



ROCKWOOD
CONSTRUCTION

Prepared by
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Concept Construction Management Plan

6201 BRISTOL PARKWAY
CULVER CITY

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 Purpose.....	1
1.2 Scope.....	1
1.3 Program	1
1.4 Site Location	2
2.0 Construction Management	3
2.1 External Considerations	3
2.2 Anticipated Approvals.....	3
2.3 Site Security	4
2.4 Public / Worker Safety	4
2.4.1 Temporary Construction Fencing.....	4
2.4.2 Pedestrian Detours	4
2.5 Community Notification.....	4
2.6 General Onsite Administration.....	5
2.6.1 Construction Hours.....	5
3.0 Construction Methodology.....	6
3.1 Asbestos Abatement and Demolition (25 work days).....	6
3.2 Subterranean Work / Mass Excavation (40 days).....	6
3.3 Concrete Construction.....	6
3.4 Construction Access.....	7
3.5 Construction Phasing and Sequence.....	7
3.6 Building Construction Sequence.....	8
3.7 Offsite Work	8
4.0 Environmental	9
4.1 General	9
4.2 Noise and Vibration Management	9
4.3 Dust Management and Erosion Control.....	10
5.0 Exhibits	11
5.1 Exhibit A.1 – Haul Route for Jobsite	11
5.2 Exhibit A.2 – Excavation Truck Access.....	12
5.3 Exhibit A.3 – Sidewalk Closure Exhibit	13
5.4 Exhibit A.4 - Demolition Plan / Demo Haul Route	14
5.5 Exhibit A.5 - Mass Excavation	15
5.6 Exhibit A.6 – Mass Excavation Elevation	16
5.7 Exhibit A.7 – Garage Concrete Placement	17
5.8 Exhibit A.8 – Apartment Concrete Placement.....	18
5.9 Exhibit A.9 – Tower Crane & Hoisting.....	19
5.10 Exhibit A.10 – Building Phasing Plan.....	20

1.4 Site Location

The proposed development site (See Figure 2) is located at 6201 Bristol Parkway in Culver City and is bounded by Bristol Parkway to the South, San Diego Freeway to the West, and Green Valley Circle to the North. The site is known as 6201 Bristol Parkway.



Figure 2 – Site Location

The site area is approximately 7.04 acres and is located within Culver City, just south of the Westfield Shopping Mall.

- End of Section 1 -

2.0 Construction Management

2.1 External Considerations

The major external constraints on the project are:

- Maintaining smooth traffic flow with minimal disruptions to the surrounding streets. (Reference Exhibit A.1 & A.2 for haul route)
- Minimizing impact on neighbors.

Upon commencement, our project team's anticipated tasks will be:

- Locate a project office, site accommodation, and facilities.
- Implement an offsite parking plan for construction workers.
- 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

2.2 Anticipated Approvals

A series of permits will be required for project phases including excavation, subterranean and above ground construction. Demolition permits have already been approved and received.

We foresee that these approvals may include contingencies requiring additional design and submittals that must be approved before work can begin. Some anticipated items requiring further approval might include, but not be limited to:

- Final Construction Management Plan (FCMP);
- Erosion and Sediment Control Plan; and
- Shoring and Excavation Plan

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 will not be limited to:

- Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing.
- Off-site Civil work
- Offsite Parking Lane Closures

2.3 Site Security

The site will be secured using appropriate fences, with access gates. Entry will be controlled and will be limited to approved personnel and equipment. The site will be secured after hours and monitored via security cameras and thermal imaging systems.

2.4 Public / Worker Safety

Weekly subcontractor meetings will be held and the contractor will review aspects relating to health, safety, and onsite practice standards. Specific items may include, but will not be limited to site access, parking rules, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

2.4.1 Temporary Construction 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 has already been installed in preparation for our demolition activities.

2.4.2 Pedestrian Detours

Sidewalks adjacent to the site will be closed during construction. Pedestrians will be rerouted to K-rail protected walkways within the street adjacent to the fenced sidewalk. See updated Sidewalk Closure Exhibit. (Reference Exhibit A.3)

2.5 Community Notification

Prior to approval of the FCMP and grading permits, the Applicant will conduct one (1) community meeting pursuant to the notification requirements of the City of Culver City community meeting guidelines, to discuss and provide the following information to the surrounding community:

1. Construction schedule and hours.
2. Framework for construction phases.
3. Identify traffic diversion plan by phase and activity.
4. Potential location of construction parking and office trailers.
5. Truck hauling routes and material deliveries (i.e., identify the potential routes and restrictions. Discuss the types and number of trucks anticipated and for what construction activity).
6. Emergency access plan.
7. Demolition plan.
8. Staging plan for the concrete pours, material loading and removal.

