SAGARD

100 Corporate Pointe Walk, Culver City

Concept Construction Management Plan, Traffic Control Plan and Pedestrian Protection Plan

Prepared by

Alliance Residential

June 30, 2025

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1.0 Introduction

1.1 Purpose

The purpose of this Concept Construction Management Plan is to forecast how the general contractor's project management team will implement and perform its site management responsibilities during construction of 100 Corporate Pointe (the Project).

This plan will describe the anticipated scope and schedule for the Project's construction to provide a guide for an efficient and coordinated construction process as well as to provide information to the public about the Project's objectives and activity on and off site.

1.2 Scope

This Construction Management Plan will:

- Anticipate how the project management team will meet construction requirements.
- Define the objectives and goals of the Project's construction phase.
- Define constraints to the construction phase and the Project in general.
- Detail proposed strategies for construction control as well as resource and site management.

1.3 Program

The proposed program will require the construction of:

- 5 Stories of Type IIIA over 2 partial stories Type IA construction with a 5-story Type 1A parking structure.
- Approximately 442,349 square feet of total net floor area, including 351 residential units and approximately 4,742 square feet of retail space.
- The Project will include amenity spaces, including a lobby, leasing office, gyms, and outdoor courtyards.
- The Project includes residential parking, bicycle parking, elevators, equipment rooms and trash service rooms.

1.4 Site Location

The Project is located at 100 Corporate Pointe Walk in Culver City, sitting on the corner of Buckingham Parkway and Slauson Avenue. A site map is provided in Figure 1.

