

5757 UPLANDER WAY



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

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Introduction

1.0 Introduction

1.1 Purpose

This Construction Management Plan has been developed to anticipate how the Project Management team shall implement and conduct its site management responsibilities during the three (3) Phases of construction across the three (3) separate Parcels¹ of the 5757 Uplander Way master plan 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; and
- Details the proposed strategy for the construction phases, with particular regard to establishment resourcing, site organization, and construction controls.

A Project Specific Construction Management Plan will be developed for each Parcel prior to commencing Construction of the Project on that Parcel.

1.3 Program

Each phase of the proposed program will require the construction of:

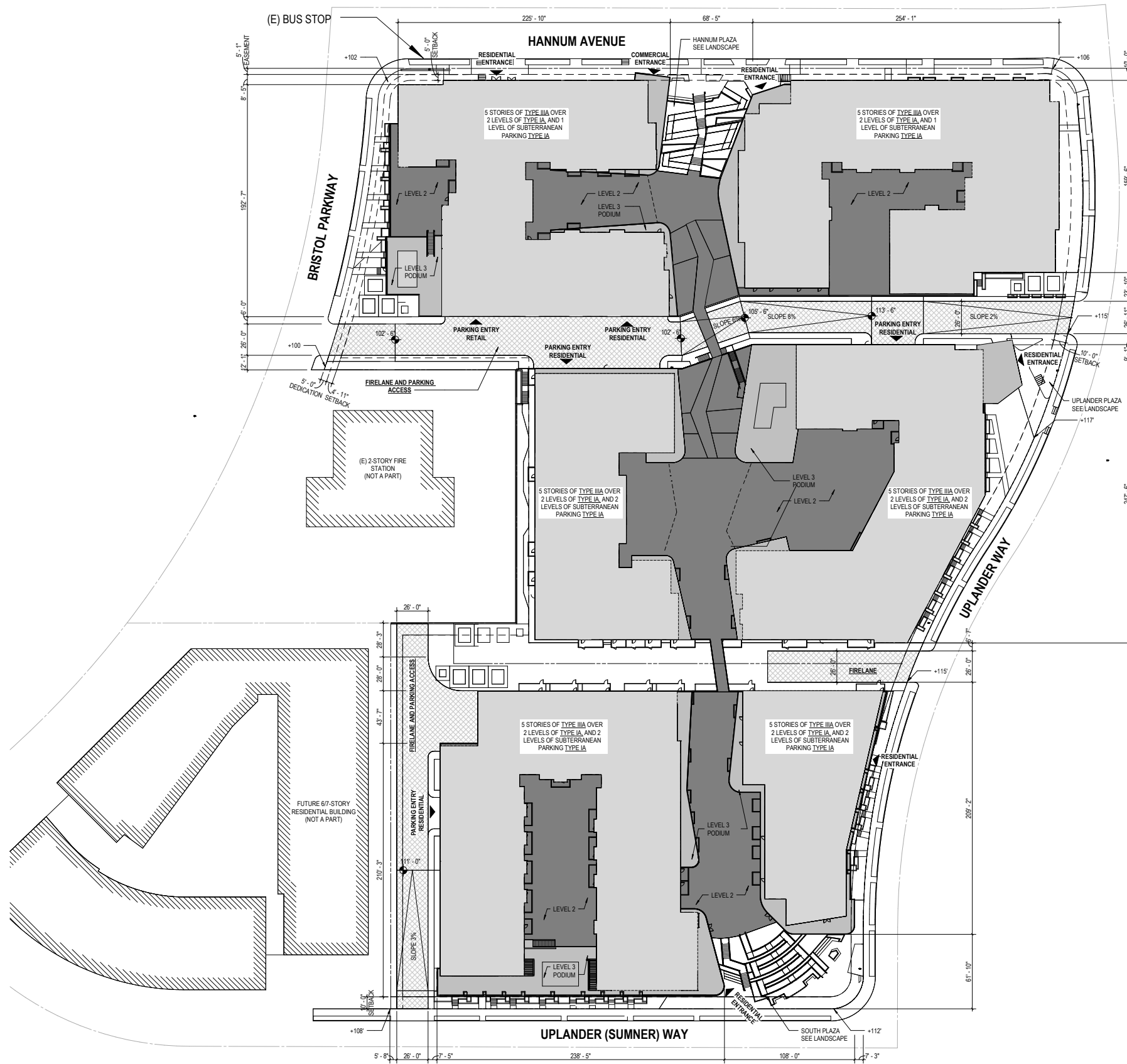
- 1 or 2 levels of Type 1 concrete subterranean parking in concrete
- 2 levels of Type 1 concrete structure for Retail / Lobby / Parking / Residential at level 1 and 2
- 5 levels of Type III framing for residential units