9. Crane location(s).
10. Accessible Applicant and contractor contacts during construction activity and during off hours (relevant email address and phone numbers).
11. Community notification procedures.

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 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 Onsite Administration

The Project Construction Manager will maintain an office at the project site if required. The Project Construction Manager and field staff will be responsible for implementing and maintaining procedures and policies.

2.6.1 Construction Hours

- The project will comply with Culver City's allowable construction hours of:
 - *Monday - Friday*: 8:00 AM through 8:00 PM
 - *Saturday*: 9:00 AM through 7:00 PM
 - *Sunday and national holidays (temporary in nature, if required)*: 10:00 AM through 7:00 PM
(Will require city approval)

Contractor will seek authorization to amend the construction hours to allow work to commence at 7 am. Typical construction hours are between 7 am and 7 pm. An amendment to the working hours will also reduce the local traffic congestion as construction workers will have arrived and left the area prior to businesses opening and prior to local residents returning home, local businesses and offices closing for the day, and busy shopping hours in the evenings.

Hauling, Concrete Trucks, and/or Material Delivery/Removal:

Dirt hauling, ready mix trucks, and construction material deliveries or removal will occur during normal working hours noted above.

Lane Closures:

Every effort will be made to minimize the need for full lane closures. Should lane closures be required, neighbors and city officials will be notified via the email notification system set up at the commencement of construction. Such events will be coordinated with neighboring construction projects.

- End of Section 2 -

3.0 Construction Methodology

3.1 Asbestos Abatement and Demolition (25 work days)

The site is currently a commercial property that includes a one story mixed use building, restaurant and surface parking. Existing services within the site will be located, disconnected, capped, modified to be used as temporary services for construction. Asbestos remediation has already been completed. Demolition is expected to take 25 work days with minimal to no impact to traffic from debris hauling occurring over the course of 20 days with an estimated 4 truckloads being hauled each day. Trucks will enter the site from Green Valley Circle and move to a designated loading area where they will be loaded with material before exiting on Green Valley Circle or Bristol Pkwy. 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 as required. Demolition will be separated into two phases. The first phase will remove the structures only. This will be done to reduce vagrants from attempting to occupy the existing structures. The second phase will include removing all footings, foundations, paving, concrete, and landscaping. The concrete and masonry debris will be recycled onsite. It will be crushed onsite and will be used for base under future drive aisles and construction entrances. (Reference Exhibit A.4)

3.2 Subterranean Work / Mass Excavation (40 days)

Following demolition operations, the site will be mass excavated. The excavations will occur in 5' lifts. The grade changes approximately 20' vertically across the site. The garage foundation is two levels below adjacent finish grades. The garage will be excavated and the adjacent soils will be laid back at a 1:1 slope and soils stockpiled on the West side of the project. As the garage is excavated, there will be additional excavations by a contaminated soil removal company. The contaminated soil area will be tested with every lift to confirm that adjacent soils are clean before excavations of the next 5' lifts. (Reference Exhibit A.5 & A.6)

3.3 Concrete Construction

The concrete construction of the project will encompass two subterranean parking levels and 8 levels above grade. The time frame required to complete the concrete parking garage portions of the project is anticipated to take approximately 20 months. 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 pours will occur continuously throughout the garage, apartment slab on grade, and apartment concrete podium construction. Construction material deliveries (ready-mix trucks) will occur during normal working hours. The first two levels of the parking garage will have concrete delivery trucks that will enter and exit from the construction entrance located on the North and West side of Green Valley Parkway. Parking garage levels 3 - 10 and Apartment level 3 will have concrete delivery trucks that will enter and exit from the construction entrance located on the North and West side of Green Valley Parkway and additionally due North, also from Green Valley Parkway, as well as along the South and East side along Bristol Parkway. These trucks will feed placing booms in the garage to reach levels 3 - 10. (Reference Exhibit A.7 and Exhibit A.8)

Flagmen will be stationed at all concrete pours that occur from Bristol or Green Valley Parkway. The concrete trades will be supported by, but not limited to, a tower crane for lifting of materials and equipment, separate placing booms to place concrete, and perimeter guardrail systems to provide fall protection.

3.4 Construction Access

The parking garage and apartments will require two tower cranes. The tower cranes will be erected at the start of the garage foundation. The Eastern tower crane will be dismantled shortly after wood framing at Phase 1 is complete. The Western tower crane will be dismantled shortly after framing at Phase 2 is complete. Additional self erecting cranes will be used temporarily for wood framing operations only. (Reference Exhibit A.9)

Inside the parking garage an emergency manlift will provide emergency hoisting for persons in case of emergency. This manlift will remain in place until the Phase 2 hoist is erected. Construction materials will be distributed to their final locations through the material hoists and also through vehicle transports (small trucks with trailers and forklifts) inside of the parking garage during construction operations.

