

Contents

1.0	Introduction.....	1
1.1	Purpose	1
1.2	Scope	1
1.3	Program	1
1.4	Site Location	1
2.0	Construction Management.....	3
2.1	External Considerations	3
2.2	Anticipated Approvals	3
2.3	Site Security	3
2.4	Public / Worker Safety	3
2.4.1	Temporary Fencing	4
2.4.2	Pedestrian Detours	4
2.5	Community Notification	4
2.6	General Onsite Administration	4
2.6.1	Construction Hours	5
2.7	Hoisting	5
2.8	Demolition Debris Recycling Plan	6
3.0	Construction Methodology	7
3.1	Demolition and Excavation	7
3.2	Subterranean Work	8
3.3	Concrete Construction	8
3.4	Building Enclosure	8
3.5	Services and Finishes	9
3.6	Offsite Work	9
4.0	Environmental	11
4.1	General	11
4.2	Noise and Vibration Management	11
4.3	Dust Management and Erosion Control	12
4.4	Vector/Pest Control Plan	12
5.0	Exhibits.....	13

Introduction

1.0 Introduction

1.1 Purpose

This Construction Management Plan has been documented to anticipate how the Project Management team shall implement and conduct its site management responsibilities during the Construction phase of 3855 Watseka Avenue (the Project).

The aim of this Plan is to describe the scope and anticipated scheduling of construction as a means of ensuring and facilitating an integrated and coordinated construction phase.

1.2 Scope

This Plan provides a holistic approach that:

- anticipates how the Project management team will comply with requirements relating to construction;
- defines the Project objectives and targets of particular relevance to the construction phase;
- describes constraints specific to the construction phase and the project in general;
- details the proposed strategy for the construction phase, with particular regard to establishment resourcing, site organization and construction controls.

1.3 Program

The proposed program will require the construction of:

- 3 levels of subterranean parking in concrete
- 1 level of concrete structure for Lobby / Parking at ground level
- 2 levels of concrete above podium office building
- 1 level of mass timber office building

1.4 Site Location

The development site (see Figure 1) is located at 3855 Watseka Avenue in Culver City and is bounded by Watseka Avenue to the east and privately-owned properties to the north, south, and west.

Introduction

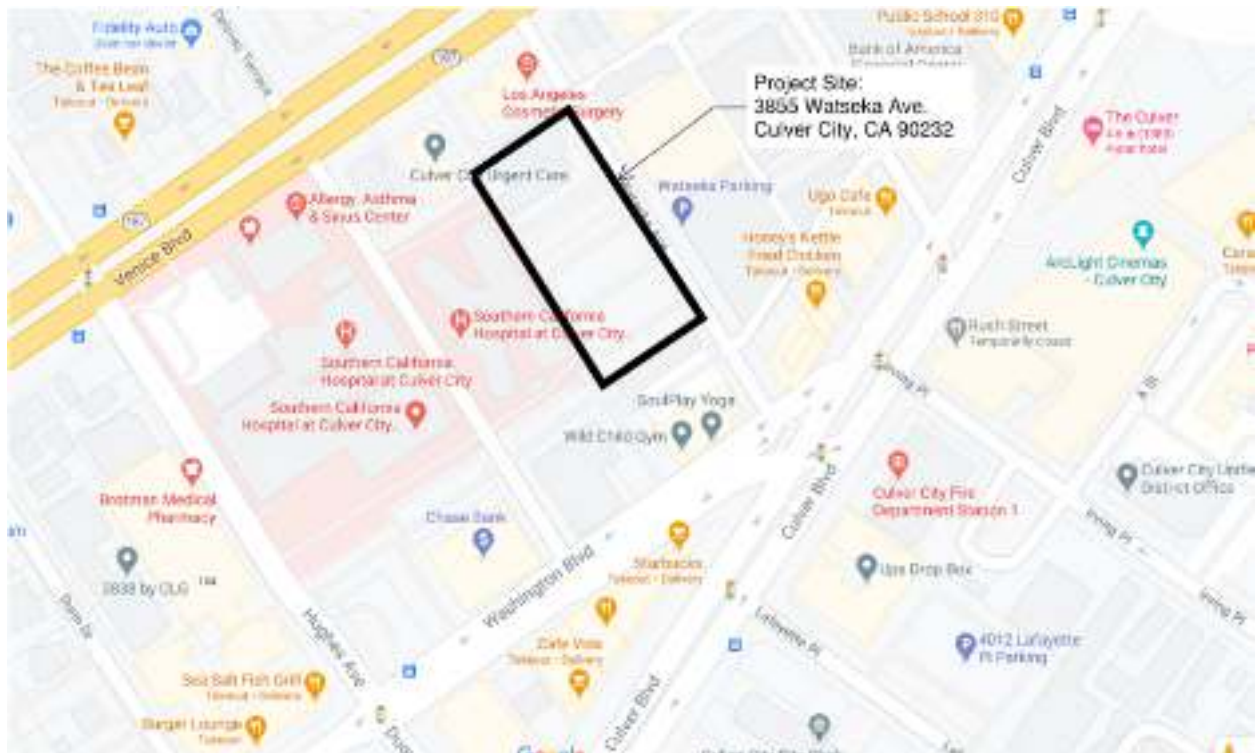


Figure 1 – Site Location

The lot area is approximately 49,125 SF and is located in Downtown Culver City.

Construction Management

2.0 Construction Management

2.1 External Considerations

The major external constraints on the Project are:

- Maintaining smooth vehicular and pedestrian traffic flow with minimal disruptions to the surrounding streets.
- Minimizing impact on neighbors, including the Southern California Hospital.
- Coordination with neighboring construction projects in order to minimize impacts from multiple construction projects on the community.

Prior to commencement our Project management team's anticipated tasks will be:

- Locate a Project office, site accommodations, and facilities (reference Exhibit A.3 for proposed locations) focusing on minimizing impacts to surrounding operations.
- Implement an off-site parking plan for construction workers, consistent with Exhibit A.7.
- Confirm the locations of existing services and obtain all necessary permits and approvals.
- Arrange for the installation of temporary services – power, water and sewer to service the Project during construction, consistent with Exhibit A.3.
- Locate designated trash areas to be hauled by the City's franchise hauler, consistent with Exhibit A.3.

