



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

5700 Hannum Ave

Culver City, CA 90230

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# 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 5700 Hannum 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

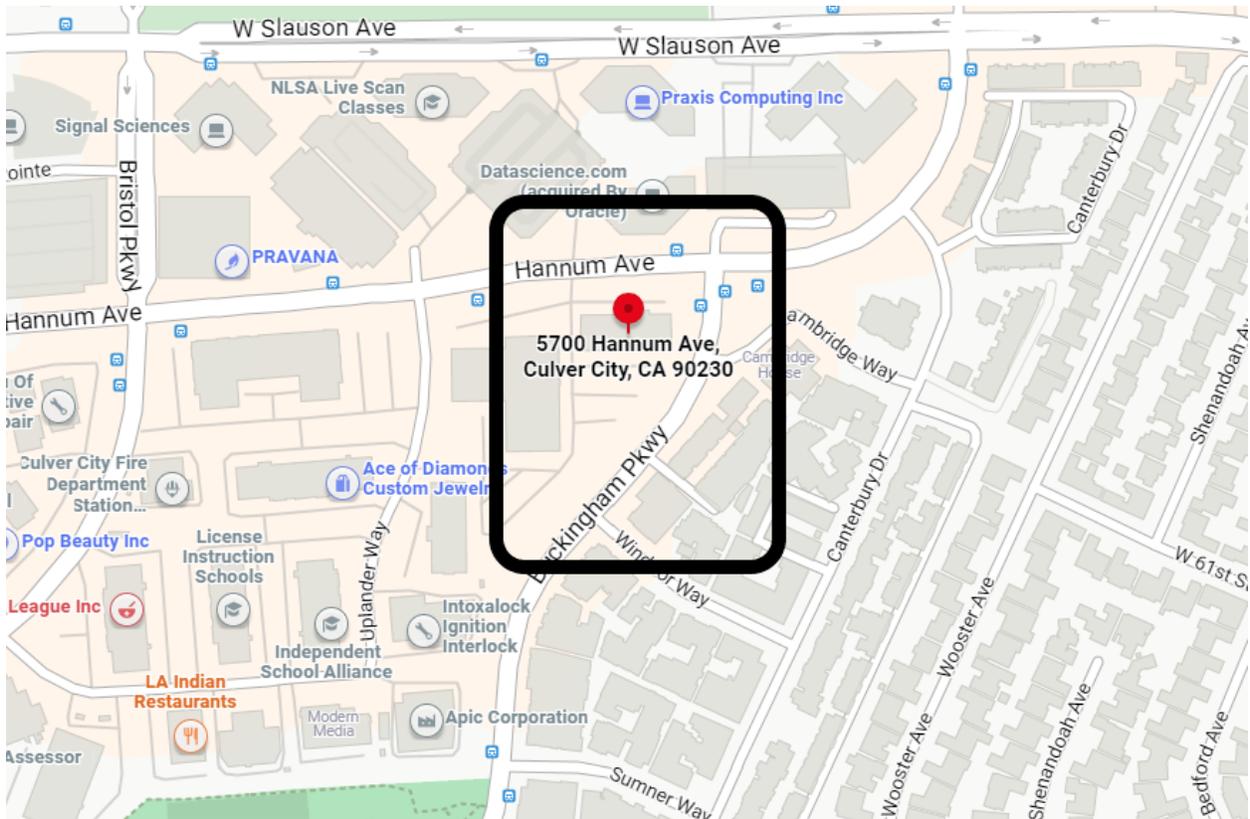
The proposed program will require the construction of:

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

### 1.4 Site Location

The development site (see Figure 1) is located at 5700 Hannum Avenue in Culver City and is bounded by Hannum Ave. to the North, Buckingham Pwky. to the East and South, and privately-owned properties to the West.

# Introduction



**Figure 1 – Site Location**

The lot area is approximately 96,925 SF and is located in the Fox Hills area of 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 residential properties to the East
- 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 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 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
- Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing.
- Haul Route
- Off-site Civil work
- 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

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- Off-site Civil work
- After Hours Applications

## 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 Hannum Ave and Buckingham Pkwy. 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.

