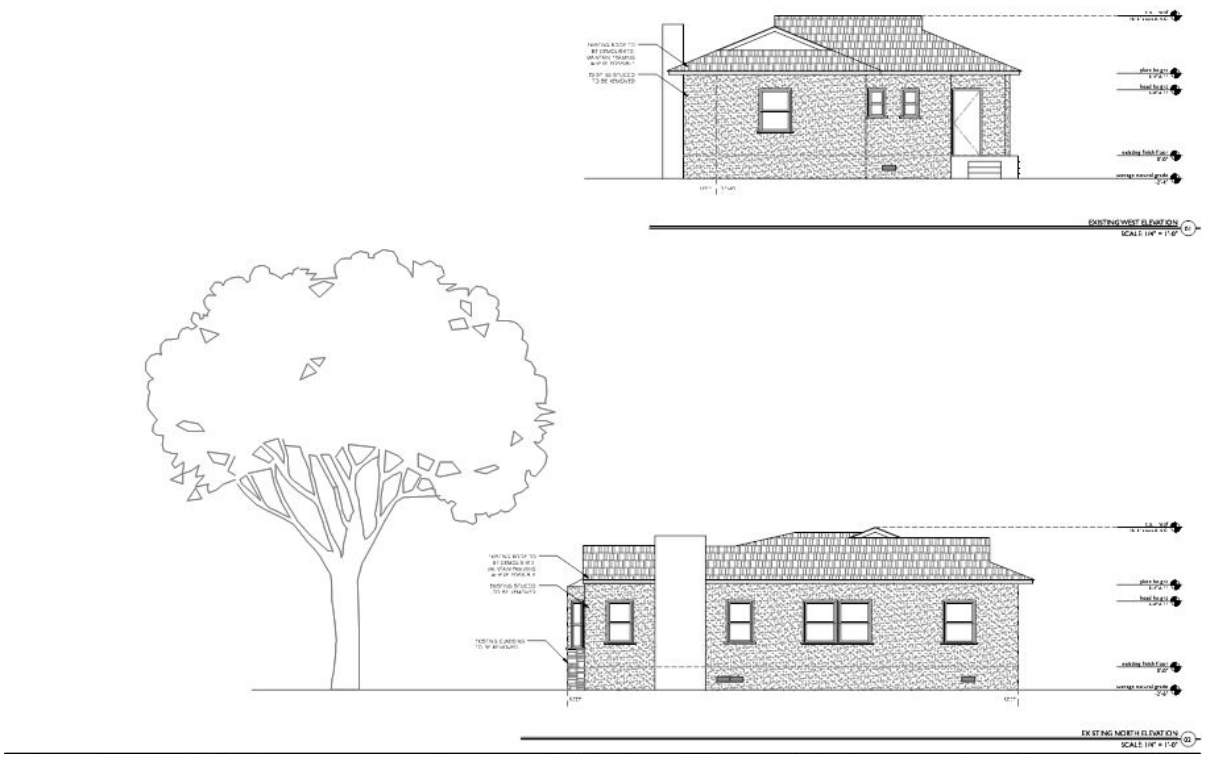
- Demolition and staging (trailers, equipment, vehicles etc.)
- Excavation, foundation, & shoring
- Grading & drainage
- Site plan
- Elevation plan
- Proposed landscape plans

A set of elevation sheets will help to identify how a City tree can be impacted by the façade of a proposed project. 3 examples below reflect different project scopes respectively:

Restaurant update:



New home:



Structure Remodel:

IIc - The Tree Protection Plan:
Excavation & Utilities within the CRZ:

The design phase of a project is the best time to consider tree root presence and growth. Any excavation within the CRZ can have a negative impact on sections of street tree roots adjacent to a project if not planned and mitigated accordingly. All excavation within the CRZ shall be done with the use of an air spade or by hand, which helps to avoid unnecessary damage to roots that should be preserved. This in turn helps prolong a tree's life and ensure its stability after construction has been completed.

The amount of damage a tree can suffer from root loss depends, in part, on species, season, percentage of root loss and how close to the tree the cut is made relative to the tree trunk. The drip line can be used as a guide during excavation as staying outside the drip line will lessen impact to a City tree and maximize root preservation. Exploratory trenching using pneumatic tools like an air spade exposes roots that can be approved for removal or preservation for proposed new driveways, excavation & shoring, stormwater retention units, and property boundary walls.

Excavation occurs on different scales at different times of a project and the combination can be detrimental to a tree. For example, a combination of property-side excavation for a new developed unit, a trench dug for relocating or installing new underground utility lines, and a new driveway within the TPZ can lead a tree to the end of its life. Project managers must be mindful of the aggregate effect of construction/demolition work and are encouraged to use City staff as a resource for reviewing plans in order to minimize impact to City trees.