1.4 Site Location

The development site (see Figure 1) is located at 5757 Uplander Way in Culver City, California.

¹ The Property originally consisted of four parcels, but pursuant to the Parcel Map that will be recorded in conjunction with the Project, the Property will consist of three parcels. The Project's three buildings will be situated one on each parcel.
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FIGURE 1: SITE PLAN



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 residential properties to the East.
- Coordinating 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 focusing on minimizing impacts to surrounding operations.
- Implement an off-site 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.
- Locate designated trash areas to be hauled by the City's franchise haulers.
- Develop temporary traffic control plans and coordinate with Culver City for approval.
- Develop plan for "off-hours" work for specific activities targeted at reducing impacts to surrounding neighbors and city, and work with Culver City for approvals.

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 Uplander Way. The site will utilize 24-hour/seven-day video surveillance around the Project perimeter and select critical sites around the Project. 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 Safety 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.

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.3. The sidewalk adjacent to the site on Hannum Avenue and Bristol Parkway will be temporarily relocated during Construction of Phase 1. Pedestrian access to Hannum Avenue and Bristol Parkway will be maintained through temporary measures throughout Construction. Temporary sidewalk closures may be required during certain construction activities such as concrete placements, deliveries, and hoisting activities. The duration of temporary closures will be limited to working hours to minimize disruptions to pedestrian traffic.

Due to the limited existing pedestrian traffic, sections of Uplander Way will be closed during construction of Phases 1, 2 and 3. Pedestrians will be rerouted to the opposite side of street using existing crosswalks. 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 a part of the traffic control plan.

2.5 Community Notification

Construction of each Phase will have several distinct sub-phases requiring 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.

Construction Management

2.6 General On-site Administration and Emergency Contact Info

The Project's Construction Manager will maintain an office at the Project site as required. The Project's Construction Manager and field staff will be responsible for implementing and maintaining procedures and policies. Contractor's on-site representative and emergency contact will be provided with the parcel-specific construction plans that are to be created later.

2.6.1 Construction Hours

- General Construction:

For the majority of the work, the Project will comply with Culver City's allowable construction hours of:

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

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

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

In an effort to reduce the construction duration, the project will seek approval for a 7:00 a.m. Weekday and an 8:00 a.m. Saturday start time for the entire construction duration. The early start time will reduce the impacts of traffic and noise resulting from heavy trucking traffic.

- Lane and Sidewalk Closures – Reference Exhibits A.1 and A.2:

Because the Project's footprint is "property line to property line," the only access to build the Project will be from public space along Hannum Avenue and Uplander Way. 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 and 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 Uplander Way. 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.1. 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.1 outlines the proposed Site Logistics Plan, which shows daily closure from the start of construction to completion of construction.

Exhibit A.2 outlines the expanded closure required along Hannum 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 Hannum Avenue and the footprint of the pump trucks may expand into the drive lanes. On the days of concrete pours, the temporary fence will be pushed out to the middle of Hannum Avenue, pushing the traffic lanes to the east side of the road. The existing turning lane will be converted to a traffic lane, and a single traffic lane for East and West traffic will be maintained. This setup will be used during the day only and will be taken down at the end of each workday.

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

- Reference Exhibit A.4.