### 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 Buckingham Pkwy will remain open during typical construction days but moved to be outside the construction fence and protected with k-rail. On concrete pour days and tower crane erection/dismantle days, the sidewalk adjacent to the site on Buckingham Pkwy will be closed and pedestrians will be rerouted to the opposite side of street using existing crosswalks at Hannum Ave.. 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 conjunction with the developer, will work with pertinent stakeholders to develop an email notification list

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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:

For the majority of the work, 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*

- Early Hours:

In an effort to reduce the durations of earthwork hauling, tower crane erection and dismantle, and concrete operations, the project will seek approval for an early 7:00am start times Monday - Friday for these activities. The early start time for these activities will reduce the impacts of traffic and noise resulting from heavy trucking traffic, and will also reduce the overall construction duration by approximately 2 months. Below are the details for the early start activities.

1) Earthwork Shoring/Excavation – Base Closure Site Logistics (90 days)

a) Start Date & Duration: Total of 90 day's extended-hour events over the course of a 120 day period commencing at the second month of construction.

b) Start – Stop Hours: 7:00 a.m. – 3:00 p.m. Monday - Friday

c) Reasons: We are requesting extended hours in order to limit the number of total hauling days by maximizing the drive time and turnaround time of the dirt trucks.

- In order to maximize daily truck trips to and from jobsite and dump site.

- Prevent starting the 1st round of hauling at peak traffic hours within city limits

- Most importantly, extended hours will reduce the number of total dirt hauling days by 22 by being able to add 1 additional round per truck per day.

d) Equipment: Excavator, Drill Rig & Dirt hauling vehicles.

2) Concrete Pours (Mat Foundation) – Mat Pour Site Logistics (6 days)

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a) Start Date & Duration: Total of six nonconsecutive extended-hour events over the course of a eight-week period commencing at the seventh month of construction.

b) Start – Stop Hours: 7:00 a.m. – 5:00 p.m. Monday – Friday

c) Start – Stop Hours for Weekend: 7:00 a.m. – 6:00 p.m.

d) Reasons: We are requesting extended hours in order to limit the number of pours by four for the mat foundation. The number of pours needs to be limited for various reasons, including the following:

- In order to yield maximum strength of the material
- Prevent cracking
- Limiting the impact that large volume pours (i.e. number of trucks to the site) may have on the surrounding community to a total of three events
- Reduced potential for concrete “spoiling” in delivery trucks while they’re attempting to reach the project site
- Most importantly, extended hours will reduce the number of pours for this area of the project, which reduces the duration for mat foundation activities and, in turn, the overall project by fifteen days. The surrounding community will benefit by seeing a reduced overall duration for peak construction activities.

e) Equipment: Concrete pump and concrete trucks.

### 3) Concrete Pours (Deck Pours) – Pour Day Closure (30 days)

a) Start Date & Duration: Total of thirty separate nonconsecutive days over the course of a seven-month period commencing at the eleventh month of construction.

b) Start – Stop Hours for Weekday: 7:00 a.m. – 5:00 p.m.

c) Reasons: We are requesting extended hours in order to limit the number of pours by two per level, by a total of 8 pours. The number of pours needs to be limited for various reasons, including the following:

- In order to yield maximum strength of the material
- Prevent cracking
- Reduced potential for concrete “spoiling” in delivery trucks while they’re attempting to reach the project site

d) Most importantly, extended hours will reduce the number of pours for this area of the project, which reduces the duration for deck activities and, in turn, the overall project by thirty days. The surrounding community will benefit by seeing a reduced overall duration for peak construction activities.

e) Equipment: Concrete pump and concrete trucks.

### 4) Tower Crane Erection/Dissemble – Tower Crane (6 days)

b) Start Date & Duration: Total of two separate three-day events, the

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first of which will occur during the seventh month of construction, and the second of which will occur during the twentieth month of construction.

c) Start – Stop Hours for Weekday: 7:00 a.m. – 5:00 p.m.

d) Reasons: The physical requirements to erect and dismantle the tower crane will require extended work hours to safely complete this activity, while avoiding prolonged exposure to the surround community and minimizing impacts to weekday commuter traffic.

e) Equipment: Mobile cranes, forklifts, trucks.