In cases where proposed utility lines conflict with existing tree roots, trenchless methods are preferred to best preserve the most roots possible. Trenchless technologies are also generally safer both for the construction workers and the public.

Fibrous and structural roots should be thought of as the two major components to a tree's health. The important fibrous roots of street trees are found mostly in the upper 6 to 12 inches of the soil for water absorption while the structural roots of a mature tree contribute to stability. Both can extend far beyond the edge of the canopy.

Any root that is two inches or greater in diameter is to be reviewed and approved for cutting or removal by the Urban Forestry Division.

500 Broadway:

Collaboration with applicant & 3rd party arborists opening an exploratory trench to review and mitigate conflicting roots for steel-beam installation prior to excavation & shoring. GC waters trees monthly & provides plant health care treatments for sustained tree health during demo and construction.

Trees were methodically pruned for property line clearance & tower crane installation of 8-story structure to be developed to the

IIc – Construction Access, Driveways & Sidewalks:

Once the Critical Root Zone has been established, a better understanding can be gained of how the proposed design can fit into the project site. Equally as important is how to access the site, both during the construction phase and once the project is completed. It is always best to utilize an existing driveway for construction access and as the permanent driveway to minimize impact on existing street trees. The existing concrete prevents soil compaction and preserves soil structure.

Occasionally there are circumstances that require access to the construction site in conflict with the proposed TPZ. A steel plate may be utilized to bridge over the parkway for access. Steel plates should rest on concrete and serve as a bridge or be set on six inches of mulch to prevent soil compaction within the Critical Root Zone of the tree.

Plan accordingly, consider the project scope and label plans accordingly. Determine if the special access within the TPZ will be temporary or for the duration of the project. Make a note for the Project Manager to contact the Urban Forestry Division one week in advance of the special access preparation.

Driveways:

The project design should always be based upon the assumption that a city owned tree will not be permitted for removal. On projects where a new driveway or driveway expansion is proposed, it is important to remember the Critical Root Zone of existing trees. Keep in mind that the trunk of an existing street tree as well as its root system will increase in size. To avoid any plan check delay due to potential conflict between a driveway approach and the roots of an existing curbside City-owned tree, please contact public.landscape@smgov.net to review your proposed plans with Santa Monica Urban Forestry staff.

Concrete Removal and Installation:

Sidewalk or driveway repairs can be conducted with minimal impact to the tree if done correctly. The impact of that work normally could lead to significant decline or tree death within a short period of time if the Critical Root Zone and individual roots are not properly preserved.

Removal of hardscape materials with the use of mechanical equipment is acceptable. However, to avoid damaging the surface roots, the broken-up material must be carefully removed manually.

Contact Urban Forestry Division staff at Public.Landscape@smgov.net or 310-458-8974 prior to concrete removal to schedule an onsite inspection.

Tree Protection Deficiency and Mitigation:

Pending the extent of construction damage or deficiency in proper preservation of trees during construction, the developer or applicant seeking sign off may be required to hire an ISA certified arborist or ASCA consulting arborist to meet with Santa Monica Urban Forestry staff. Discussion will occur regarding what reports and corrective work are required to save or replace the tree(s) in question and successfully close out the project. Any mitigation and/or corrective work is to be completed by the applicant and may require a Public Works permit.

Summary:

Trees are dynamic living pieces of our infrastructure that contribute to our society on many levels. The many years of resources invested in urban forest planning, labor, irrigation, maintenance & resident support returns a long-lived green community. Invest time and critical thinking when designing new construction projects & developments. Page 17 represents a combination of planning, onsite critical thinking and collaboration with 3rd party arborists and the development community. Two hotels were constructed on the North side of the 5th Street & Colorado Ave intersection while also preserving most onsite trees.

To prevent this in advance please review additional references below:

Best Management Practices: Managing Trees During Construction
ISBN:978-1-881956-67-9