3.5 Construction Phasing and Sequence

Given the size of the site and building, the project, the site will be divided into two phases. We anticipate that a detailed phasing plan will be submitted at a later date with the intent to open the building to the residents in Phase 1 while construction activities continue in Phase 2. The contractor is well versed in project phasing and understands the building life and safety requirements needed to safely phase a project. (Reference Exhibit A.10)

3.6 Building Construction Sequence

Framing will commence in Phase 1 starting after the Type 1 concrete level is placed and finished. Additionally the framing will not start until the concrete garage is two levels above the adjacent apartment concrete deck. Framing will start on the Southeast portion of the project and proceed towards the Northwest portion of the project.

Framing in Phase 2 will commence starting on the Southwest portion of the project and proceed to the Northwest portion of the project. The fire lane North and West side of the project will always be open during construction operations and during all phases of the project.

3.7 Offsite Work

Offsite work is expected to begin as soon as the building envelope is installed.

Offsite 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 Streetscape Master Plan; and the striping of the project's half of Green Valley and Bristol Pkwy.

We do foresee the need for sidewalk and parking lane closures. The sidewalks and parking lanes on the project side of Bristol and Green Valley will provide material delivery access. At a later date, the contractor will submit Right of Way permits and Traffic Control Plans to move the construction fence out to the edge of the parking lane. This fence and barriers when necessary will delineate the construction personnel and vehicles from the Bristol and Green Valley streets. Flagmen will be present when vehicles enter in or out of this delineated zone.

When anticipated approximately a four week duration where actual lane closures will be required to tie new utilities into the existing utilities. We will alleviate traffic congestion by only closing one lane at a time and providing a traffic control plan that will continue to allow for two way traffic on both Green Valley and Bristol Pkwy during the utility connections. The trenches will be plated every afternoon and the full roads and lanes will be open during non-construction hours.

- End of Section 3 -

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 development.

4.2 Noise and Vibration Management

Normal work hours will occur within Culver City's allowable construction hours of 8:00 AM to 8:00 PM, Monday-Friday. There will be some Saturday work that will occur within the allowable hours of 9:00 AM to 7PM. Sunday work is not anticipated.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. In addition, construction activities will implement Project Mitigation Measure (MM) NOI-1 included in the Project's California Environmental Quality Act (CEQA) Guidelines Section 15168(c) Clearance documentation. Mitigation Measure Project MM-NOI-1 includes features to be implemented during construction activities to reduce noise levels.

Some measures will be:

- 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 emitting from idling vehicles.
- Requiring stationary source equipment to be located the greatest distance from the public right-of-way.
- Requiring construction workers to be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after allowed construction hours.
- To the extent practicable, schedule construction activity during normal working hours between 8 a.m. and 5 p.m. on weekdays when higher sound levels are typically present and are found acceptable.
- For construction equipment that utilizes internal combustion engines, ensure the engine's housing doors are kept closed, and mount noise-insulating material on the engine housing consistent with manufacturers' guidelines, if possible

Construction activities will also implement Project MM NOI-2 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. Mitigation Measure Project MM-NOI-2 includes measures to be implemented during construction activities to reduce vibration levels, such as limitations on equipment types in proximity to adjacent vibration sensitive receptor structures (residential and hotel) and idling restrictions.

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

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

All after hour's work will be subject to the Communication Management Plan. Consultation with pertinent Culver City departments will occur prior to any works being scheduled. Businesses and surrounding residents 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. 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.

Measures that may be employed include:

- General Site: Maintenance of site-specific SWPPP
- Site Perimeter: Erection of a 6 ft. high fence with attached windscreen at the site's perimeter under which sand bags and/or straw wattles will be placed as needed for our BMP's (Best Management Practices).
- Demolition: All trucks removing materials from site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control.
- 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

In addition, construction activities will implement Project MM AQ-1 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. Mitigation Measure

Project MM-AQ-1 requires the use of certain equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) to minimize air quality emissions during construction activities.

4.4 Biological Resources

Construction activities will implement PEIR MM BIO-2 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. MM PEIR MM BIO-2 requires that construction activities shall take place outside of the nesting season, if feasible. If not feasible, for construction activities occurring between January 1 through September 15, a nesting bird and raptor survey shall be conducted within a 500-foot radius of the construction site, prior to any ground-disturbing activities (e.g., staging, mobilization, grading) as well as prior to any tree and/or vegetation removal within the Project site. Appropriate measures included in MM PEIR MM BIO-2 will be implemented during construction activities, as applicable, to ensure nesting birds are adequately protected.

