ATTACHMENT NO. 11

Preliminary Construction Management Plan

Screenland Arts and Apartments, 9763 Culver Blvd.

Prepared by REthink Development Corp.

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 the "Screenland Arts and Apartments" Project (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 and informative framework for public education of the objectives of the Project.

This plan is included as part of the Project Site Plan Review.

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.

Program:

The proposed program will require the construction of:

- 1 Commercial Level "Arts" use and yard area to support the operations of Kirk Douglas Theater
- 3-stories of wood framed residential structure above commercial

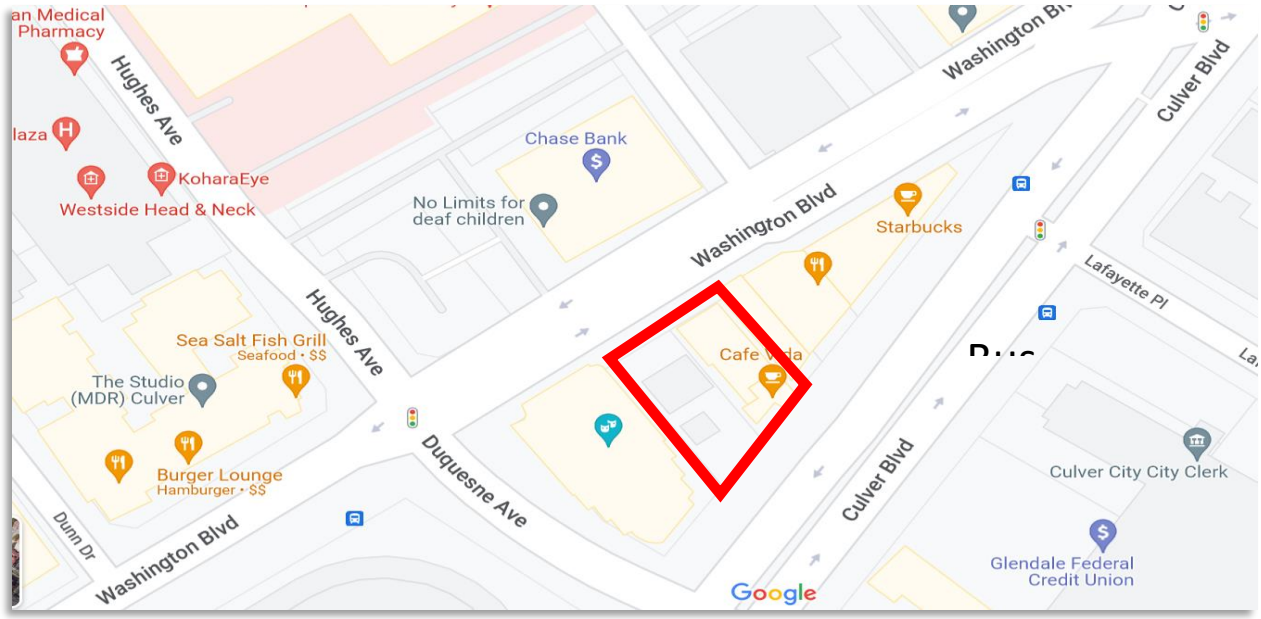
The construction strategies will optimize scheduling and minimize impact to surrounding streets, neighbors, and other potential stakeholders.

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

Site Location

The proposed development site (see below) is located at 9763 Culver Blvd. in Culver City and is bounded on the east side by a private commercial property and the west side by the Kirk Douglas Theater.

The site area is approximately 0.293 acres and is located within a Culver City Transit Priority Area in downtown Culver City.



External Constraints

The major external constraints on the project are:

- Maintaining smooth vehicular, bicycle, and pedestrian traffc flow with minimal disruptions to the surrounding streets;
- Minimizing impact on traffic during peak hours;
- Minimizing impact on neighbors

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

- Locate a project office, site accommodation and facilities;
- Confirm the locations of existing services and obtain all necessary permits and approvals; and
- Arrange for the installation of temporary services
    - power, water and sewer to service the project during construction

Anticipated Approvals

A series of permits will be required for project phases including demolition and construction.