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

Because the buildings footprint is “property line to property line,” the only access to build the Project will be from public space along Buckingham Pkwy. 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 Buckingham Pkwy. 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, the parking lane will be closed and the sidewalk will be pushed to outside the construction fence and protected by k-rail as shown on Exhibits A.1 and A.3. 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 Buckingham Pkwy. required for concrete pours. Because the Project is “property line to property line,” the concrete pumping trucks will need to be set up on Buckingham Pkwy. 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 Buckingham Pkwy., pushing the traffic lanes to the east side of the road, convert the existing turning lane to a traffic lane, and maintain a single traffic lane for *both* North and South traffic (*maintaining one lane of traffic in both North and South directions*). This setup will be day use only and 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

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commencement of construction.

## 2.7 Hoisting

- Reference Exhibit A. 4
- 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 (156 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 53 work days with impact to traffic from debris hauling occurring over the course of 22 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.1. 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 40 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 approximately 30 feet of earth below street level with an expected time frame of 63 days (additional 4' of depth will be required at isolated locations of pits). Dirt hauling is anticipated to occur over 43 nonconsecutive days within the 63-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 follow routes shown on Exhibit A. Trucks will enter and exit the site using gates on Buckingham Pkwy. 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)

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.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 Buckingham Pkwy. As shown in Exhibit A.1. The crane will assist in various tasks that would otherwise interfere with traffic flow on Hanum and Buckingham. 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.

The projects consist of two levels of below grade parking concrete structure and one level of above grade concrete retail/residential.

For major concrete pours, two (2) truck-mounted concrete boom pumps and ready mix trucks will

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be staged on Buckingham Pkwy. as shown on Exhibit A.2. On these concrete pours days, one Southbound lane on Buckingham Pkwy. will be closed during normal working hours. One lane of traffic in both North and South direction will be maintained.

Concrete placement is expected to occur over 30 nonconsecutive days within the 130 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 Buckingham Pkwy as shown in 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 (100 work days)

The above grade portion of the project will consist of 5 levels of type IIIA wood framed structure. The time frame required to complete the structural framing work of the Project is anticipated to take approximately 100 workdays.

The framing operation will be assisted with the tower crane unloading materials from Buckingham Pkwy. Lumber deliveries are expected approximately twice a week during the framing duration.

## 3.4 Building Enclosure (90 work days)

The exterior envelope system will consist primarily of masonry and glazing, with accent materials throughout. The exterior skin system will commence immediately after the framing and will be installed from a perimeter scaffolding system.

## 3.5 Finishes (150 work days)

For the concrete and subterranean portions of the building, the installation of the finishes and build-out of the interiors 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 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 as to assure 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)

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

# Methodology & Environmental

improvement plans.

Every effort will be made to minimize the impact on vehicle traffic flow by limiting staging activities to the parking lane on Buckingham Pkwy. Temporary lane closures on Buckingham Pkwy 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.

## 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, and potentially 7:00 AM to 7:00 PM Monday-Friday with City approval of the requested extended construction hours. 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.

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:

# Methodology & Environmental

- 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 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.