4.5 Cultural Resources

Construction activities will implement Project MM CUL-1 to MM CUL-3 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. MM CUL-1 to MM CUL-3 require the Project's construction-related soil disturbance activities to be overseen by an archaeologist and include treatment measures to be implemented should archeological resources be encountered during construction activities.

4.6 Paleontological Resources

Construction activities will implement Project MM GEO-1 to MM GEO-3 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. MM GEO-1 to MM GEO-3 require the Project's construction-related soil disturbance activities to be overseen by a paleontologist and include treatment measures to be implemented should paleontological resources (i.e., fossils) be encountered during construction activities.

4.7 Tribal Cultural Resources

Construction activities will implement the City's standard conditions of approval (COA) related to tribal cultural resources (TCR) per TCR COA-1 to TCR COA-6 included in the Project's CEQA Guidelines Section 15168(c) Clearance documentation. TCR COA-1 to TCR COA-6 require the Project's construction-related activities to be overseen by a Native American Monitor from a Gabrieleño Tribe or Tribes and include treatment measures to be implemented should tribal cultural resources be encountered during construction activities.

- End of Section 4 -

5.0 Exhibits

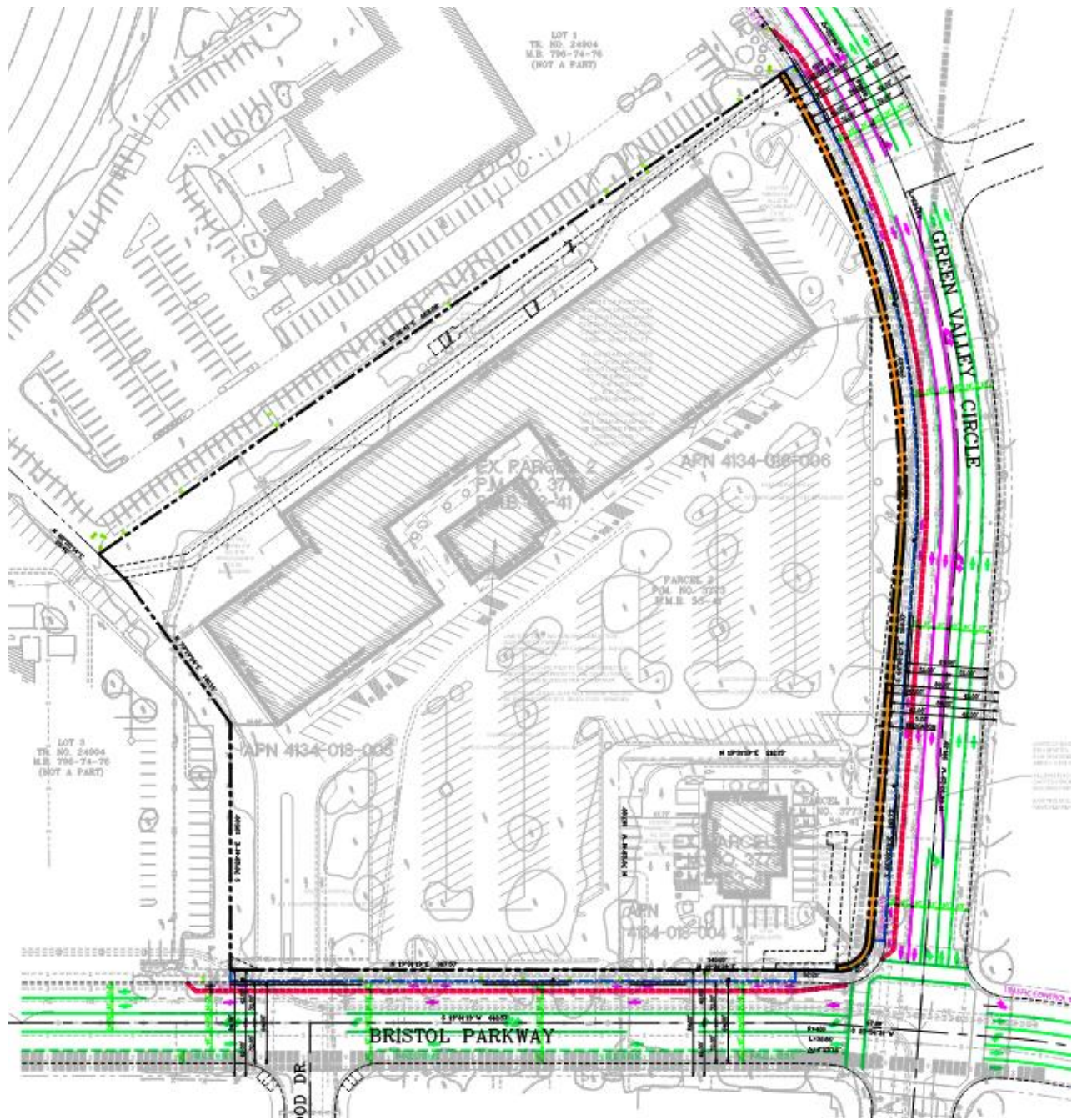
5.1 Exhibit A.1 – Haul Route for Jobsite