FIGURE 1

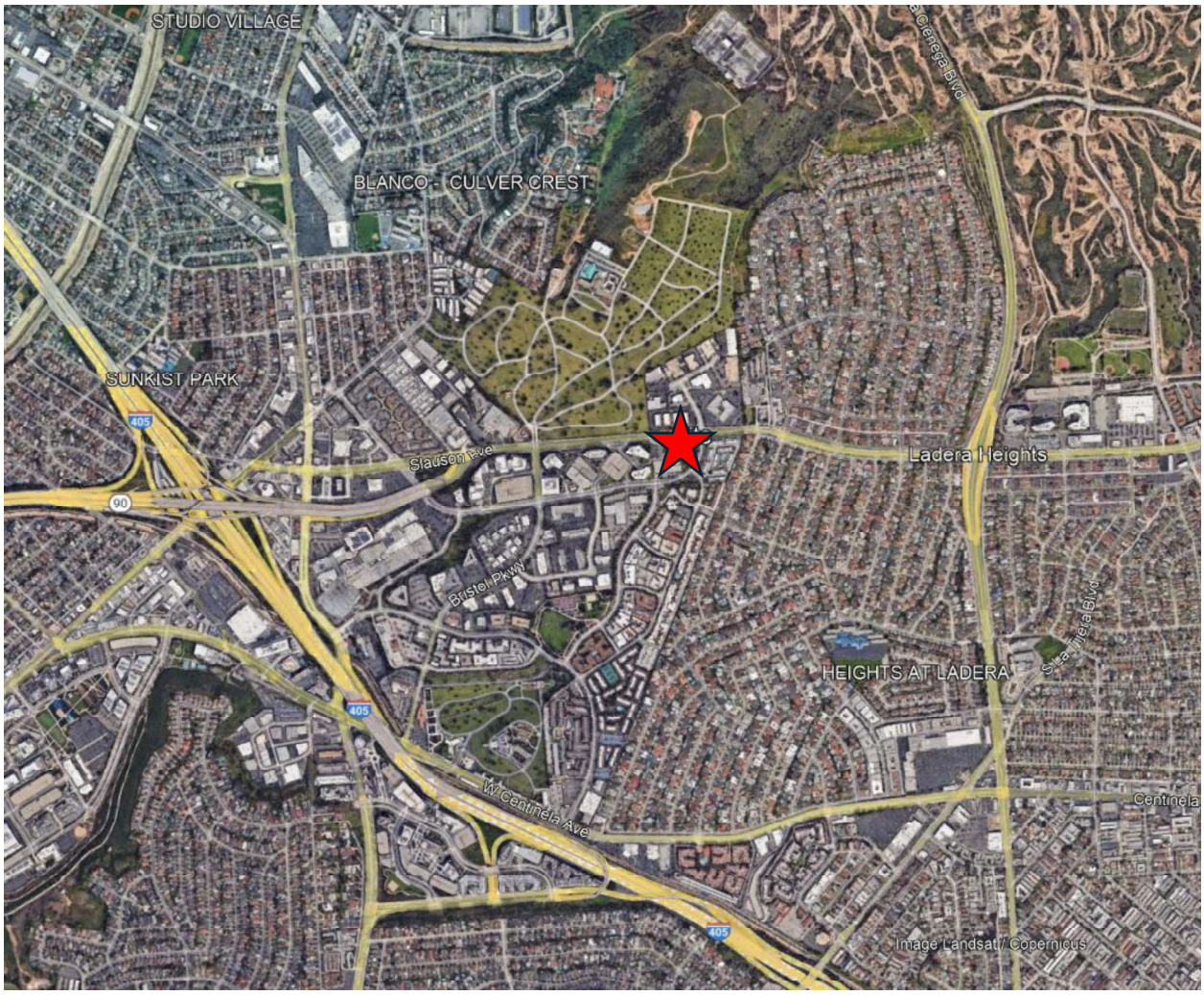


Figure 1 - Site Map

-End of Section 1-

2.0 Construction Management

2.1 External Considerations

The major constraints of the Project are:

- Maintaining smooth vehicular and pedestrian traffic flow with minimal disruptions to the surrounding streets.
- Minimizing impact on neighbors and collaborating with neighboring businesses for peak conditions.

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

- Implement a construction activities communication plan prior to and through construction.
- Placement of a construction trailer, site accommodations and facilities.
- Implement an offsite parking plan for construction workers. This will occur during the concrete structure build duration. After concrete, the workers will park on site.
- Confirm the locations of existing services and obtain all necessary permits and approvals.
- Arrange for the installation of temporary services – power and water to serve the Project during construction.
- Strategically locate designated trash areas to be efficiently hauled by an approved hauler.

2.2 Anticipated Approvals

Permits that will be required for the Project construction phase will include, but may not be limited to:

- Demolition
- Street Improvements
- Grading/Excavation
- Shoring
- Building
- Electrical
- Landscape
- Traffic Control
- Mechanical
- Plumbing
- Utility Plans
- Elevators
- Fire Sprinklers
- Metal Steel Stairs
- Fire Alarm & ERRCS

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
- After hours application

2.3 Site Security

The site will be secured using appropriate fences with privacy screens along Slauson Avenue and Buckingham Parkway and other property line boundaries. The site and perimeter area will be equipped with 24-hour camera video surveillance with online access by site personnel. Entry will be controlled and will be limited to approved personnel and equipment. The site will be secure after hours. All workers and visitors to the site will be required to sign in and sign out at the site office.

2.4 Public/Worker Safety

All site staff and subcontractors will be required to complete a site-specific safety orientation before beginning work onsite. The orientation will cover topics such as health, safety, and onsite construction practice standards. Specific items may include, but will not be limited to, job site safety requirements, time and location of regular site safety meetings, site access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

The general contractor will employ a third-party safety consultant who will review contractor and subcontractor Safety Management Plans. The Consultant will make regular site visits to audit the safety program of the site construction staff as well as the subcontractors. Site construction staff will perform daily safety checks to ensure daily compliance with Cal/OSHA and any other relevant safety standards.

All site staff and subcontractors will be required to follow the latest federal, state, and local health and safety construction safety guidelines.

2.4.1 Temporary Construction Fencing

Temporary site fencing will be installed around the perimeter of the site (Refer to attached Exhibit). The fence will be a 6ft chain link with a green wind screen. Fencing will include secured gated access for construction personnel only. The fencing installation will be subject to Culver City approval.