Construction Management

- During the excavation and shoring sub-phase of each 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 these sub-phases. Such events will also be coordinated with the city and neighborhood representatives and neighboring construction projects.
- After each excavation sub-phase, a tower crane will be placed inside the footprint of the on-going Phase. 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

Reference Construction Waste Management 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 (132 work days per Parcel)

The site is currently developed with four (4) one- and two-story business park buildings with associated surface parking. Existing services within the site will be relocated and either capped if redundant or modified if they are to be used as temporary services for construction.

Demolition: Parcel 1 demolition will include demolition of the 2-story building on Parcel 1 and is expected to take 45 work days with impact to traffic from debris hauling occurring over the course of 20 days with an estimated 4 truckloads being hauled each day. Parcel 2 demolition will include demolition of the 1-story building on Parcel 2 and is expected to take 30 work days with debris hauling occurring over the course of approximately 15 work days with an estimated 4 truckloads being hauled each day. Finally, Parcel 3 demolition will include demolition of the two 1-story buildings on Parcel 3 and is expected to take 45 work days with debris hauling occurring over the course of approximately 20 work 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 on Exhibit A.1. Flagmen will be present during the demolition 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. Shoring for Parcel 1 is estimated to take approximately 30 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 Shoring process will be repeated for each Parcel, with Parcel 2 expected to take 60 work days and Parcel 3 expected to take 60 work days.

Concurrently with the Shoring work described above, the Project will require the excavation of approximately 30 feet of earth below street level with an expected time frame of 58 days for Parcel 1 (additional 4' of depth will be required at isolated locations of pits). Dirt hauling is anticipated to occur over 45 nonconsecutive days within the 58-day excavation period. A total of 95 dump trucks per day will be required to haul the estimated volume of dirt from the site. The Excavation process, concurrent with Shoring, will be repeated for each Parcel, with Parcel 2 expected to take 90 work days and Parcel 3 expected to take 90 work days.

Truck/haul routes during this phase will follow routes shown on Exhibit A. Trucks will enter and exit the site using gates on Uplander Way. 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. 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.

3.2 Subterranean Work and Concrete Structure (130 work days per Parcel)

Based on the geotechnical report, the concrete structures will require a conventional shallow foundation system, consisting of continuous wall foundations and isolated column foundations. In order to facilitate future construction of the foundations, the installation of a tower crane on the Project site will likely be required. Reference Exhibit A.4 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 tower crane will unload material from the parking lane on Uplander Way, as shown on Exhibit A.1. The crane will assist in various tasks that would otherwise interfere with traffic flow on other surface streets around the site. 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.

Each of the buildings of the Project consist of one or two levels of below-grade parking concrete structure and one or two levels of above-grade concrete retail/residential.

For major concrete pours on Parcel 1, two (2) truck-mounted concrete boom pumps and ready mix trucks will be staged on Hannum Avenue and Uplander Way at various times, depending on the concrete pour location, as shown on Exhibit A.2. On these concrete pour days, one travel lane on the impacted road will be closed during specified working hours.

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One lane of traffic in both directions will be maintained.

For Parcel 1, concrete placement is expected to occur over 30 nonconsecutive days within the 130-day concrete construction period. Construction material deliveries (ready-mix trucks) will occur during normal working hours, as described in section 2.6.1 above, unless specifically approved under a separate permit. Concrete delivery trucks will enter and exit along Uplander Way as shown on Exhibit A.2. Flagmen will be stationed at entry and exit points to ensure safety.

For Parcel 2, two (2) truck-mounted concrete boom pumps and ready mix trucks will be staged on Uplander Way at various times, depending on the concrete pour location, as shown on Exhibit A.2. On these concrete pour days, one travel lane on the impacted road will be closed during specified working hours. One lane of traffic in both directions will be maintained at all times. Concrete placement is expected to occur over 30 nonconsecutive days within the 130-day concrete construction period. Construction material deliveries (ready-mix trucks) will occur during normal working hours, as described in section 2.6.1 above, unless specifically approved under a separate permit. Concrete delivery trucks will enter and exit along Uplander Way as shown on Exhibit A.2. Flagmen will be stationed at entry and exit points to ensure safety.