2.2 Anticipated Approvals

A series of permits will be required for Project construction phases including demolition, excavation, subterranean and above ground construction.

We foresee that these permits must be approved before work can begin. Some anticipated items requiring further approval include, but are not limited to, the following:

- This Construction Management Plan which includes traffic management plans, Pedestrian Protection Plan, and Haul Route
- Shoring Plans
- Grading and Excavation Plan, including Stormwater Pollution Prevention Plan (SWPPP) reports and Erosion and Sediment Control Plan
- Foundation Only Permit
- Main Core and Shell Permit

Before any lane closures and/or other temporary modifications to traffic are implemented, further approvals will be required from Culver City Public Works Traffic Management Division and/or other pertinent city departments. These items might include, but are not limited to, the following:

- Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing.
- Haul Route
- Off-site Civil work
- After Hours Applications

Construction Management

2.3 Site Security

The site will be secured using appropriate fences at all property lines, with access gates manned with qualified security guards/traffic control officers on Watseka Avenue. The site will be secured after hours and patrolled by a qualified security guard. All visitors to the site will be required to sign in at the construction office prior to entering the site.

2.4 Public / Worker Safety

All site staff and subcontractors will be required to complete a site-specific orientation before beginning work on site. The orientation will cover aspects relating to health, safety, and on-site practice standards. Specific items may include, but will not be limited to site access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

An on-site certified Safety Administrator will be appointed during the early stages of the Project. The administrator will conduct regular inspections of the Project site and will be actively involved in ensuring compliance with Cal/OSHA and/or other safety standards, reviewing Safety Management Plans, and making recommendations with regard to health and safety issues.

A Project-specific Covid-19 Prevention & Exposure Control Plan will be developed and implemented during construction incorporating local, state, and federal standards in addition to OSHA requirements.

2.4.1 Temporary Construction Fencing

Reference Exhibit A.1 for the location of temporary fencing. The installation of temporary fencing is anticipated as a means of ensuring the safety and wellbeing of members of the community. Fencing during construction will consist of chain link fencing with windscreen. Gates will be used on all access points onto the site. Fencing installation will be subject to city approval.

2.4.2 Pedestrian Detours/Pedestrian Protection Plan

Reference Exhibit A.2. The sidewalk adjacent to the site on Watseka Avenue will be closed during construction. Pedestrians will be rerouted to the opposite side of street using existing crosswalks at Venice Boulevard and Washington Boulevard. Adequate signage will be provided for re-directing pedestrians as required. The pedestrian re-routing signage plan is to be submitted to the city for approval as a part of the traffic control plan.

2.5 Community Notification

The construction will have several distinct phases that will require different material handling strategies to optimize scheduling and minimize impact to surrounding streets, neighbors, and other potential stakeholders.

Where an impact from material handling and/or construction planning is anticipated, stakeholders and authorities will be consulted before implementation. To this end, the construction management team, in

Construction Management

conjunction with the developer, will work with pertinent stakeholders to develop an email notification list as a means of notifying said parties of potential construction impacts at least 2 days prior to commencing actions.

2.6 General On-site Administration and Emergency Contact Info

The Project Construction Manager will maintain an office at the Project site as required. The Project Construction Manager and field staff will be responsible for implementing and maintaining procedures and policies. Contractor's on-site representative and emergency contact is [TBD] – Office # 310-399-1600, Cell # [TBD].

2.6.1 Construction Hours

- General Construction

The Project will comply with Culver City's allowable construction hours of:

8:00 a.m. and 8:00 p.m. Mondays through Fridays

9:00 a.m. and 7:00 p.m. Saturdays

10:00 a.m. and 7:00 p.m. Sundays

- Lane and Sidewalk Closures – Reference Exhibits A.3 to A.6

Because the buildings footprint is "property line to property line," the only access to build the Project will be from public space along Watseka Avenue. To maintain the safety of the public and the construction workers, periodic sidewalk and lane closures will be required. Our intent with these closures is to balance the impacts to pedestrian traffic & vehicle traffic while maintaining safety for all.

Most of the construction activity throughout the Project will be in the parking lane and sidewalk adjacent to the Project along Watseka Avenue. Use of the parking meters and street parking along Watseka Avenue will be limited during construction in order to use this area for deliveries. Trucks and equipment required to build the Project will occupy the sidewalk and parking lane throughout the duration of the project as shown on Exhibit A.3. For the safety of pedestrians, it is likely that the sidewalk and parking lane in front of the site will be closed for the entire duration of construction of the Project. A formal traffic control plan will be engineered and submitted for approval.

Changes to the traffic control plans will be coordinated in advance with the City and adjacent neighbors.

Exhibit A.3 outlines the proposed Site Logistics Plan, which shows daily closure from the start of construction to completion of construction.

Exhibit A.4 outlines the expanded closure required along Watseka Avenue required for concrete pours. Because the Project is "property line to property line," the concrete pumping trucks will need to be set up on Watseka Avenue and the footprint of the pump trucks will expand into the drive lanes. On the days of concrete pours, the temporary fence will be pushed out to the middle of Watseka Avenue, pushing the traffic lanes to the east side of the road, convert the parking

Construction Management

lane to a traffic lane, and maintain a single traffic lane for North and South traffic. This setup will be day use only and taken down at the end of each workday. This closure will occur on up to 65 non-consecutive days as specified in the traffic control plans.