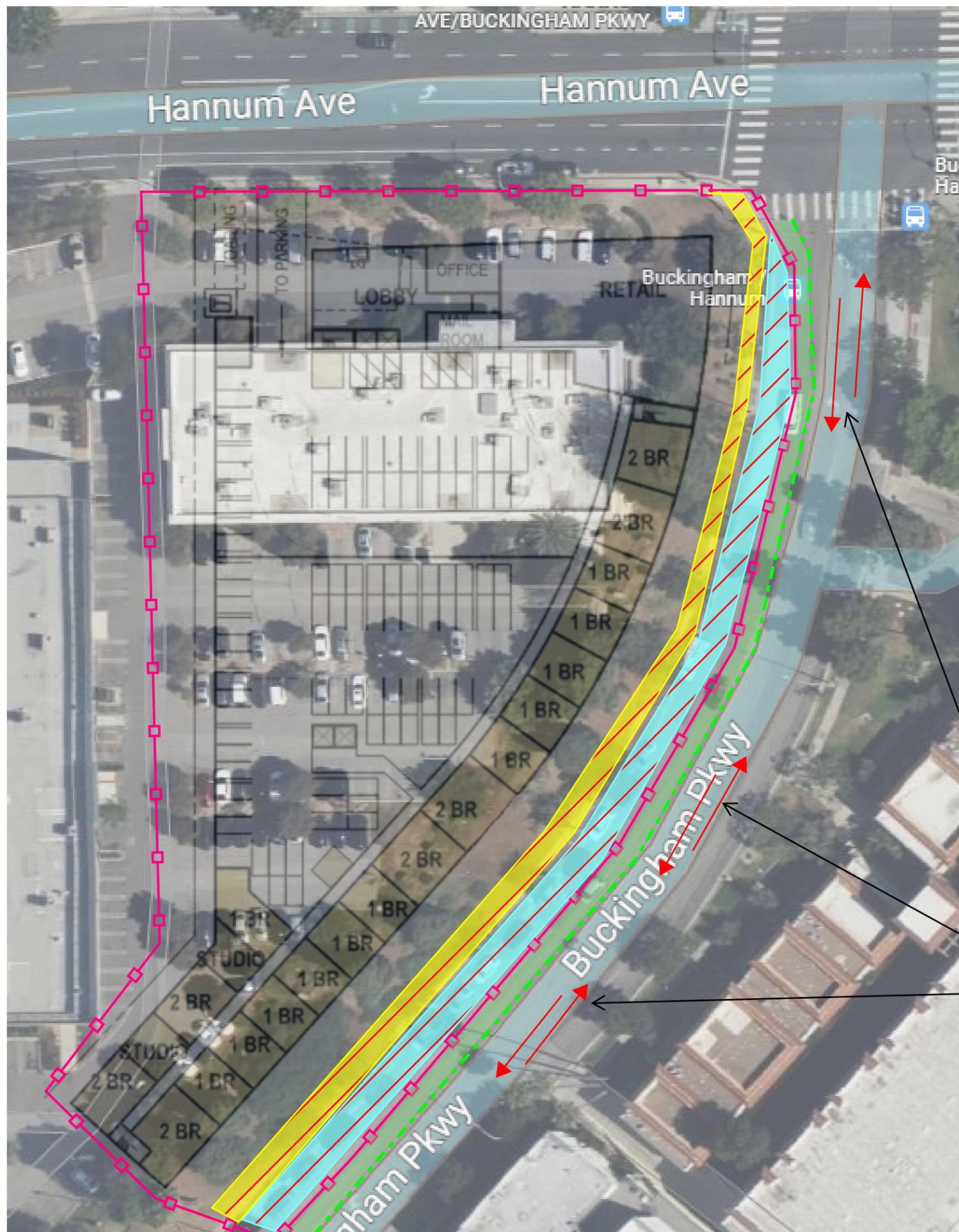
- Maintain a clean work area, which includes controlling and eliminating potential sources of food (dispose of food waste immediately).
- Daily site clean-up.
- Trash containers to be controlled with limited access to prevent spillage.
- Proper site sanitation.
- Control weeds and other undesirable vegetations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

## 5.0 Exhibit A

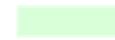
- 5.1 Exhibit A.1 – Site Logistics - Typical Set-Up Throughout Duration
- 5.2 Exhibit A.2 – Site Logistics During Concrete Pours
- 5.3 Exhibit A.3 – Site Logistics - Pedestrian Safety & Routing
- 5.4 Exhibit A.4 – Hoisting Plan
- 5.5 Exhibit A.5 – Haul Route



Exhibit A.1  
 Site Logistics - Typical  
 Set-Up Throughout  
 Duration



**LEGEND**

-  Parking Lane Closure
-  Sidewalk Closure
-  Chainlink Fence
-  K-Rail for Pedestrian Walkway
-  Pedestrian Walkway