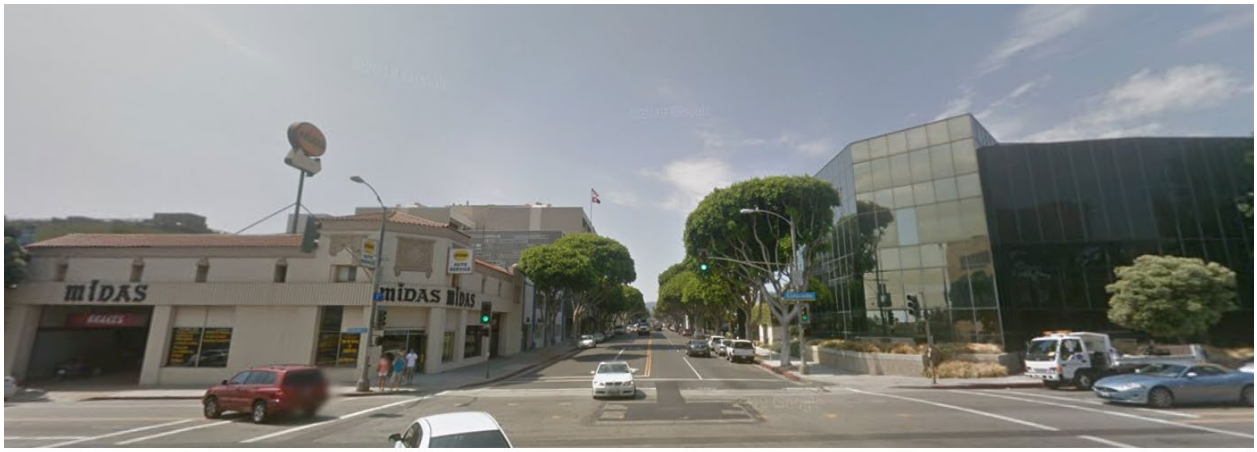
Best Management Practices: Tree Planting 2nd edition
ISBN:975-1-881956-84-6

ANSI A300 Part 6 2012

British Standard Institute. (1989). BS 4043:1989 Recommendations for Transplanting root-balled trees. London: British Standards Institute.
ISBN: 0-580-17144-2

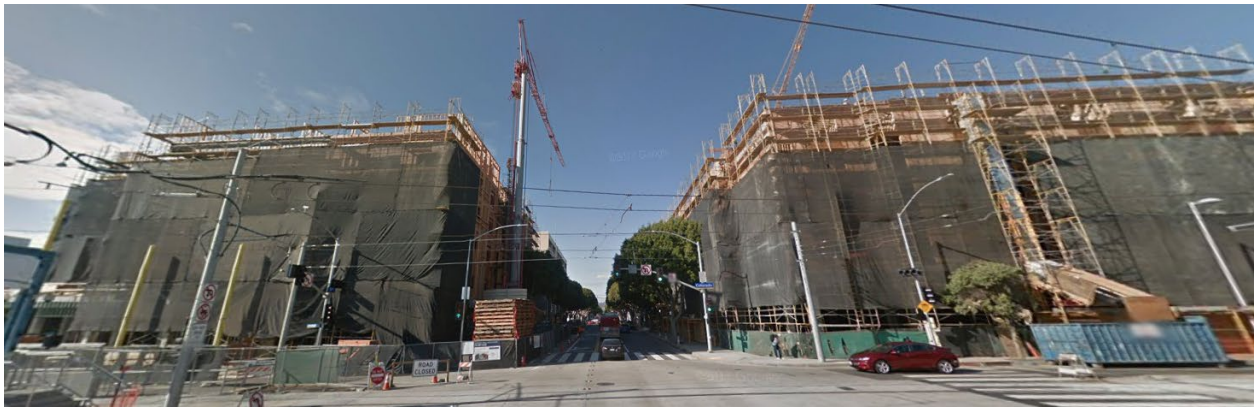
British Standard Institute. (2005). BS 5837:2005 Trees in relation to construction - Recommendations. London: British Standards Institute.
ISBN: 0-580-46418-0