Exhibits A.5 and A.6 outline the expanded closure required along Watseka Ave required for concrete mat foundation pours and tower crane erection and dismantle. The pump trucks and mobile cranes for these operations have larger footprints than the typical pumps trucks shown in Exhibit A.4 and will be extended further into the drive lanes. On the days of mat foundation concrete pours and tower crane erection and dismantling, the temporary fence will be pushed out to the edge of the parking lane on the east side of Watseka Avenue, closing southbound traffic, and the parking lane will be converted to a northbound traffic lane. This closure and lane change will occur during the daytime only and will be taken down at the end of each workday. This closure will occur up to 11 non-consecutive days as specified in the traffic control plans. The Fire Department will be notified prior to each closure to ensure that their path of travel is not impacted. Flagmen will also be placed full-time during closures to assist the Fire Department and other road users with the current traffic during the hours of operation.

Every effort will be made to minimize the need for any additional lane closures that are not listed above. Should additional lane closures be required, neighbors and city officials will be notified via the email notification system set up at the commencement of construction.

2.7 Hoisting

- During the excavation and shoring phase of the Project, most of the hoisting materials will be carried with mobile cranes located on the closed sidewalk and one lane of traffic within the site fencing areas. There will be occasional need for cranes to extend beyond the limits of the site fencing for hoisting in this phase. Such events will also be coordinated with the city and neighborhood representatives and neighboring construction projects.
- After the excavation phase, a tower crane will be placed inside the Project footprint. Deliveries will be pulled into the construction fencing and unloaded with the tower crane.
- If any hoisting is required after the removal of the tower crane, mobile cranes will be located on the closed sidewalk and one lane of traffic within the site fencing area unless specifically approved under a separate permit.

2.8 Demolition Debris Recycling Plan

A waste company will be selected that sends all demolition and construction debris to a facility that handles mixed materials for recycling off-site. It is our goal to exceed a total percentage of 75% (or as required by future Green Building checklists) for all materials recycled. The specific facilities to which all the debris will be transferred will be provided when the demolition and trash hauling subcontractors are selected prior to work being performed.

Methodology & Environmental

3.0 Construction Methodology

3.1 Demolition and Excavation (110 work days)

The site is currently a commercial property that primarily consists of surface parking areas.

Existing services within the site will be located and either capped if redundant or modified if they are to be used as temporary services for construction.

Demolition is expected to take 22 work days with impact to traffic from debris hauling occurring over the course of 15 days with an estimated 4 truckloads being hauled each day.

During this phase, no public right-of-way will be interfered with by the Project. Only demolition within the property lines will occur as shown in Exhibit A.3. The only item in the public right-of-way that will be removed during this phase are the street trees. Flagmen will be present during this operation to ensure the safety of the public.

During excavation, a shoring system will be required to support the site walls. Shoring will begin with placement of soldier piles along the site's perimeter. This process is estimated to take approximately 20 days. Lagging spanning between soldier piles will be placed in coordination with the excavation of the site. As the site is excavated, there will be a need to provide bracing to further support the shoring system.

The Project will require the excavation of 45 feet of earth below street level with an expected time frame of 68 days (additional 2' of depth will be required at isolated locations of pits). Dirt hauling is anticipated to occur over 50 nonconsecutive days within the 68-day excavation period. A total of 95 dump trucks per day will be required to haul the estimated volume of dirt from the site.

Truck/haul routes during this phase will vary as the work progresses. Trucks will travel to the site from Venice Boulevard and will exit by traveling South on Watseka Avenue. During operations involving trucks that can perform a complete U-turn within the site, trucks will depart the site the same way they came in, i.e., north on Watseka Avenue to Venice Boulevard). However, once the excavation reaches a point where trucks cannot perform a complete U-turn on the site, they will be loaded from the street and will continue south on Watseka Avenue to Washington Boulevard. See Figure 2 for site entry and exit during this period and Exhibit A.9 for a complete path of travel. Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flagmen will be stationed at entry and exit points to ensure safety.

Methodology & Environmental



Figure 2 - Staging during Demolition

3.2 Subterranean Work (45 work days)

Based on the geotechnical report, the structure will require a mat foundation. In order to facilitate future construction of the foundation, the installation of a tower crane within the building core will likely be required. Reference Exhibit A.6 for the approximate location of the tower crane.

The tower crane will be erected as soon as the area in which it is to be located has been excavated. The crane will assist in various tasks that would otherwise interfere with traffic flow on Watseka Avenue. These tasks will include, but are not limited to, the removal of the last of the excavation where it may otherwise be uneconomical to be done by other means and the movement of material into the excavated site for subterranean level work.

Given the size of the site and the nature of the Project's process, the site will be divided into zones so that concurrent activities can occur. As excavation is completed, in-ground services will be installed followed by preparation of the ground to receive the structural mat foundation that will be cast in concrete.

Two (2) truck-mounted concrete boom pumps will be staged on Watseka Avenue on five (5) non-consecutive days for placement of the mat foundation, its subsequent topping slab and for upper basement level decks. Reference exhibit A.5 for the location of the concrete pumps during the foundation placement phase.

The upper basement levels will be cast in zones, so that multiple work fronts will be created. Different formwork systems will be considered in the design of the structure to ensure the time frame can be met.

3.3 Concrete Construction (200 work days)

The concrete construction of the Project will encompass three subterranean parking levels, four levels of above grade office (plus a wood framed roof). The time frame required to complete the

Methodology & Environmental

concrete portions of the Project is anticipated to take approximately 200 work days. Included within this time frame is the assembly of shoring to support formwork; construction/assembly of the required formwork for floor slabs, columns, and walls; placement of steel reinforcement for those structural components; and the placement and finishing of concrete.

Concrete placement is expected to occur over 60 nonconsecutive days within the 180 days concrete construction period. Construction material deliveries (ready-mix trucks) will occur during normal working hours described in section 2.6.1 above unless specifically approved under a separate permit. Concrete delivery trucks will enter and exit along Watseka Avenue as shown in Exhibit A.4. Flagmen will be stationed at entry and exit points to ensure safety.

The concrete trades will be supported by a tower crane for lifting of materials and equipment, a truck-mounted concrete boom pump to place concrete, and perimeter guardrail systems to provide fall protection, among other supporting structures.