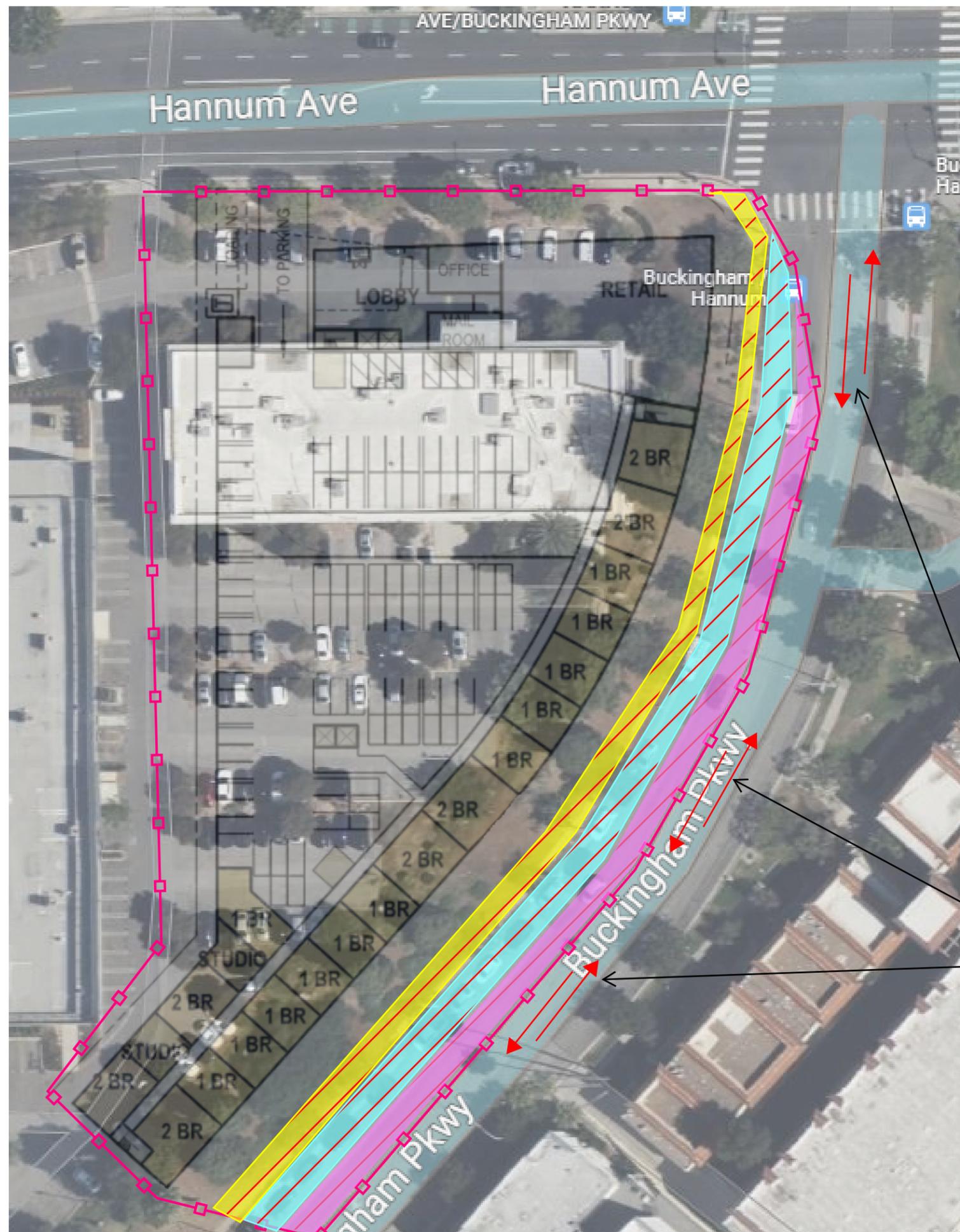
**Maintain North and South drive lanes and maintain parking lane of East side of Buckingham**



Exhibit A.2  
Site Logistics During  
Concrete Pours and Tower  
Crane Erection/Dissemble