2012

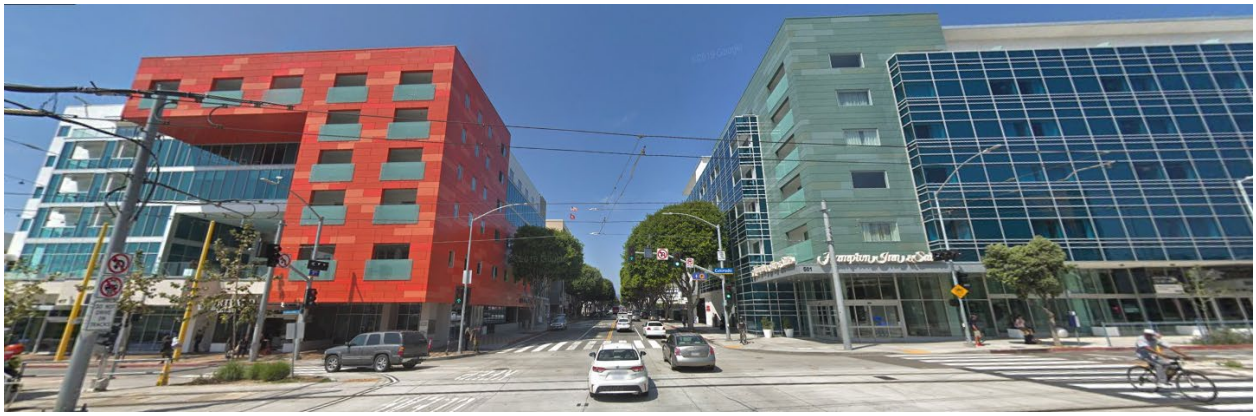


2015

2016



2019



Final signoff

All the planning and tree preservation during development has been ongoing. Once you are no longer receiving material deliveries and conducting final touches, the tree protection fences can come down. If any questions, please follow-up with Santa Monica Urban Forestry staff at public.landscape@smgov.net.

All the efforts can easily be lost on the final approaches toward final signoff during landscape retrofit and/or during scheduled sidewalk replacement. Plant healthcare treatments may be required pending site conditions and tree health status post construction. Concrete under the dripline should be removed either by hand or carefully with equipment while not operating or staging equipment under the dripline. Touch base with your Publics Works Inspector respective to compaction and base within the dripline. New parkway or tree well locations & dimensions should be confirmed with Santa Monica Urban Forest Staff in advance prior to setting forms.

Removal of any existing turf or existing landscape should be done by hand within the dripline to minimize impact to any tree roots. There should be no machine compaction within the critical root zone. Keep in mind fibrous tree roots can be impacted during turf layer removal or DG preparation. Artificial turf shall not be installed under the dripline. New landscape planning and installation is not to interfere with existing tree roots or other tree parts. Tree roots are not to be severed for new landscape installation. Consider mulch around the tree trunk area and utilize smaller plant material to minimize tree root impact. Relocate larger container material away from any discovered roots. Tree trunk flares should be exposed and not buried by any material. Tree canopies will not be thinned to accommodate for prescribed planting within the dripline. Drip irrigation should be enough to successfully water tree(s) pending species requirements and site conditions.

Standard Tree Protection Guidelines:

1. Applicant/contractor is defined as any parties involved in the planning, demolition and construction of any work on the proposed project including subcontractors. It is the project manager's responsibility to contact the Urban Forestry Division at 310-458-8974 or public.landscape@smgov.net about any work that may impact existing trees a minimum of one week in advance.
2. Trees within the jurisdiction of the City of Santa Monica are public assets. They may not be removed for any reason and are to be protected from injury or damage during all phases of demolition and construction. The applicant/contractor shall be responsible for the protection and preservation of all existing trees that are located completely or partially within but not limited to the contract limit line. Adjacent trees within close proximity to the project may require protection. If construction is occurring via the alley, trees at the alley entrances may require protection.
3. If a healthy public tree is removed or destroyed, its loss will be accounted for by sufficient levels of replacement tree planting. Often, a replacement tree of a similar size as the one removed or destroyed cannot be planted as it would be impractical and/or cost prohibitive. As a result, the City of Santa Monica uses the Council of Tree & Landscape Appraisers methodologies for valuing trees. Unpermitted removals, accidental damage to trees that ultimately leads to the removal of trees and neglect to preserve trees that ultimately leads to the removal of trees within the jurisdiction of the City of Santa Monica will be valued and billed to the applicant. Signoff will be frozen until resolved. The contractor shall be assessed restitution for trees that are injured, irreparably damaged, destroyed or removed without authorization.
4. Any damage to existing trees during construction shall be the responsibility of the applicant/contractor. The applicant shall mitigate any damage at their expense to the satisfaction of the Urban Forestry Division. Final signoff will not be approved until mitigation is resolved.
5. Approved tree removals are to be posted for public review and removed immediately after the review period provided there is no appeal. The applicant/contractor is responsible for confirming there is no appeal prior to the approved removal. Removal cost is included in approved removals.
6. Schedule an appointment with Urban Forestry Division staff at 310-458-8974 to review any tree parts in conflict with construction. Pruning for construction clearance shall only be done by Urban Forestry Division staff.
7. All public trees being preserved are to receive water per the City of Santa Monica guidelines for watering trees during a drought. Water shall not be pooled around the tree at any time.