3.4 Building Enclosure (130 work days)

The glass enclosure for the office and ground level commercial spaces will be erected as soon as practical to commence sealing floors so that finishes and fit out, if required, can commence. The scheduling of the enclosure installation is scheduled for 130 days.

3.5 Services and Finishes (150 work days)

For the concrete commercial and subterranean portions of the building, the installation of the services will commence as each of slabs are cast and the formwork is stripped. Therefore, the work will be overlapped with the structure and building enclosure noted in Sections 3.3 and 3.4 above.

The installation of services will be organized in several passes, with the first pass termed as "rough in of services." This typically includes all services that can be installed without needing the protection of a finished and enclosed building façade. Interior finishes will begin after the building envelope has been installed.

The scheduling of the service and finish installations is 150 days.

3.6 Off-site Work (60 work days)

Off-site work is expected to begin as soon as the building envelope is installed.

Off-site work will consist of, but may not be limited to, replacement of sidewalk along the street-facing sides of the Project perimeter; installation/relocation of signage; placement of landscaping, trees, public seating, and bicycle parking as prescribed by Culver City's approved offsite improvement plans; and the paving and striping of the Project's half of Washington Boulevard and Delmas Terrace.

Every effort will be made to minimize the impact on vehicle traffic flow by limiting staging activities to the parking lane on Watseka Avenue. Temporary lane closures on Watseka Avenue may be necessary when completing required repaving of specified portions of the street. In order to alleviate the effects on traffic, lane closures required for certain activities will take place in the evening after the peak traffic hours where feasible. Those activities that will be performed during daytime hours will be scheduled to take place after the morning peak traffic hours.

The anticipated time frame for all off-site improvements is 60 consecutive work days. This period will include approximately 4 days for concrete placement for sidewalk and gutter construction.

Methodology & Environmental

4.0 Environmental

4.1 General

The objective of this section is to identify the proposed methods that will be employed to minimize potential impacts of noise, vibration, and air quality in the vicinity of the Project.

4.2 Noise and Vibration Management

Construction will occur during Culver City's allowable construction hours of 8:00 AM to 7:00 PM, Monday- Friday. There will be some Saturday work that will occur within the allowable hours of 9:00 AM to 6:00 PM. No work will be taking in place on Sundays unless a temporary use permit approved by the City.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. Mitigating measures include, but are not limited to, the following:

- Documentation of major noise-generating construction equipment and its noise levels.
- Requiring all construction equipment to be operated with an exhaust muffler and sound control devices that meet or exceed [those provided on the original equipment]
- Requiring proper maintenance of construction equipment to minimize noise emissions.
- Staging of construction material deliveries behind fencing to minimize noise emitted by temporary vehicle idling.
- Requiring stationary source equipment to be located the greatest possible distance from the public right-of-way and adjacent properties.
- Project will not make use of pile driving.
- Requiring construction workers to be respectful of the surrounding neighborhood and to keep non-construction related noise to a minimum prior to, during, and after allowed construction hours to the extent feasible.

The Project management team will also work closely with the adjacent hospital to implement noise and vibration measures as required to minimize disruptions to their operations.

After-hours work may be required for specific tasks in order to minimize impacts to pedestrians and vehicular traffic, or in the interest of public safety. Proposed work to occur outside of normal working hours include the following:

- Mat Foundation and Deck Pour
- Tower Crane erection and dismantling
- Offsite improvements

In cases where after hours work will be required, consultation with pertinent Culver City departments will occur prior to any work being scheduled. Businesses and surrounding residents

Methodology & Environmental

will be given notification via email of the proposed after hours work prior to the starting said work including details of the work to be performed with an anticipated time required to undertake each activity.

With implementation of the aforementioned best management practices and mitigation measures, we do not foresee significant vibration generated by the construction that might impact adjoining properties.

4.3 Dust Management and Erosion Control

Dust and erosion control measures will be implemented as required and will comply with SCAQMD and Culver City regulations for controlling fugitive dust and erosion in accordance with SCAQMD Rule 403. Measures that will be employed include, but are not limited to, the following:

- *Site Perimeter:* Erection of a 6-foot high fence with an attached windscreen at the site's perimeter under which sand bags and/or straw wattles will be placed as shown in the Rough Grading & Erosion Control Plan.
- *Excavation:* Rumble strips at truck entry/exit ways, watering down working of stockpiles and surfaces as required, covering of stocks while minimizing piling of material, and use of street sweepers to maintain adjacent roadways.
- *Construction:* Maintain a high level of housekeeping to minimize likelihood of windblown dust

4.4 Vector/Pest Control Plan

The Project will have a professional vector/pest control company review the existing site conditions and provide remediation plans for City approval.

Additionally, we will have additional control measures of vector/pest as listed below throughout the duration of Project construction.

- Maintain a clean work area, which includes controlling and eliminating potential sources of food (dispose of food waste immediately).
- Daily site clean-up.
- Trash containers to be controlled with limited access to prevent spillage.
- Proper site sanitation.
- Control weeds and other undesirable vegetations if required.
- Remove potential water sources and ensure water to be flowing away from new structure.

5.0 Exhibit A

- 5.1 Exhibit A.1 – Temporary Fencing Plan
- 5.2 Exhibit A.2 – Pedestrian Routing
- 5.3 Exhibit A.2A – Pedestrian Routing (Mat Pour, Mass Excavation, Tower Crane)
- 5.4 Exhibit A.3 – Site Logistics (Base Closure)
- 5.5 Exhibit A.4 – Site Logistics (Soldier Beams)
- 5.6 Exhibit A.5 – Site Logistics (Mat Pour, Mass Excavation, Tower Crane)
- 5.7 Exhibit A.6 – Site Logistics – Hoisting
- 5.8 Exhibit A.7 – Offsite Parking Plan
- 5.9 Exhibit A.8 – Haul Route