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

- Erosion and Sediment Control Plan; and
- Off-site improvements
- Temporary Use Permit (TUP) application for consideration of using public sidewalk for project staging and possible extended construction hours

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 limited to:

- Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing
- Periodic closure of parking spots in front project site.
- Off-site Civil work including paving and utility trenching.

Site Security

The site will be secured using appropriate fences. Entry will be controlled and will be limited to approved personnel and equipment.

All visitors to the site will be required to report to the site office, and will be registered in a visitors log book and complete a site safety training program.

Public / Worker Safety

All site staff and subcontractors will be required to complete site specific safety orientation before beginning work on site. The orientation will cover aspects relating to health, safety, and onsite 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.

The general contractor 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.

Pedestrian Protection

Proper roofed barricades will be in place over public sidewalk areas and interior paseos upon commencement of overhead construction to protect pedestrians from any event of falling construction debris. Temporary sidewalk closures or flag persons will be used to direct and control pedestrian activity when required to adequately protect pedestrians. *Public sidewalks will remain open at all times during the construction period.*

General Onsite Admin

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.

Construction Hours

- General Construction

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

  - Monday-Friday: 8:00 AM through 8:00 PM
  - Saturdays: 9:00 AM through 7:00 PM

- Sundays and National holidays (temporary in nature, if required): 10:00 AM through 7:00 PM)

• Hauling and/or Material Delivery/Removal Dirt hauling and construction material deliveries or removal are prohibited by city ordinance during morning (7:00 AM – 9:00 AM) and afternoon (4:00 PM – 6:00 PM) peak traffic periods.

Building and construction materials storage locations will be at in compliance with State and Federal safety standards. Approval of storage locations shall be obtained from applicable City staff. Offsite storage and temporary use of the sidewalk area for construction staging will be requested as shown below. The staging areas will be sized to allow pedestrian traffic to pass on a sidewalk conforming to standard width. The areas will also be situated to maintain access to the Kirk Douglas Theater for loading whenever feasible. The construction team will maintain close and regular coordination with the theater to avoid impacts to their schedule.

In the staging plan shown below the following conditions will be observed:

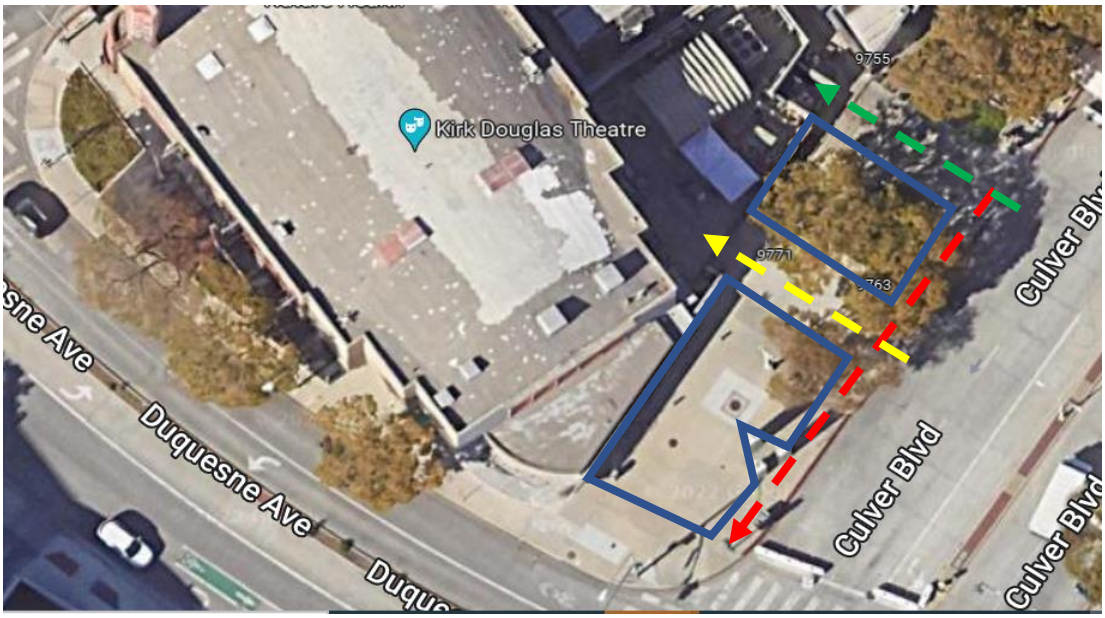
1) The blue area will exclude the triangular column street art shown. All area within the blue outline will be used for construction staging.