Where an impact from material handling and/or construction planning is anticipated, stakeholders and authorities will be consulted before implementation.

2.4.2 Pedestrian Detours

Reference attached Exhibit. While the sidewalks around the site may be closed during construction, pedestrian and bicycle access around the perimeter of the site will be maintained during construction through the use of k-rails, canopies, or other similar methods. Adequate signage will be provided for re-directing pedestrians as required. The pedestrian re-routing signage plan will be submitted to the city for approval as part of the traffic control plan.

2.5 General Onsite Administration

The general contractor project construction team will maintain an onsite office. The Project construction team will be responsible for implementing and enforcing the construction management plan and all other site procedures and policies.

2.5.1 Construction Hours

The Project will seek approval to maintain the following extended construction hours during construction:

7:00 a.m. to 8:00 p.m. Monday through Friday
8:00 a.m. to 7:00 p.m. Saturdays

The requested extended hours of construction will have various positive impacts and thus be in public interest. The additional hour in the morning will shorten the overall length and duration of construction, lessening the time that neighbors will be impacted by construction. By allowing construction to start earlier, this will help minimize the traffic congestion that may otherwise impact the surrounding neighbors. The earlier start will allow for construction worker arrival and on-site deliveries to take place prior to the peak morning commute hours. Likewise, if the daily activities are able to be completed earlier thanks to the earlier start, then workers would likely be able to depart before the peak evening commute hours.

Lane Closures

- It is proposed to close the sidewalks along the site property line on Buckingham Parkway and Slauson Avenue for the duration of the Project. It is also proposed to close one drive lane & bike lane adjacent to the project site on Buckingham Parkway for the duration of the Project construction. However, pedestrian and bicycle access around the site will be maintained using k-rails, canopies, or other similar methods. A formal traffic control plan will be engineered and submitted to the city for approval.

- Location of existing bus stop on Buckingham Parkway will be coordinated with the City for a temporary solution during the course of construction.
- Scope-specific traffic control plans will be submitted separately on an as needed basis for a specific duration. Scope-specific traffic control shall include, but not limited be to, utility tie ins, sidewalk / curb & gutter replacement, asphalt resurfacing, concrete pours, crane erection / dismantling, etc.
- All changes to the traffic control plans will be coordinated with the City in advance of implementation.

2.5.2 Hoisting

- During the excavation, shoring, and parking structure construction, mobile cranes and large forklifts will be utilized for material hoisting located on the closed sidewalks and within the Project's property line.
- Upon commencement of wood framing, a self-erecting or tower crane may be placed within the Project's property line. A few potential locations are shown on the Project Logistics Plan.
- There will be an occasional need for the crane's jib to extend past the limits of the fencing or over adjacent properties. We intend to make a concerted effort to obtain approval from these adjacent property owners in advance of establishing the crane placement.
- If any hoisting is required after the removal of the crane, mobile cranes will be located on the closed sidewalk and/or coordinated with a supplemental traffic control plan.

2.5.3 Demolition

A waste management company will be selected to ensure that all demolition and construction debris is directed to a facility specializing in the off-site recycling of mixed materials. The objective is to achieve a recycling rate exceeding 50% of the total materials generated. Detailed information regarding the designated facilities will be provided once the demolition and trash hauling subcontractors have been selected, prior to the commencement of work.

-End of Section 2-

3.0 Construction Methodology

3.1 Demolition, Shoring, and Excavation (79 Days)

The site is currently an office building and a three level parking structure.

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

Demolition is expected to take 30 days with impact to traffic occurring over the course of 20 days with an estimated 4-5 truckloads being hauled each day.

During this phase, the Slauson Ave and Buckingham Pkwy street trees within the public right-of-way will be protected in place. Sidewalk widening and tree wells will be addressed during sitework phase of the project. All onsite structures and flatwork within property line limits will be removed.