For Parcel 3, two (2) truck-mounted concrete boom pumps and ready mix trucks will be staged on Uplander Way at various times, depending on the concrete pour location, as shown on Exhibit A.2. On these concrete pour days, one travel lane will be closed during specified working hours. One lane of traffic in both directions will be maintained at all times. Concrete placement is expected to occur over 30 nonconsecutive days within the 130-day concrete construction period. Construction material deliveries (ready-mix trucks) will occur during normal working hours, as described in section 2.6.1 above, unless specifically approved under a separate permit. Concrete delivery trucks will enter and exit along Uplander Way as shown on Exhibit A.2. 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.

3.3 Above Grade Wood Framing (150 work days per Parcel)

The above grade portion of the Project will consist of 5-stories of type IIIA wood framed structure. The time frame required to complete the structural framing work for each Parcel is approximately 150 workdays.

The framing operation will be assisted with the tower crane unloading materials from Hannum Avenue for Parcel 1 and from Uplander Way for Parcels 2 and 3. Lumber deliveries are expected approximately twice a week during the framing duration.

3.4 Building Enclosure (120 work days per Parcel)

The exterior envelope system will consist primarily of paster, glazing and a mix of other accent materials throughout. The Exterior skin system will commence immediately after the framing and will be installed from a perimeter scaffolding system. Building Enclosure will commence during Above Grade Wood Frame and run concurrently with the Wood Framing.

3.5 Finishes (150 work days per Parcel)

For the concrete and subterranean portions of the Buildings, the installation of the finishes and build-out of the interiors will commence as each of the slabs are cast and the formwork is stripped. Therefore, the work will be overlapped with the structure and building enclosure phases noted in Sections 3.3 and 3.4 above.

The interior build-out of the residential portions of the Project will commence after the framing is complete. Sequencing of the interior work will be done to ensure the building is weather-tight prior to installation of interior finishes. The installation of interior work 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 per Parcel)

Off-site work is expected to begin as soon as the Building envelopes are installed and exterior scaffolding is removed from

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the site.

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; and placement of landscaping, trees, public seating, and bicycle parking as prescribed by Culver City's approved off-site improvement plans.

Every effort will be made to minimize the impact on vehicle traffic flow by limiting staging activities to the parking lanes on Hannum Avenue and Uplander Way. Temporary lane closures on Hannum Avenue and Uplander Way may be necessary when completing required repaving of specified portions of the streets. 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 workdays. This period will include approximately 4 days for concrete placement for sidewalk and gutter construction.

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 may occur during Culver City's allowable construction hours of 8:00 a.m. to 7:00 p.m., Mondays through Fridays, 9:00 a.m. to 7:00 p.m. on Saturdays, and 10:00 a.m. to 7:00 p.m. on Sundays, as well as for an extra hour from 7:00 a.m. to 8:00 a.m. on Mondays through Fridays and from 8:00 a.m. to 9:00 a.m. on Saturdays upon approval of 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. 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. 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.

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 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.

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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:* Maintaining 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.

- Maintaining a clean work area, which includes controlling and eliminating potential sources of food (disposing of food waste immediately).
- Daily site clean-up.
- Trash containers to be controlled with limited access to prevent spillage.
- Proper site sanitation.
- Controlling weeds and other undesirable vegetations if required.
- Removing potential water sources and ensuring that water is flowing away from new structures.