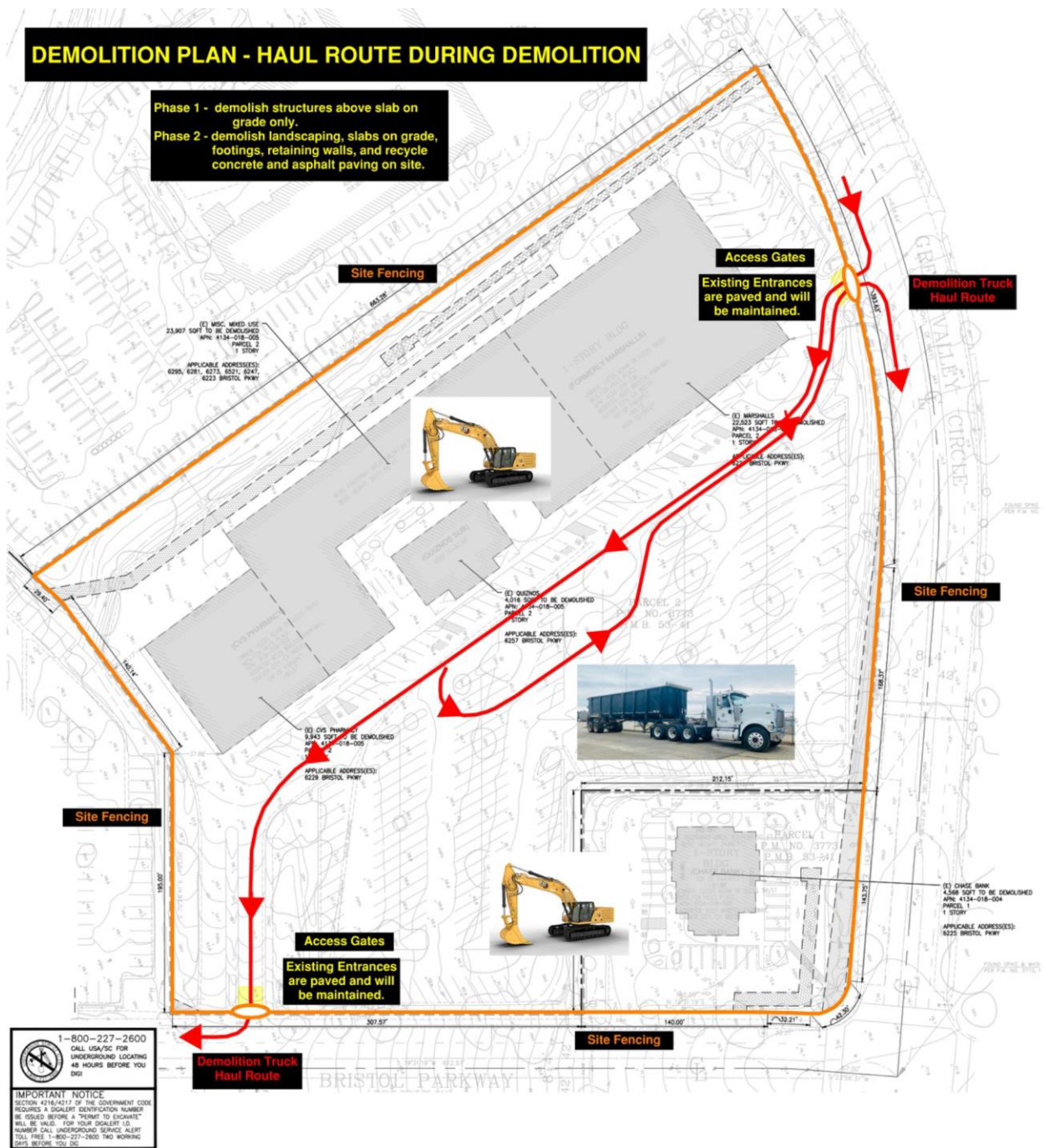
5.2 Exhibit A.2 – Excavation Truck Access