Trucks will enter the site from Buckingham Parkway and will move to a designated loading area where they will be loaded with material before exiting (Refer to attached Haul Route Plan Exhibit). Where required, curb ramps will be placed at entry/exit points to mitigate damage to curbs. Flag men will be stationed at entry and exit points to ensure safety.

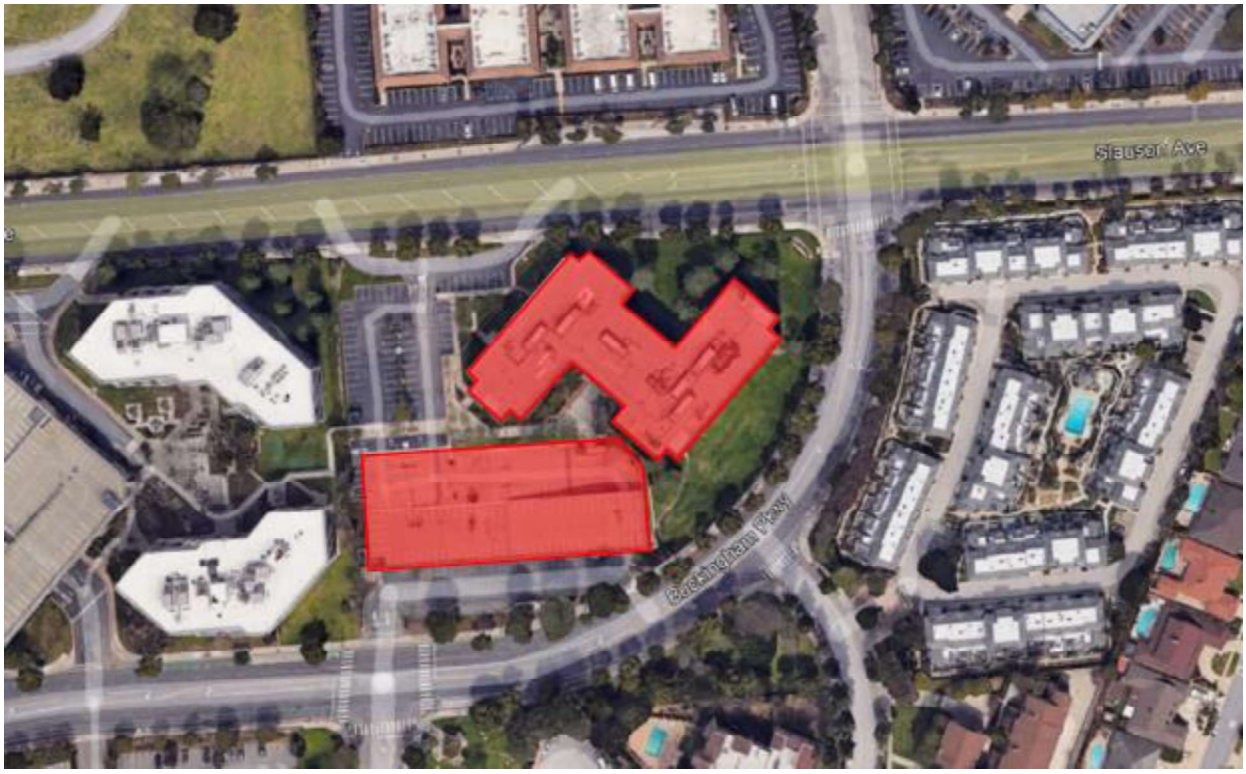


Figure 2 - Existing Structures to be Demolished

Mass Grading operations will follow demolition. Excavation and grading will occur over the next 30 days. Temporary shoring may be required to assist grading operations in preparation for foundations. The Project excavation depths will be consistent with recommendations provided by the geotechnical engineer and structural engineers. Dirt will be stockpiled at a designated location and hauled off site in non-consecutive days and within the allowable hours of operation. Trucks will enter and exit the site at designated locations, which will be prepared with stabilized entrances. Flag men will be stationed at the entry and exit points to ensure safety. Street sweeping will be provided on hauling days.