5.0 Exhibit A

- 5.1 Exhibit A.1 – Site Logistics - Typical Set-Up Throughout Duration
- 5.2 Exhibit A.2 – Site Logistics During Concrete Pours
- 5.3 Exhibit A.3 – Site Logistics - Pedestrian Safety & Routing
- 5.4 Exhibit A.4 – Hoisting Plan
- 5.5 Exhibit A.5 – Haul Route

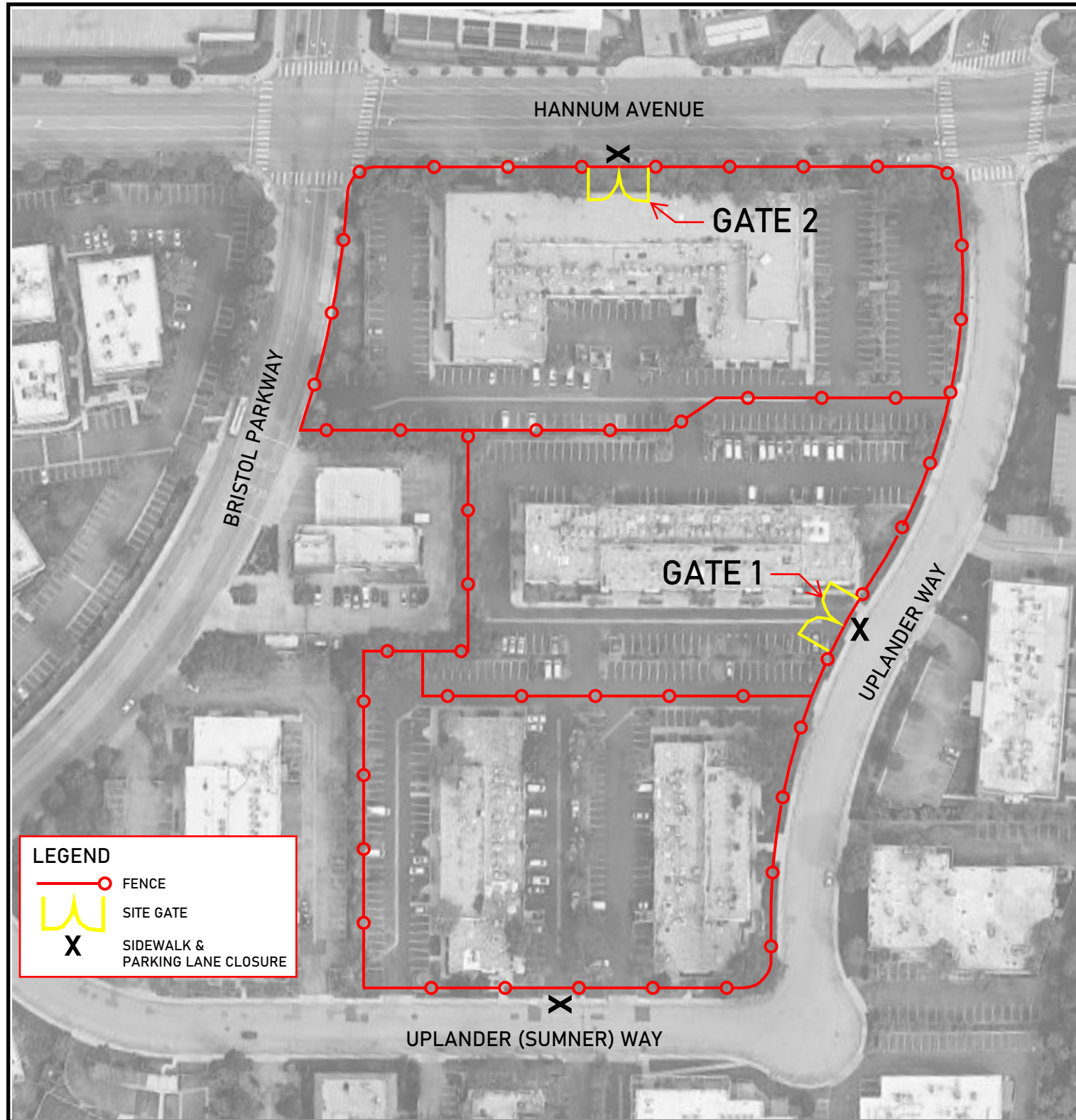


EXHIBIT A.1