5.3 Exhibit A.3 – Sidewalk Closures & Temporary Fencing Plan

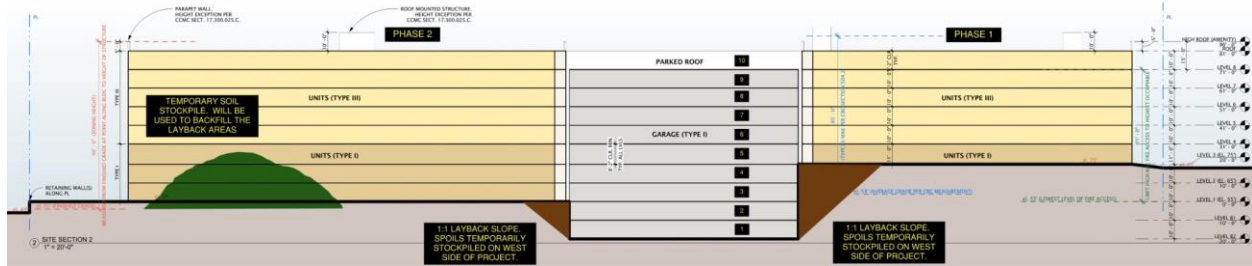


5.4 Exhibit A.4 - Demolition Plan / Demo Haul Route





5.6 Exhibit A.6 – Mass Excavation Elevation



Level 0 - 2 - Concrete Pump Pours and Truck Staging

Level 3 - 10 - Concrete Truck to (3) Placing Booms in Garage

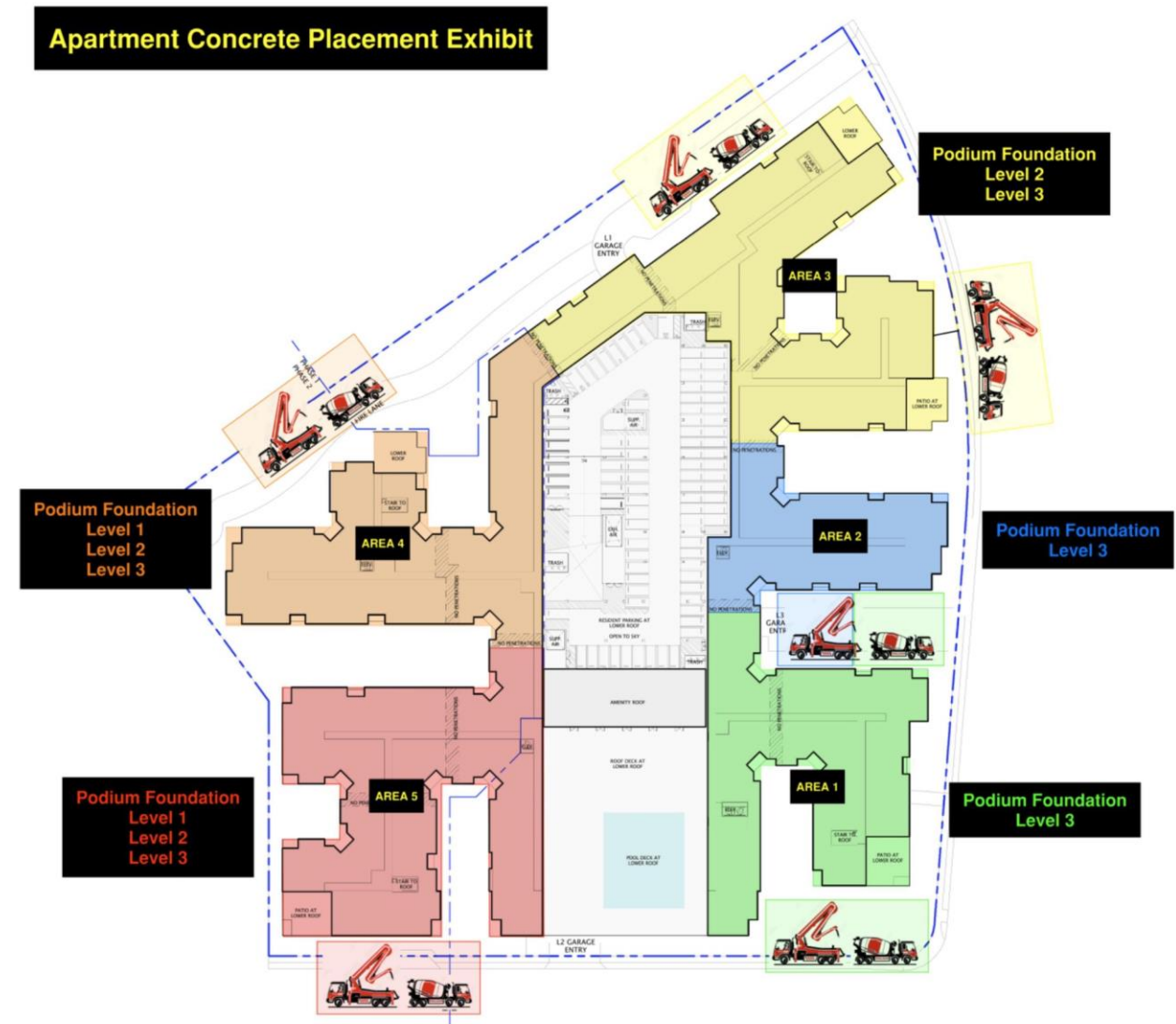
Level 0 - 2 - Concrete Pump Pours and Truck Staging