3.2 Underground Work (26 Days)

Mass grading will be considered complete upon certification of "blue-topped" building pads, marking the point at which trenching for underground utilities may begin. These utilities will typically include storm drains, sewer lines, domestic water mains, and electrical/low voltage conduits, with installation expected to take approximately 90 days. Once all underground utilities have been installed, the backfilled trenches will be properly recompacted in accordance with the Geotechnical engineer's standards to ensure proper support for future concrete structural foundations. We will coordinate with the City to develop and implement traffic control plans for utility tie-ins to off-site mains. Depending on the location of the main line connection, temporary lane closures may be required to facilitate these operations. All asphalt trenches within the public right-of-way will be backfilled and repaved in compliance with City standards.

3.3 Concrete Structures (208 Days)

Concrete Structures will be comprised of three main components: Parking garage structure, podium structure, and slabs on grade. The pad elevations, coordinated with the rough grading plan, will dictate the order of construction of each of these foundation systems, which will be constructed over 240 days. During this time, activities will include installation and fabrication of concrete formwork, reinforcement, concrete placement, concrete finishing, and masonry infill for all structural foundations, walls, columns, and elevated concrete decks.

Concrete placement will occur for roughly 230 non-sequential days within the 270-day schedule. Material deliveries will occur during normal working hours. Staging delivery trucks within the approved lane closures, coupled with flag men stationed at entry and exit points, will ensure safety.

The concrete trades will be supported by mobile cranes for hoisting material and equipment, boom pumps for concrete placement, and perimeter guardrail systems for fall protection. If necessary, extension of permitted work hours and/or scope-specific traffic control will be coordinated with the City in advance of concrete placement days. We anticipate the crane to be erected during this phase of construction to assist with material deliveries for concrete trades, in preparation for wood framing.

3.4 Wood Framing and Building Envelope (594 Days)

Wood framing will commence as soon as possible atop the podium and slab on grade structures. The wood framing will consist of five (5) levels over its respective concrete foundation structure. The proposed crane will be utilized during this phase of construction to assist with material delivery and placement throughout the site. Lumber, hardware, and wood truss delivery trucks will be staged in the approved lane closure as they are off-loaded.

Exterior envelope systems will be comprised of, but not limited to, windows and fenestrations, envelope waterproofing, stucco plaster systems, exterior ornamental iron, horizontal roofing systems, decorative finishes / cladding, and paint. Private patios will be comprised of waterproofed deck coatings and metal railings. Scaffolding will be erected for a productive and safe working platform for work on the building's facade.

3.5 Mechanical, Electrical, Plumbing, and Finishes (540 Days)

Once the roof is installed and the building is "dried in," interior work will commence, starting with rough mechanical, electrical, and plumbing (MEP) work. Once rough MEP installation is complete, insulation and drywall will be installed, followed by painting and other finishes. All finishes will be part of this construction scope; there will be no finishes for the building operator to construct.

3.6 Site Work (210 Days)

In general, sitework will include landscaping, irrigation, pavers, concrete flatwork, pool, planters, and miscellaneous metal structures (e.g., cabanas and railings). Site work will occur simultaneously with interior finishes. Tree wells and sidewalk widening on Buckingham Pkwy will be coordinated to cause the least amount of disturbance to existing trees. Sitework is expected to take 210 days after the building scaffolding is removed.

-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 the potential impacts of the noise, vibration, and air quality in the vicinity of the Project.