8. Prior to the release of a demo or construction permit, the tree protection fence shall be made with six foot (6 ft) high chain link with fence posts in the ground. Tree wells may be marked to be expanded by applicant to best install tree protection fence prior to demo or proposed work. The fence is to be maintained throughout the entire duration of the project and is not to be removed without written permission from the Urban Forestry Division. Contact Urban Forestry Division staff at 310-458-8974 or public.landscape@smgov.net if there are any questions about determining the precise requirements of the tree protection fence. “Tree Protection Zone” signs can be picked up at 2600 Ocean Park Blvd in Santa Monica.
9. Metal tree grates, cobblestones or other debris in the parkway are to be removed prior to tree protection fence installation.
   Apply three to four inches of mulch to the entire area inside the tree protection fence over the soil surface to reduce soil compaction, improve aeration, enhance moisture retention and reduce temperature extremes. Mulch generally consists of shredded leaves, bark, pine straw, peat moss and/or wood chips. Weeds and overgrown grass are to be mowed and/or removed prior to mulch installation and maintained throughout the project.
10. At no time shall any vehicles, equipment, supplies, materials, fill, or soil be allowed/stockpiled in the Tree Protection Zone.
11. In the case of tree protection deficiency, as identified by the Urban Forestry Division, immediate remedy at the cost of the applicant/contractor is to be completed within the timeframe issued by the Urban Forestry Division. Failure to correct the deficiency within the designated timeframe may result in a delayed final sign-off, stop work order, summons and/or fines.
12. Take note that the critical root zone may encroach on private property. This should be reviewed with Urban Forestry Division staff to minimize impact on existing tree roots during excavation.
13. The minimum distance between an open trench and any tree shall be between six inches (6”) and one foot (1’) for every inch of trunk diameter measured at four and a half feet (4 ½’) above existing grade, depending on the species of tree. Minimum clearance shall be ten feet (10’) from either the trunk of the tree or the dripline (whichever is greater).
14. Should it be necessary to trench within the dripline of a tree all trenches shall be done carefully with an air spade or by hand. If at any time twenty-five percent (25%) of the area within the critical root zone is being separated from the tree by a trench, then the line shall be either relocated or trenchless methods are to be used. No roots larger than two inches (2”) shall be cut unless approved by urban forestry staff. All smaller roots that require cutting shall be cut with clean, sterile pruning tools. Cuts shall be made flush with the side of the trench.

15. The excavation area within the tree protection zone shall be backfilled immediately. Roots shall be kept moist by wrapping them with burlap and white plastic and checked a minimum of two times a day. Burlap shall be inspected once in the morning and again in the afternoon. If directed, soaker hoses shall be installed to facilitate properly moist conditions.
16. If roots are to be exposed for a period greater than forty-eight (48) hours, the exposed area shall be covered with at least six (6) inches of mulch and maintained moist during the course of construction until the area can be properly backfilled. Periodic photos must be provided to Santa Monica Urban Forestry staff by the contractor or contracted certified arborist.
17. No runoff or spillage of noxious materials while mixing, placing or storing construction material shall occur within the tree protection zone. No ponding, eroding or excessive wetting caused by dewatering or equipment cleaning operations shall occur within the tree protection zone or critical root zone.
18. In the event root pruning is required to accommodate grade changes or the installation of hardscape features the root pruning procedures can be recommended by a consulting arborist but shall be directed by Santa Monica Urban Forestry staff.
19. Concrete should be left intact throughout the demolition and construction process to prevent further soil compaction on existing tree roots. Other work may be specified by Santa Monica Urban Forestry staff to be completed within a prescribed timeframe if required upon inspection.
20. Removal of hardscape and/or excavation within the TPZ shall be done manually. To best protect tree roots, the applicant shall exercise extreme care in removing concrete or asphalt within the dripline of existing trees. Pavement should be lifted rather than dragged. Any excavation within the dripline, on site as indicated shall be broken with pneumatic tools and removed by hand in the presence of the Santa Monica Urban Forestry staff or the contracted certified arborist with associated photos and report submitted to Santa Monica Urban Forestry staff. Applicant shall schedule appointments with Santa Monica Urban Forestry staff at least one week in advance.
21. If any vehicles are to pass over unpaved ground in conflict with the tree protection zone, the pathway will be covered with at least six (6) inches of course mulch/wood chips and covered with ¾ inch exterior plywood, ½ inch steel plates, ground protection mats or combination thereof, to abate soil compaction and root damage caused by heavy equipment. The plywood and/or steel plates shall be installed doubled up in a half lap configuration and staked or secured to prevent shifting. Such coverings shall be maintained during the course of construction and removed by hand or as specified by the contracted certified arborist or Santa Monica Urban Forestry staff. Associated photos shall be reported accordingly.
22. Fertilizer application to encourage root growth after the completion of all exterior work on the building prior to the parkway landscape phase is to occur. This could be granular or soil drench application. Your arborist can contact Santa Monica Urban Forestry staff for best direction.