Level 3 - 10 - Concrete Truck to (3) Placing Booms in Garage

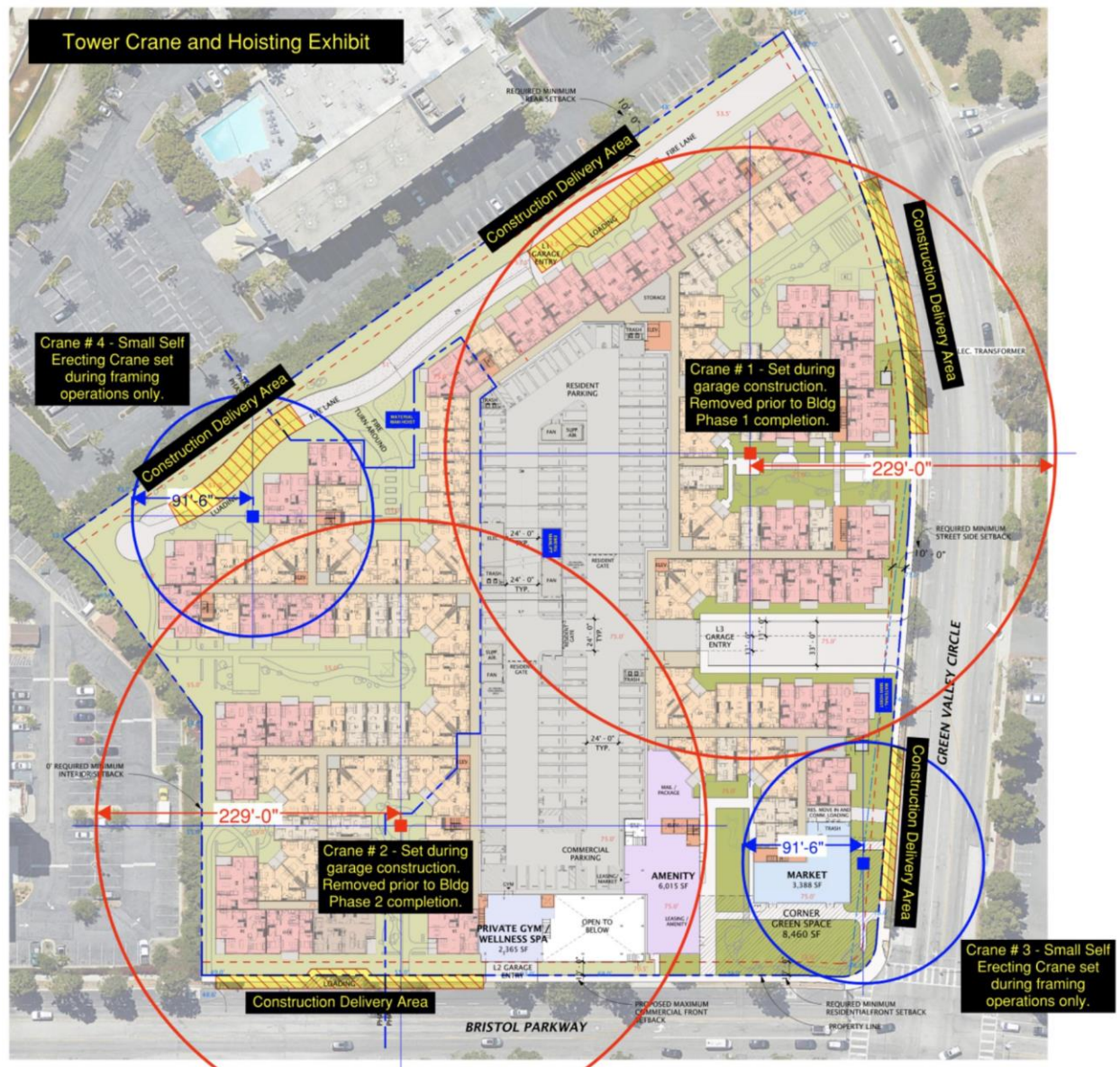
Level 3 - 10 - Concrete Truck to (3) Placing Booms in Garage

The diagram shows a large building footprint with various rooms labeled, including "TRASH ROOM", "STORAGE", "ELECTRICAL", "MECHANICAL", "POOL DECK AT LOWER ROOF", and "ROOF DECK AT LOWER ROOF". Three red circles are drawn across the central part of the building, each with a horizontal dimension line indicating a width of 180'-0". The diagram also shows several concrete pump trucks and placing booms positioned around the building, with labels like "FIRE LANE" and "PARKING LOT".