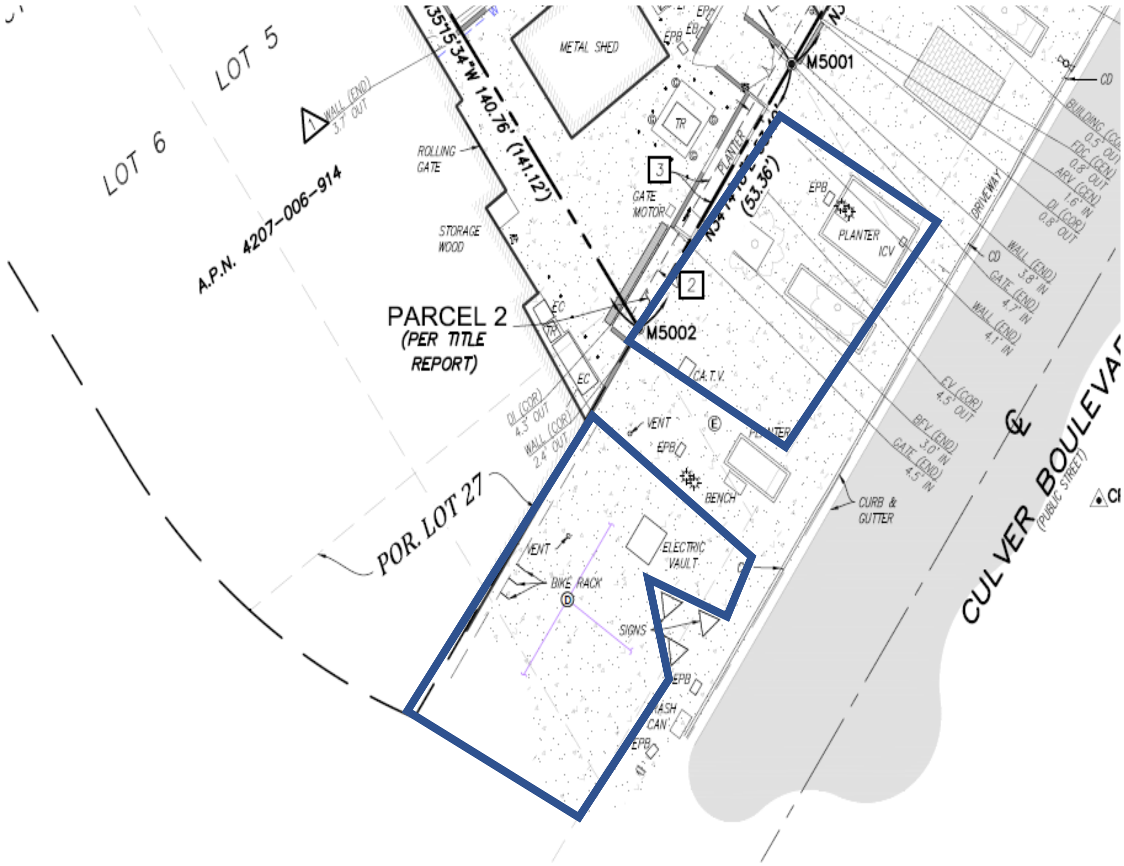
2) A minimum 5-foot sidewalk will be maintained where red dashed “pedestrian path” arrow is shown.