3855 Watseka Ave



EXHIBIT A.1 - TEMPORARY FENCING PLAN

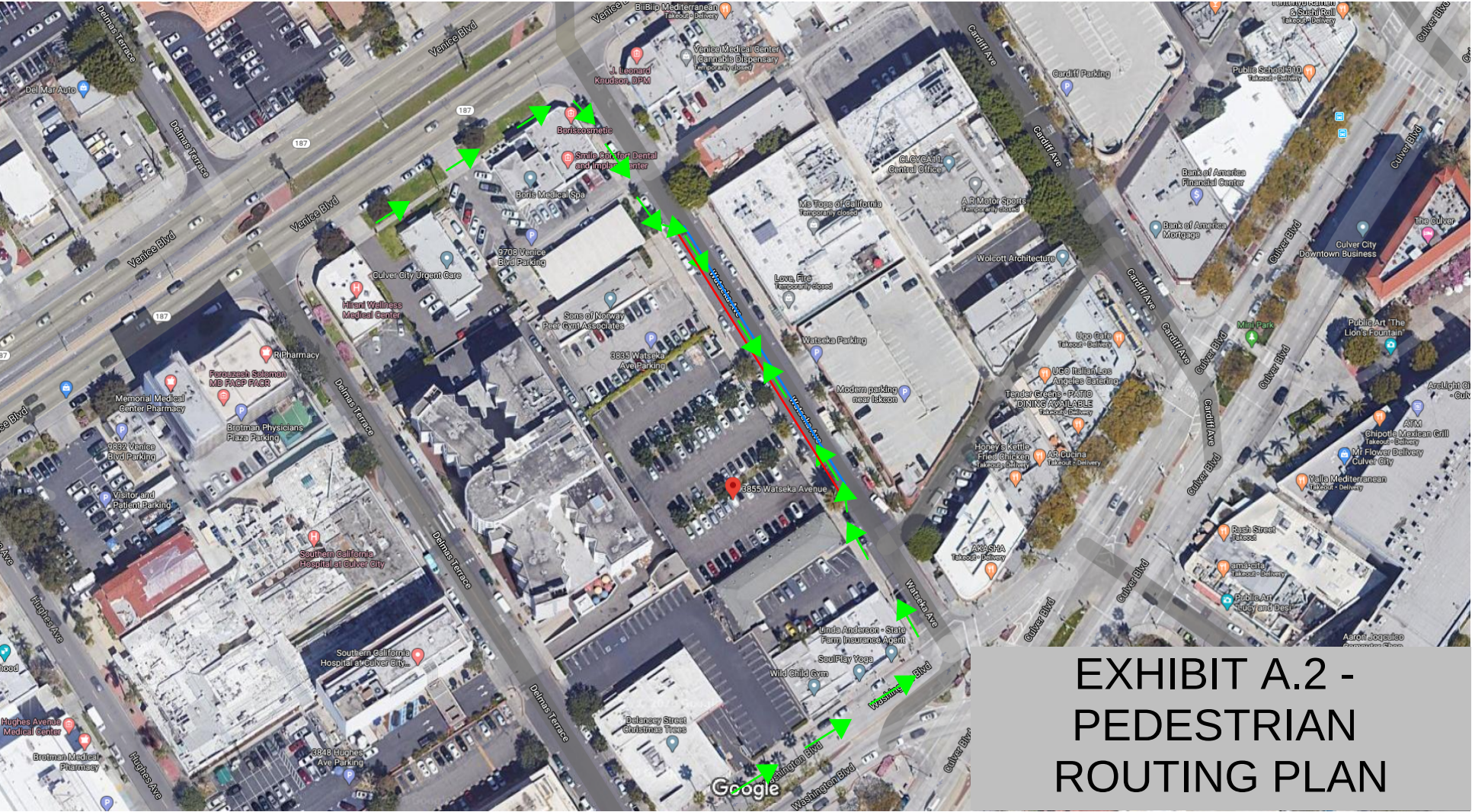
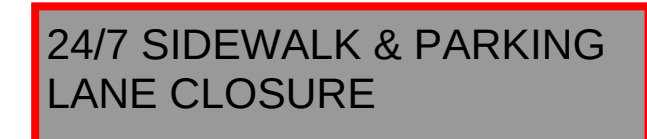


EXHIBIT A.2 -
PEDESTRIAN
ROUTING PLAN



K-rail barricade that allows 3' pedestrian aisle

Date	Description
11/01/2019	65% SCHEMATIC DESIGN
12/13/2019	100% SCHEMATIC DESIGN
03/06/2020	35% DESIGN DEVELOPMENT
04/01/2020	50% DESIGN DEVELOPMENT

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

3855 Watseka

Project Number

099766001

[illegible]

UTILITY PLAN

Scale

PER PLAN

C4.00

© 2015 Gensler

NOTE: ALL WATER LINES AND SERVICES ARE TO BE CONSTRUCTED PER SEPARATE GOLDEN STATE WATER PERMIT.

- | | |
|-----|---|
| W1 | CONSTRUCT HOT TAP CONNECTION TO EXISTING WATER MAIN IN COORDINATION WITH GOLDEN STATE WATER |
| W2 | INSTALL 3" DOMESTIC WATER LINE. |
| W3 | INSTALL 8" FIRE WATER LINE. |
| W4 | INSTALL IRRIGATION LINE. |
| W5 | INSTALL WATER METER IN COORDINATION WITH GOLDEN STATE WATER. |
| W6 | INSTALL 3" DOMESTIC BACKFLOW PREVENTER. |
| W7 | POINT OF CONNECTION TO PROPOSED BUILDING. SEE PLUMBING PLANS FOR CONTINUATION. |
| W8 | INSTALL 8" DOUBLE CHECK DETECTOR ASSEMBLY |
| W9 | CONSTRUCT IRRIGATION METER IN COORDINATION WITH GOLDEN STATE WATER. |
| W10 | CONSTRUCT IRRIGATION BACKFLOW PREVENTER. |
| W11 | CONSTRUCT 90° THRUST BLOCK. |

S1	CONNECT TO EXISTING CITY OF CULVER CITY MANHOLE.
S2	POINT OF CONNECTION TO PROPOSED BUILDING. INVERT PER MEP.
S3	CONSTRUCT 8" SANITARY SEWER MAIN PER SEPARATE PLAN.
S4	CONSTRUCT SEWER WYE.
S5	CONSTRUCT SANITARY SEWER MANHOLE.
S6	CONSTRUCT 6" SANITARY SEWER LATERAL.