SITE LOGISTICS - TYPICAL SET-UP THROUGHOUT DURATION

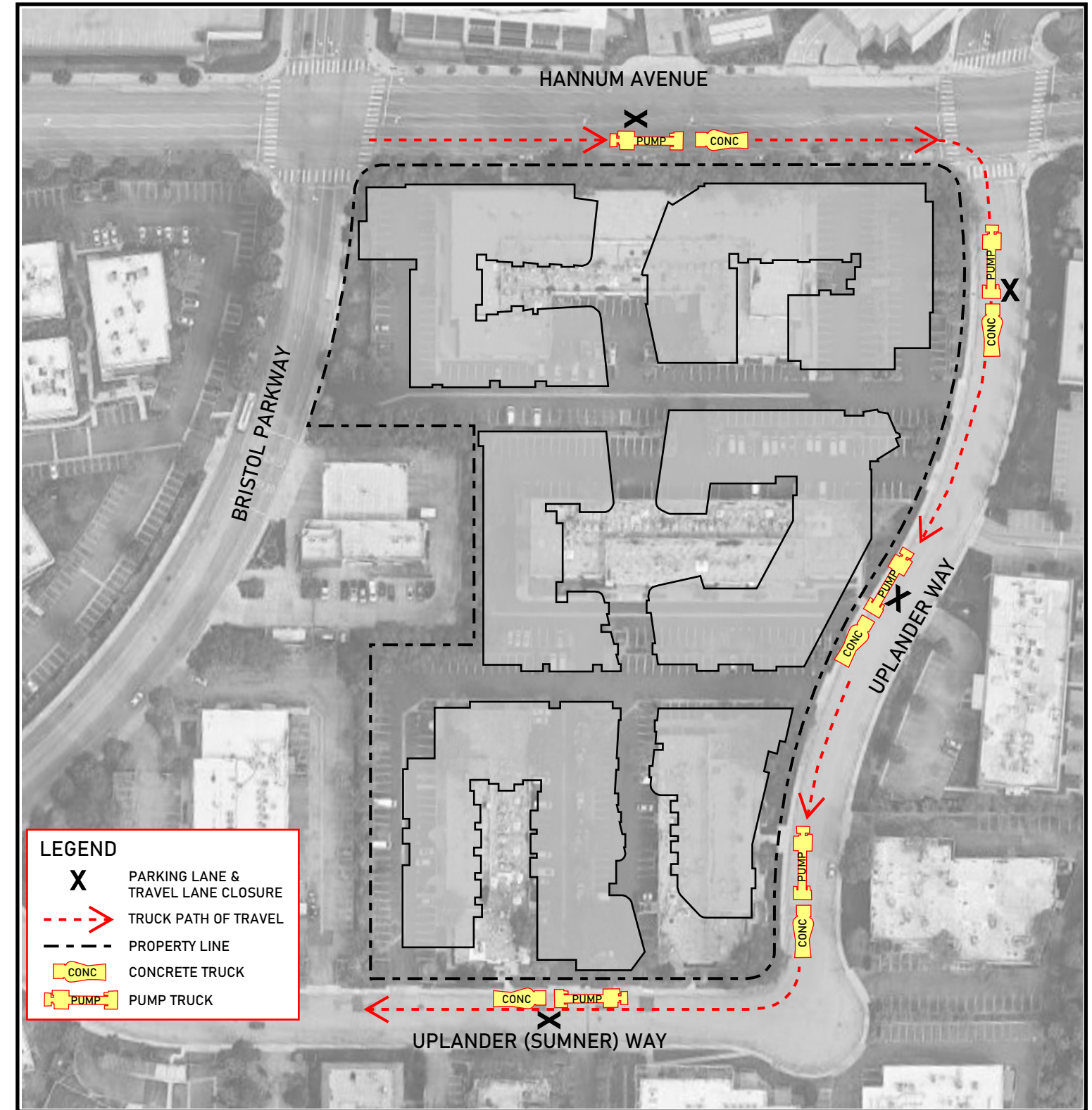


EXHIBIT A.2
SITE LOGISTICS - DURING CONCRETE POURS

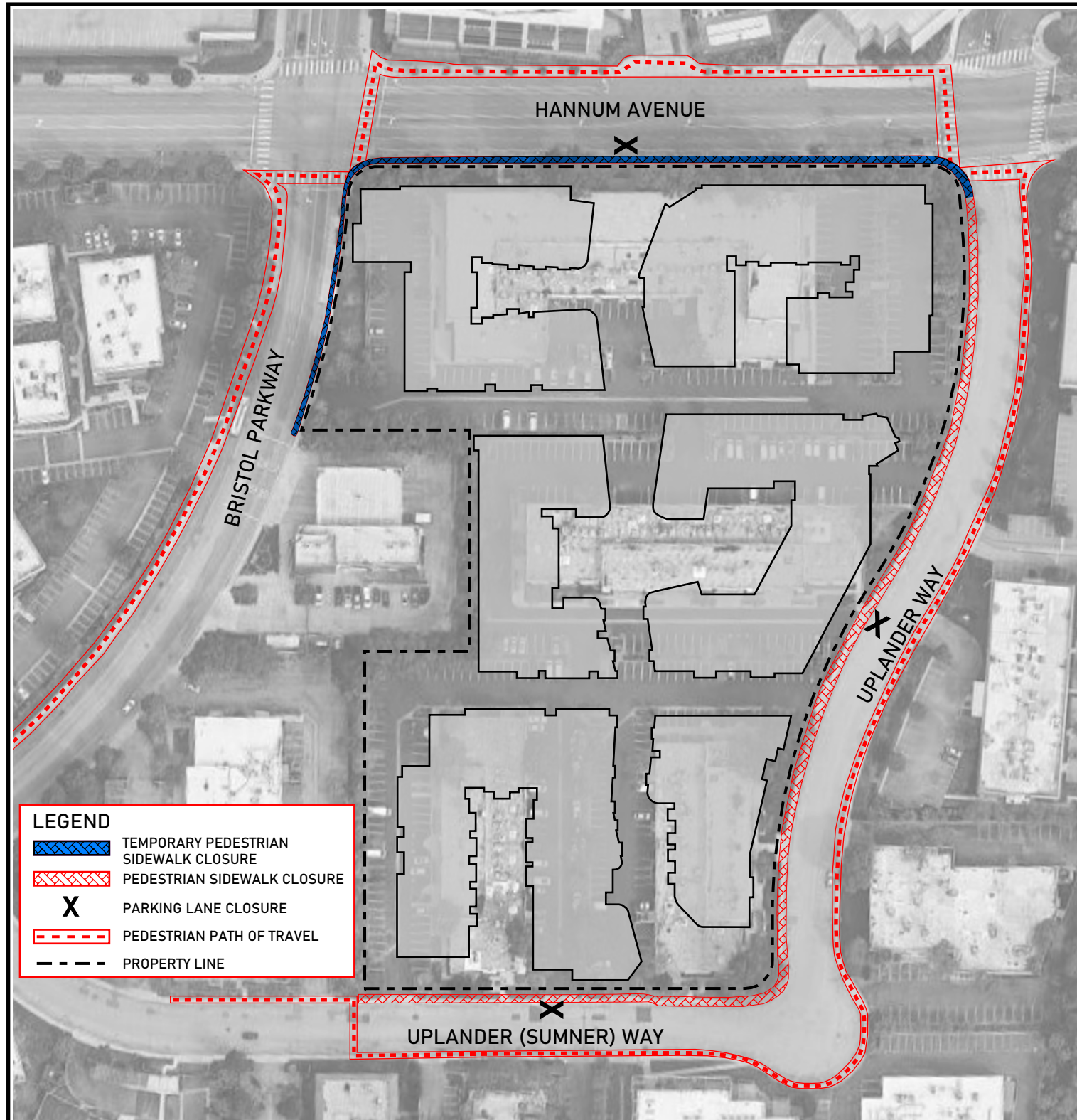