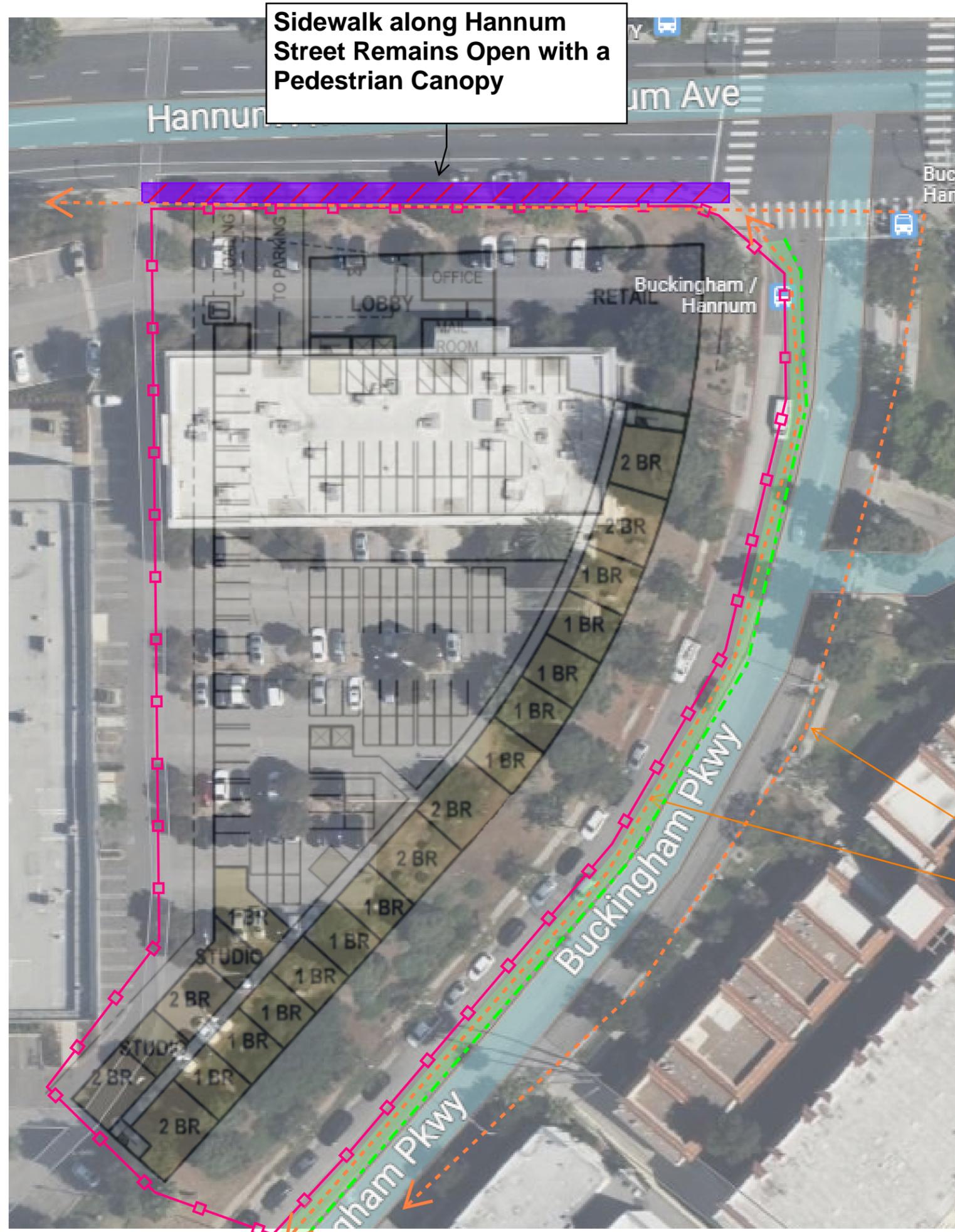
Daily Closure of One  
Southbound Lane  
as-Needed

LEGEND	
	Parking Lane Closure
	Sidewalk Closure
	Chainlink Fence
	Lane Closure



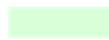
**Maintain North and South drive lanes and maintain parking lane of East side of Buckingham**

Exhibit A.3  
Site Logistics -  
Pedestrian Safety &  
Routing



Sidewalk along Hannum Street Remains Open with a Pedestrian Canopy

**LEGEND**

-  Pedestrian Canopy
-  K-Rail for Pedestrian Walkway
-  Pedestrian Walkway

Maintain Pedestrian walkways on both side of Buckingham Pkwy throughout construction except of concrete pour days and tower crane Erection/Dissemble days