(D1) PROPOSED STORM DRAIN PIPING AND APPURTENANCES. SEE C2.00 FOR ADDITIONAL INFORMATION.

- ELECTRIC KEYNOTES

NOTE: ELECTRIC SITE UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO DRY UTILITY PLANS AND SPECS FOR MORE INFORMATION. ELECTRIC WORK AND COORDINATION WITH SOUTHERN CALIFORNIA EDISON FOR OVERHEAD LINES AND POWER POLES SHALL BE PER THE DRY UTILITY CONSULTANT.

- | | |
|------|--|
| (Z1) | PROPOSED POWER POLE PER ELECTRICAL.. |
| (Z2) | REMOVE POWER POLE PER ELECTRICAL.. |
| (Z3) | REMOVE EXISTING OVERHEAD LINES PER ELECTRICAL |
| (Z4) | PROTECT IN PLACE EXISTING POWER POLE PER ELECTRICAL. |

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

	CITY LIMIT LINE
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	CENTER LINE
	EASEMENT LINE
	CIVIL LIMIT OF WORK
	EXISTING UTILITY LINE
	PROPOSED FIRE WATER LINE
	PROPOSED DOMESTIC WATER LINE
	PROPOSED IRRIGATION LINE
	PROPOSED STORM DRAIN LINE
	PROPOSED SANITARY SEWER LINE
	POC TO BUILDING
	POC TO EXISTING UTILITY LINE
	FIRE HYDRANT
	THRUST BLOCK

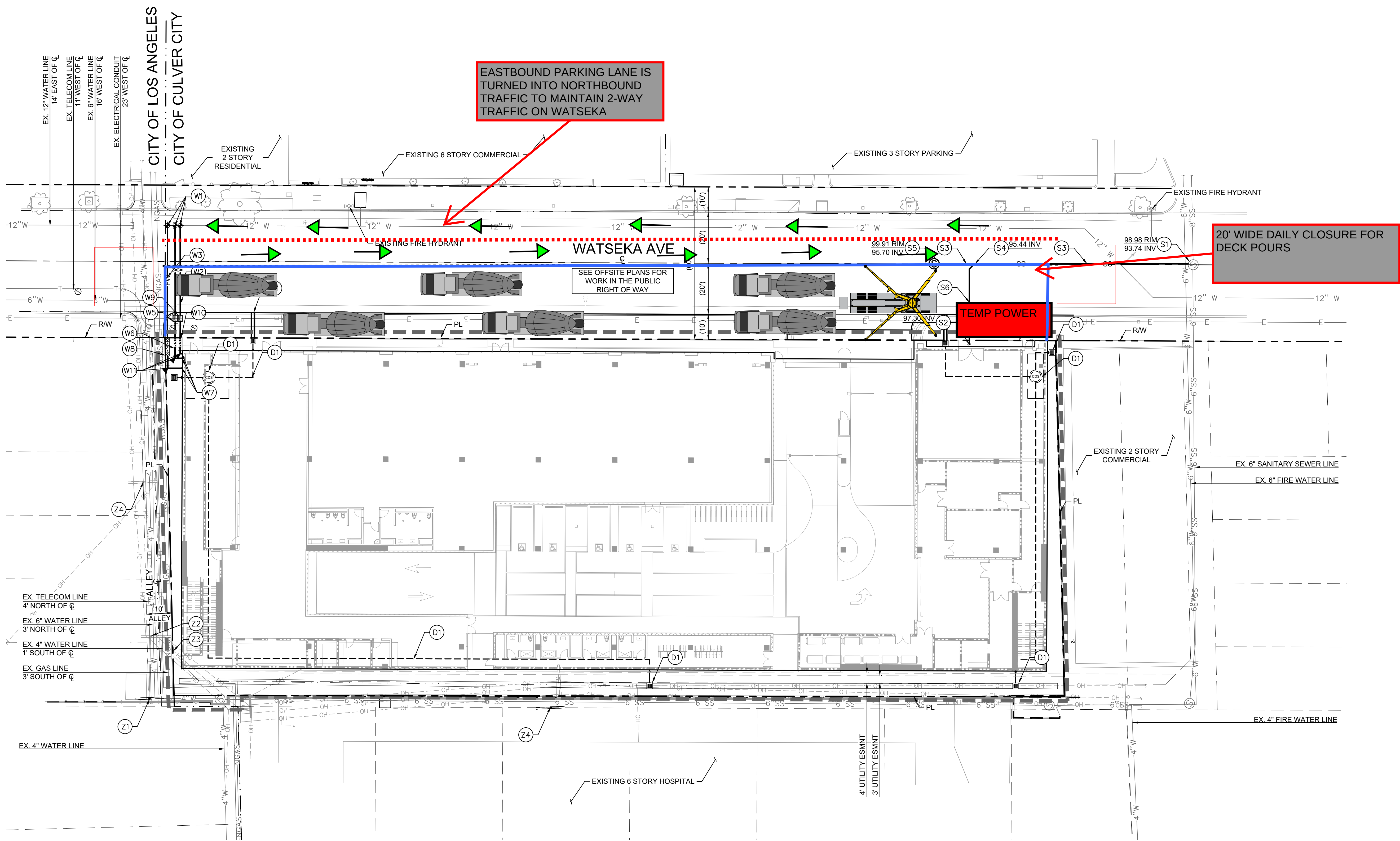
EXHIBIT A.3 - SITE LOGISTICS PLAN BASE CLOSURE

3855 WATSEKA

3855 Watseka Avenue
Culver City
CA 90232

Kimley»Horn

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PHONE: 213-261-4040
WWW.KIMLEY-HORN.COM



WATER KEYNOTES

NOTE: ALL WATER LINES AND SERVICES ARE TO BE CONSTRUCTED PER SEPARATE GOLDEN STATE WATER PERMIT.