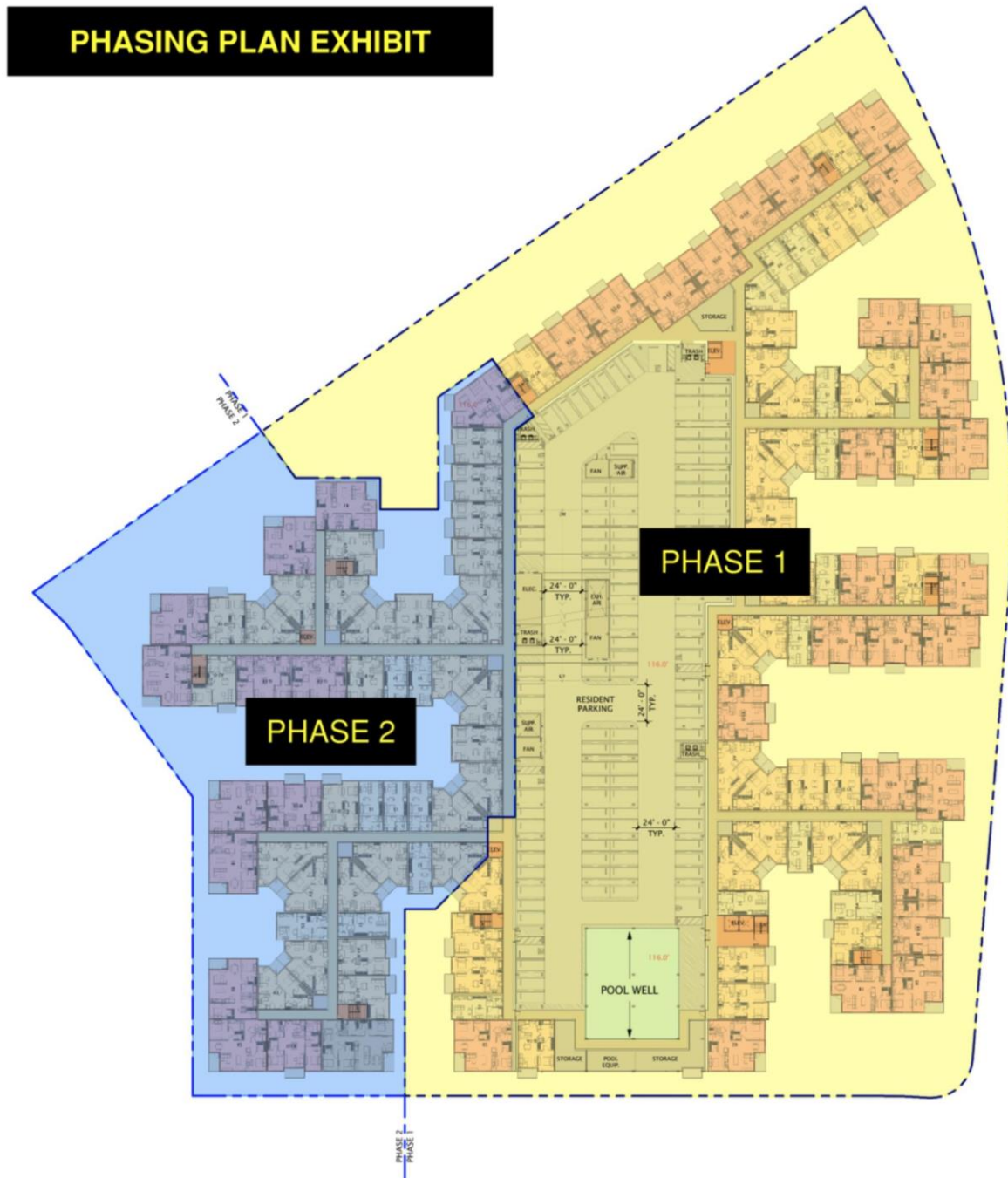
5.8 Exhibit A.8 – Apartment Concrete Placement



5.9 Exhibit A.9 – Tower Crane & Hoisting



5.10 Exhibit A.10 – Building Phasing Plan



- End of Section 5 -