4.2 Noise and Vibration Management

Construction may occur during Culver City's allowable construction hours of 8:00 am to 8:00 pm, Mondays through Fridays, 9:00 am to 7:00 pm on Saturdays, and 10:00 am to 7:00 pm on Sundays, as well as for the extra hour from 7:00 am to 8:00 am Mondays through Fridays and 8:00 am to 9:00 am on Saturdays upon approval of the Applicant's extended hours of construction permit. All subcontractors will be responsible for managing noise and vibration in accordance with their Project-specific Management Plans. Mitigation measures include, but are not limited to the following:

- Documentation of major noise-generating construction equipment and its noise levels.
- In accordance with PDF-NOI-1, temporary noise barriers will be installed along the southern and eastern project boundary to shield the sensitive receptors from construction noise. The barrier along the eastern and southeastern boundary along Buckingham Parkway will be a minimum height of 15 feet oriented to block the line-of-sight to the nearest residences. The barrier along the southern boundary along Buckingham Parkway near the intersection with Hannum Avenue will have a minimum height of 8 feet oriented to block the line-of-sight to the open space area along Buckingham Parkway. Temporary noise barriers will be installed during demolition, site preparation, grading/excavation, and the overlapping phases of site preparation and grading/excavation and the overlapping phases of foundations/concrete and building construction.
- In accordance with PDF-NOI-2, all construction equipment will be required to operate with an exhaust muffler and sound control devices such as noise enclosures, parapets or sound blankets so as not to exceed the criteria for construction noise. Proper maintenance of construction equipment to minimize noise emissions will be required.
- Staging of construction material deliveries behind fencing to minimize noise and limiting vehicle idling to the extent possible.
- Requiring stationary source equipment to be located the greatest possible distance from the public right-of-way and adjacent properties.
- 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.

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:

- Foundation and elevated concrete
- Tower crane erection and dismantling
- Manlift erection and dismantling
- Scaffolding erection and dismantling
- Offsite improvements

In cases where after hours work is required, consultation with pertinent Culver City departments will occur prior to the work being scheduled. Businesses and surrounding residents will be given notification via email of the proposed after hours work prior to starting said work, including details of the work to be performed and the 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:

- Site Perimeter: Erection of a 6-foot fence with an attached windscreen at the site's perimeter. The fence will be moved and maintained as needed throughout the course of the project construction.
- Demolition: All trucks removing demolition 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 stockpile and surfaces as required, covering of stocks while minimizing piling of material, and use of street sweepers to maintain adjacent roadways.
- Construction: Maintain an elevated level of housekeeping to minimize the likelihood of windblown dust.