- (W1) CONSTRUCT HOT TAP CONNECTION TO EXISTING WATER MAIN IN COORDINATION WITH GOLDEN STATE WATER.
- (W2) INSTALL 3" DOMESTIC WATER LINE.
- (W3) INSTALL 8" FIRE WATER LINE.
- (W4) INSTALL IRRIGATION LINE.
- (W5) INSTALL WATER METER IN COORDINATION WITH GOLDEN STATE WATER.
- (W6) INSTALL 3" DOMESTIC BACKFLOW PREVENTER.
- (W7) POINT OF CONNECTION TO PROPOSED BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
- (W8) INSTALL 8" DOUBLE CHECK DETECTOR ASSEMBLY
- (W9) CONSTRUCT IRRIGATION METER IN COORDINATION WITH GOLDEN STATE WATER.
- (W10) CONSTRUCT IRRIGATION BACKFLOW PREVENTER.
- (W11) CONSTRUCT 90" THRUST BLOCK.

SANITARY SEWER KEYNOTES

- (S1) CONNECT TO EXISTING CITY OF CULVER CITY MANHOLE.
- (S2) POINT OF CONNECTION TO PROPOSED BUILDING. INVERT PER MEP.
- (S3) CONSTRUCT 8" SANITARY SEWER MAIN PER SEPARATE PLAN.
- (S4) CONSTRUCT SEWER WYE.
- (S5) CONSTRUCT SANITARY SEWER MANHOLE.
- (S6) CONSTRUCT 6" SANITARY SEWER LATERAL.

STORM DRAIN KEYNOTES

- (D1) PROPOSED STORM DRAIN PIPING AND APPURTENANCES. SEE C2.00 FOR ADDITIONAL INFORMATION.

ELECTRIC KEYNOTES

NOTE: ELECTRIC SITE UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO DRY UTILITY PLANS AND SPECS FOR MORE INFORMATION. ELECTRIC WORK AND COORDINATION WITH SOUTHERN CALIFORNIA EDISON FOR OVERHEAD LINES AND POWER POLES SHALL BE PER THE DRY UTILITY CONSULTANT.

- (Z1) PROPOSED POWER POLE PER ELECTRICAL.
- (Z2) REMOVE POWER POLE PER ELECTRICAL.
- (Z3) REMOVE EXISTING OVERHEAD LINES PER ELECTRICAL.
- (Z4) PROTECT IN PLACE EXISTING POWER POLE PER ELECTRICAL.

EXISTING UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

LEGEND

---	CITY LIMIT LINE
---	PROPERTY LINE
---	RIGHT-OF-WAY LINE
---	CENTER LINE
---	EASEMENT LINE
---	CIVIL LIMIT OF WORK
---	EXISTING UTILITY LINE
FW	PROPOSED FIRE WATER LINE
W	PROPOSED DOMESTIC WATER LINE
IRR	PROPOSED IRRIGATION LINE
SD	PROPOSED STORM DRAIN LINE
SS	PROPOSED SANITARY SEWER LINE
---	POC TO BUILDING
---	POC TO EXISTING UTILITY LINE
---	FIRE HYDRANT
---	THRUST BLOCK

EXHIBIT A.4 - CONCRETE POUR LOGISTICS

Date	Description
11/01/2019	65% SCHEMATIC DESIGN
12/13/2019	100% SCHEMATIC DESIGN
03/06/2020	35% DESIGN DEVELOPMENT
04/01/2020	50% DESIGN DEVELOPMENT

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

3855 Watseka

Project Number

099766001

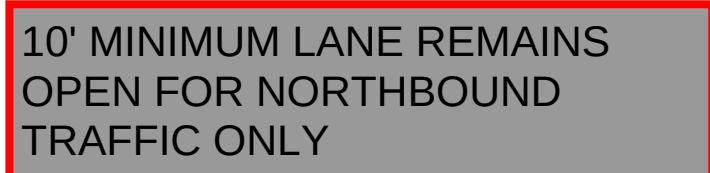
Description

UTILITY PLAN

Scale

PER PLAN

C4.00



30' WIDE DAILY CLOSURE FOR
MAT POURS

TEMP POWER

NOTE: ALL WATER LINES AND SERVICES ARE TO BE CONSTRUCTED PER SEPARATE GOLDEN STATE WATER PERMIT.

- ## SANITARY SEWER KEYNOTES

- (D1) PROPOSED STORM DRAIN PIPING AND APPURTENANCES. SEE C2.00 FOR ADDITIONAL INFORMATION.

NOTE: ELECTRIC SITE UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO DRY UTILITY PLANS AND SPECS FOR MORE INFORMATION. ELECTRIC WORK AND COORDINATION WITH SOUTHERN CALIFORNIA EDISON FOR OVERHEAD LINES AND POWER POLES SHALL BE PER THE DRY UTILITY CONSULTANT.

- ### EXISTING UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

	CITY LIMIT LINE
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	CENTER LINE
	EASEMENT LINE
	CIVIL LIMIT OF WORK
	EXISTING UTILITY LINE
	PROPOSED FIRE WATER LINE
	PROPOSED DOMESTIC WATER LINE
	PROPOSED IRRIGATION LINE
	PROPOSED STORM DRAIN LINE
	PROPOSED SANITARY SEWER LINE
	POC TO BUILDING
	POC TO EXISTING UTILITY LINE
	FIRE HYDRANT
	THRUST BLOCK

EXHIBIT A.5 - CONCRETE MAT POUR LOGISTICS

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
3855 Watseka

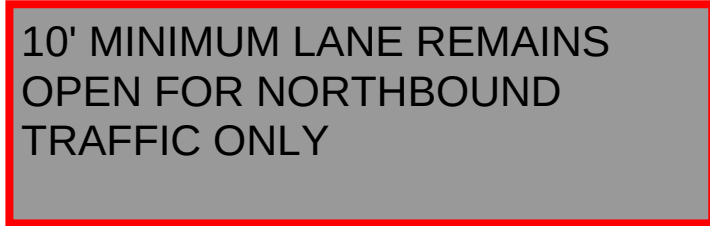
Project Number
099766001

Description
UTILITY PLAN

Scale

PER PLAN

C4.00



30' WIDE CLOSURE FOR 3
CONTINUOUS DAYS FOR BOTH
ERECTION & DISMANTLE

TEMP POWER

NOTE: ALL WATER LINES AND SERVICES ARE TO BE CONSTRUCTED PER SEPARATE GOLDEN STATE WATER PERMIT.