EXHIBIT A.3
SITE LOGISTICS - PEDESTRIAN SAFETY & ROUTING

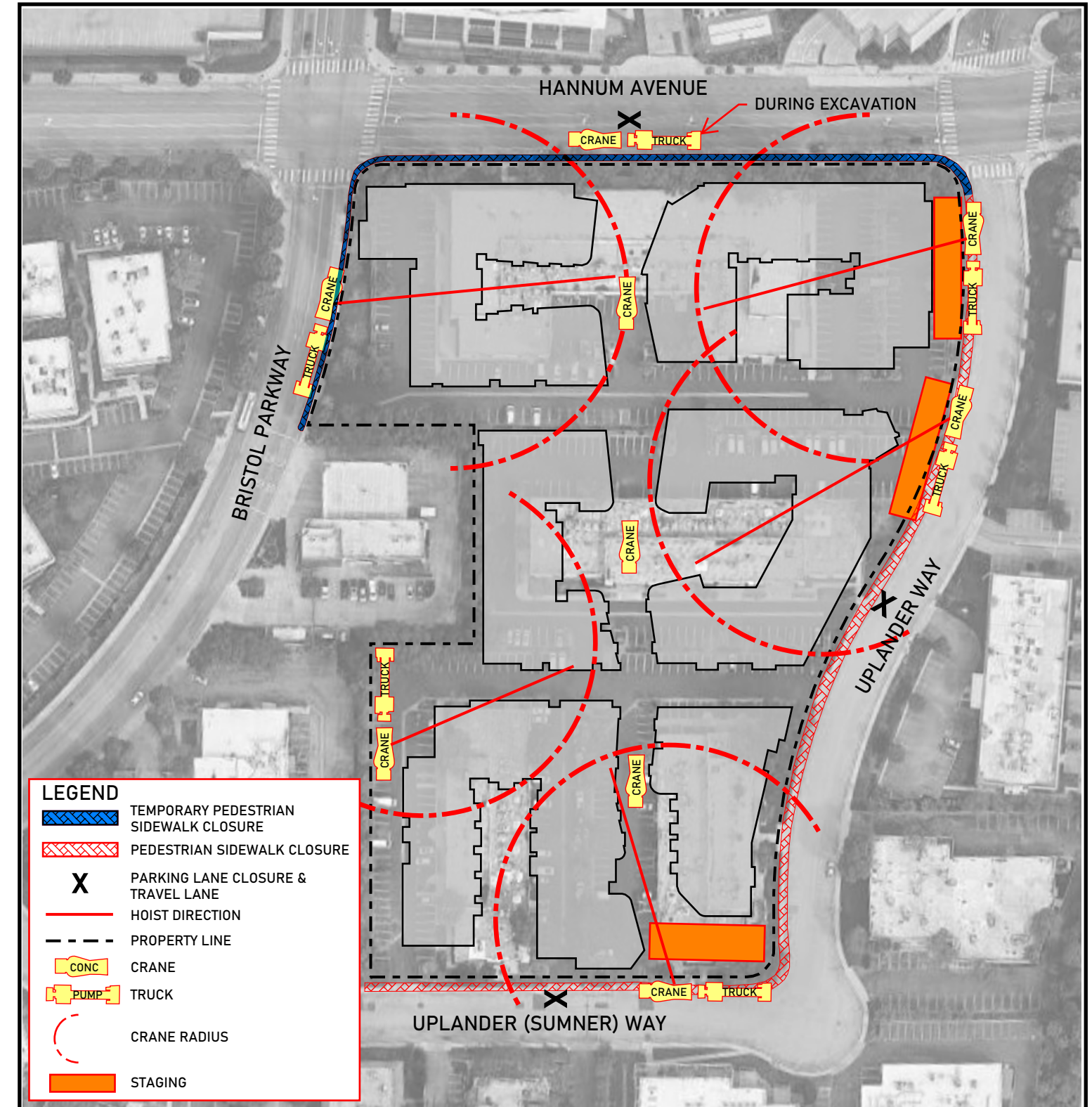


EXHIBIT A.4
HOISTING PLAN



EXHIBIT A.5
HAUL ROUTE