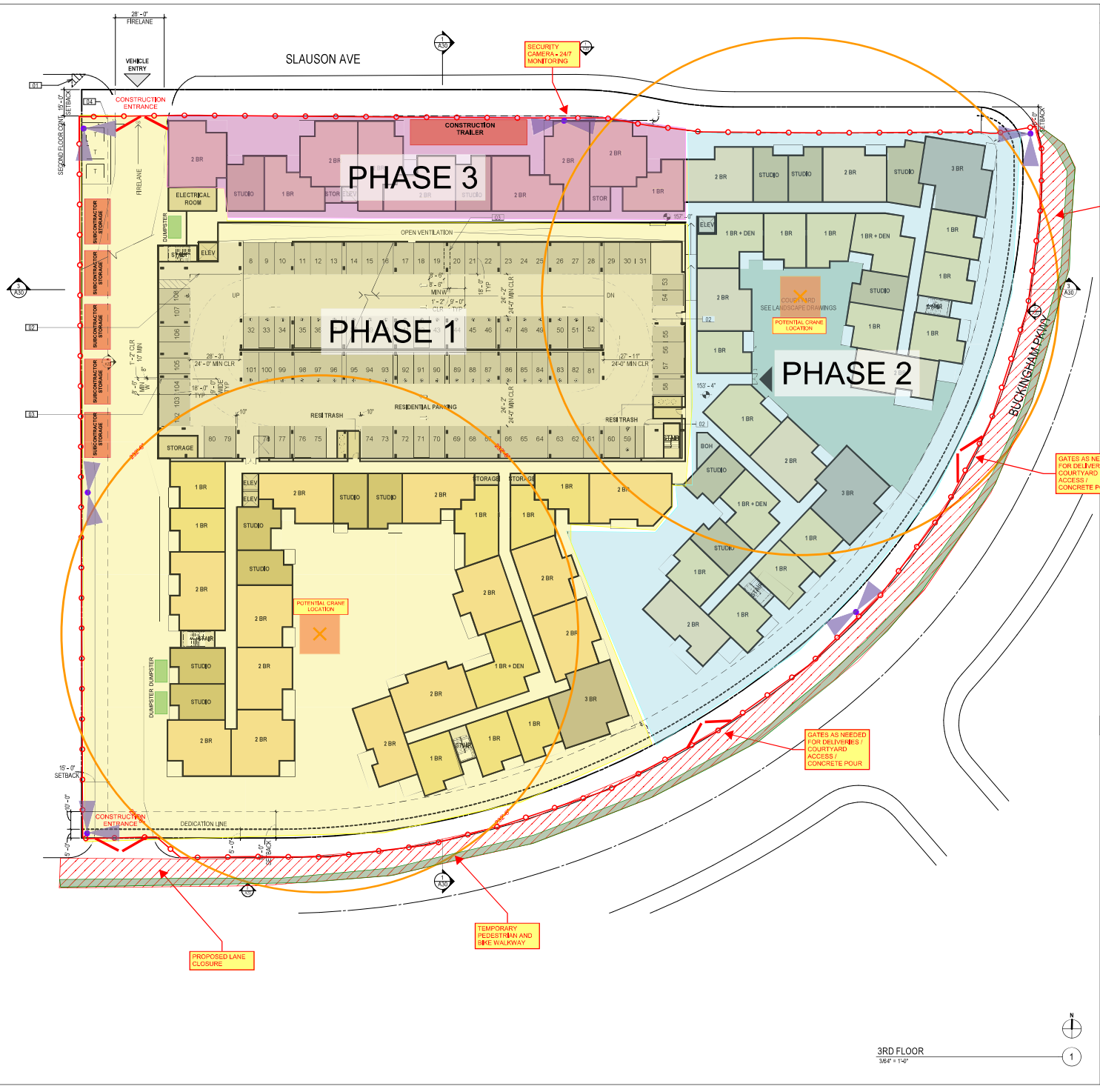
4.4 Air Quality

In accordance with PDF-AIR-1, construction equipment operating at the project will be subject to a number of requirements including but not limited to the following:

- All off-road diesel construction equipment greater than 25 horsepower to meet the U.S. Environmental Protection Agency Tier 4 Final off-road emission standards.

-End of Section 4-

5.0 Exhibits



NOTES

01 SETBACK LANDSCAPING, THIS AREA
02 CONTINUOUS 6" CONCRETE CURB, TYPICAL ALL PARKING LEVELS WHERE PARKING ABUTS WALL, PEDESTRIAN WAY, OBSTRUCTION, ETC
03 ADDITIONAL CLEARANCE AT OBSTRUCTIONS TO PROVIDE MINIMUM 10' CLEAR ABOVE 8'-6" STALL WIDTH MINIMUM, TYPICAL ALL FLOORS & PARKING SPACES
04 6'-0" HIGH METAL FENCE WITH LANDSCAPE SCREENING

LEGEND

- PEDESTRIAN ENTRANCE
- VEHICLE ENTRANCE
- PEDESTRIAN ENTRANCE TO PARKING LEVEL
- ELECTRIC VEHICLE PARKING SPACE, REFER TO G01 FOR PARKING MIX & COUNT
- OPEN SPACE AREA, REFER TO G03 & G04 FOR CALCULATIONS