- ## SANITARY SEWER KEYNOTES

- (D1) PROPOSED STORM DRAIN PIPING AND APPURTENANCES. SEE C2.00 FOR ADDITIONAL INFORMATION.

NOTE: ELECTRIC SITE UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO DRY UTILITY PLANS AND SPECS FOR MORE INFORMATION. ELECTRIC WORK AND COORDINATION WITH SOUTHERN CALIFORNIA EDISON FOR OVERHEAD LINES AND POWER POLES SHALL BE PER THE DRY UTILITY CONSULTANT.

- THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

	CITY LIMIT LINE
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	CENTER LINE
	EASEMENT LINE
	CIVIL LIMIT OF WORK
	EXISTING UTILITY LINE
	PROPOSED FIRE WATER LINE
	PROPOSED DOMESTIC WATER LINE
	PROPOSED IRRIGATION LINE
	PROPOSED STORM DRAIN LINE
	PROPOSED SANITARY SEWER LINE
	POC TO BUILDING
	POC TO EXISTING UTILITY LINE
	FIRE HYDRANT
	THRUST BLOCK

EXHIBIT A.6 - TOWER CRANE ERECTION & DISMANTLE LOGISTICS

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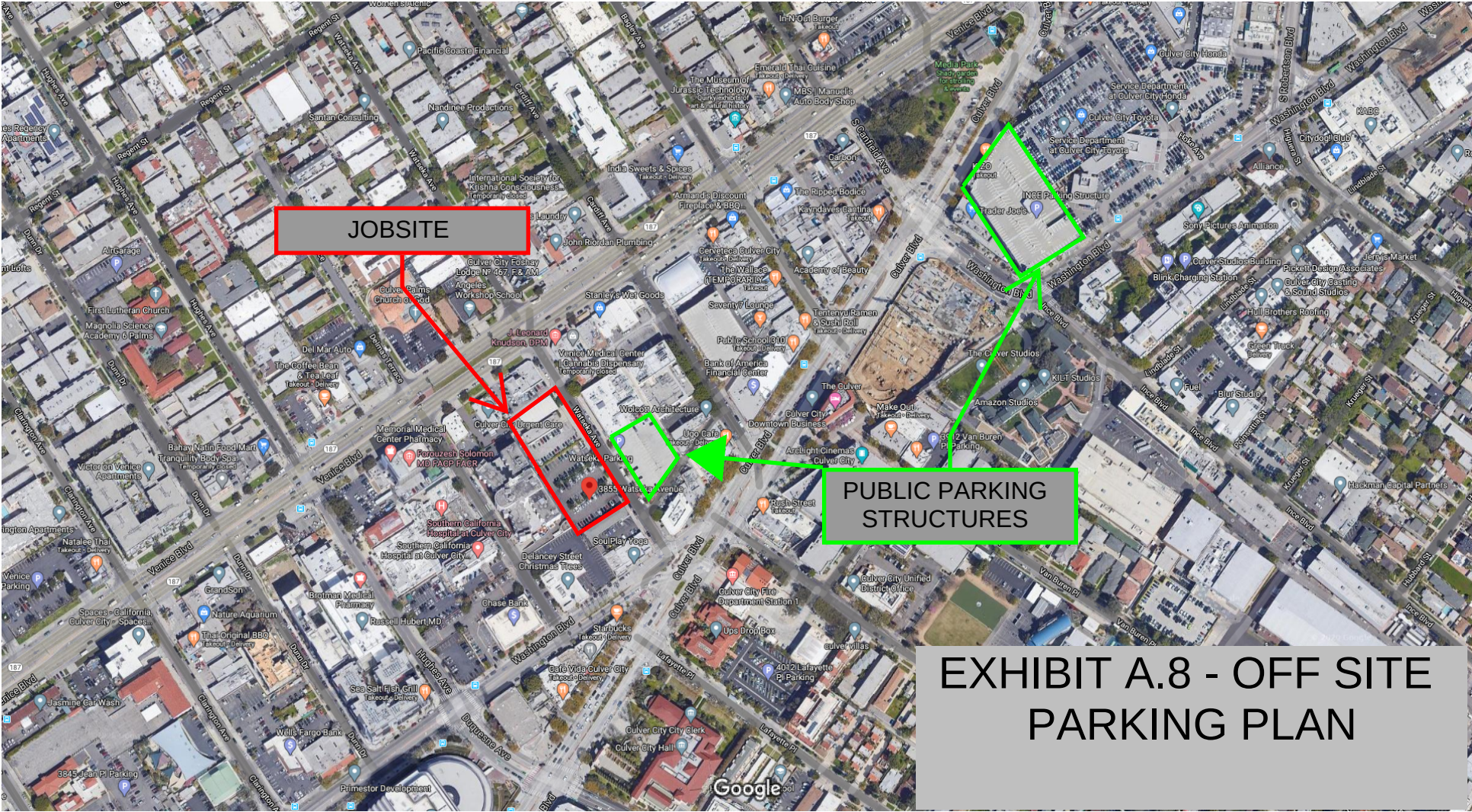






EXHIBIT A.9 - HAUL ROUTE OPTION A.1 Trucks that can U-Turn







EXHIBIT A.9 - HAUL - EXTERIOR & FINISHES PHASE - 4/21/23 - 2/7/24

* Large Deliveries during the finish phase will have to revert to haul route A





3855 Watseka Ave

Culver City, CA 90232

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