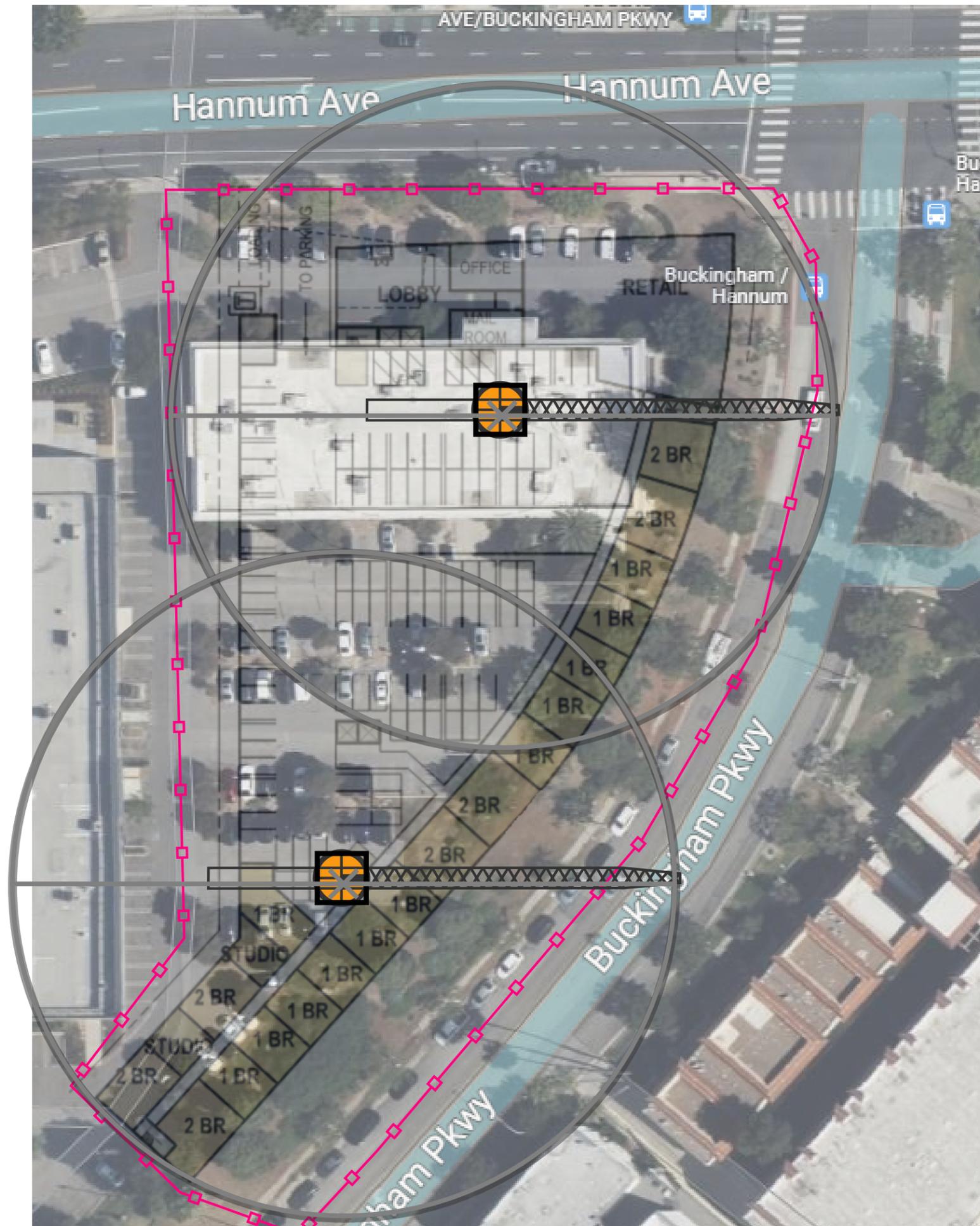


Exhibit A.4  
HOISTING