KFA
3573 HAYDEN AVENUE
CULVER CITY, CA 90232
310.399.7975
KFALOSANGELES.COM

100 CORPORATE POINTE

100 CORPORATE POINTE WALK
CULVER CITY, CA, 90230

ALLIANCE RESIDENTIAL COMPANY
2462 DUPONT DRIVE
IRVINE, CA 92612

SUBMITTAL
PRELIMINARY PROJECT REVIEW RESUBMITTAL

JOB NUMBER
2024-041.00

DATE
01.23.25

REVISIONS

SHEET TITLE
THIRD FLOOR PLAN

SHEET NUMBER
A13

1/8/2025 9:19:54 PM

6/30/2025

100 Corporate Pointe
Culver City, CA 90230
Conceptual Haul Route Plan

Material and waste hauling trucks will generally be staged along the west fire road – refer to Figure 1. Upon loading / unloading, trucks will exit onto Buckingham Parkway and head west to continue on Hannum Ave. Turn right onto W Slauson Ave and make a sharp right onto CA-90/Marina Fwy following signs to merge onto I-405 – refer to Figure 2.

Figure 1

6/30/2025

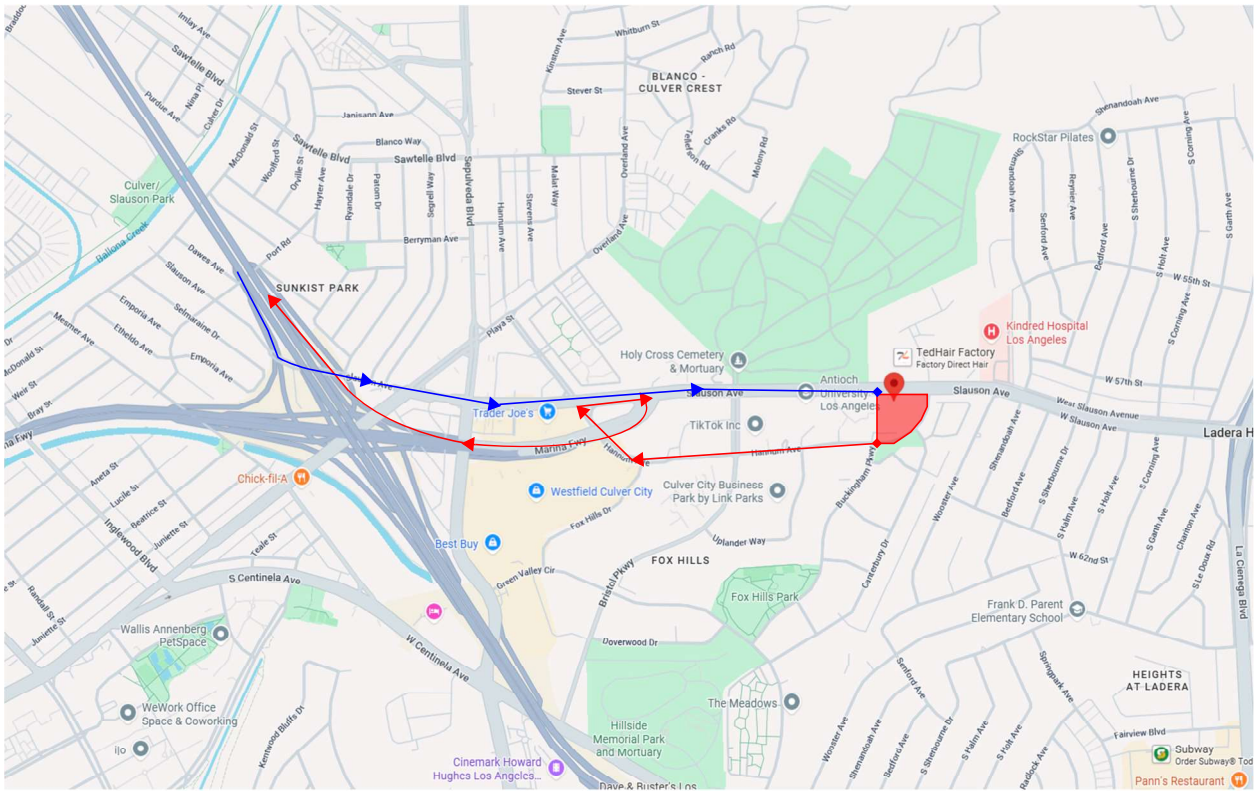


Figure 2

Outbound

Inbound