3) A minimum 10-foot clear driveway to the Kirk Douglas Theater yard area/ yard rolling door will be maintained. (Yellow dashed arrow)

4) Access to trash area on the 9673 Culver property will be maintained. (Green dashed arrow)

5) Trees and landscaping will be protected in place.




LOT 5
LOT 6
A.P.N. 4207-006-914
METAL SHED
ROLLING GATE
STORAGE WOOD
GATE MOTOR
PLANTER
M5001
M5002
PARCEL 2
(PER TITLE REPORT)
POR. LOT 27
C.A.T.V.
VENT
BENCH
ELECTRIC VAULT
BIKE RACK
SIGNS
CURB & GUTTER
DRIVEWAY
CULVER BOULEVA
(PUBLIC STREET)

Proposed Construction Sequencing

- Demolition and 9814 Washington (house): 25 days
- Demolition 9763 Culver 5 days
- Grading 15 days
- Foundations: 20 days
- Ground floor site construction: 95 days
- Modular residential installation: 10 days
- Residential cladding, MEP and site, offsite: 310 days

During the 35 days for demo, grading and foundations, the Kirk Douglas Theater mechanical systems and transformer will be moved off site. If coordination is possible to avoid impact to the theater, the systems will immediately be recommissioned and placed in their permanent locations for ongoing operations. If this is not possible, temporary power and HVAC will be made available.

Existing utility 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 and grading is expected to take 45 work days with impact to traffic from debris and dirt hauling occurring over the course of 10 days with an estimated 4 truckloads being hauled each day. Demolition debris will be loaded onto trucks on Culver curb requiring temporary parking closure and flag persons to control intermittent sidewalk closures for safety as trucks are loaded.

• Site concrete, site furnishing and landscaping as well as offsite improvements should finish just before the completion of the core and shell building

Staging and Haul Routes

A formal Construction Traffic Management Plan will be prepared by a traffic or civil engineer registered in the State of California.

• The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or excavation permit.

The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer.

• The Construction Traffic Management Plan shall contain, but not be limited to, the following:

• Phone numbers for local police, fire, and emergency response

The Police, Fire and Transportation Departments, along with nearby schools, homeowner groups and other interested parties and stakeholders, should be notified in writing at least 48 hours prior to any lane closures. The Final Construction Management Plan will specify the notification system as required by City Staff.

Per Culver City's Municipal Code, dirt hauling is prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods.

Structure Construction

The ground floor of the commercial structure will be built on site over the course of 95 days.

The installation of the modular residential units will be completed in only ten days significantly reducing the site staging and neighbor disruption. Once modules are in place, roofing, cladding will be completed. MEP systems will be installed after roofing is in place. After exterior work is complete, finish work on the interiors and the connecting bridges and common areas will be completed.

Offsite Construction

Offsite work is expected to begin as soon as the building envelope is completed and last 35 work days running concurrent with completion of interior fit out.

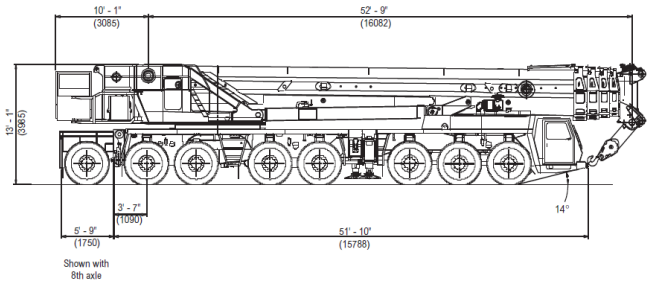
Offsite work will consist of, but may not be limited to, replacement of sidewalk along the street facing sides of project perimeter, installation/relocation of street lighting and signage if needed, placement utility connections into the project site.

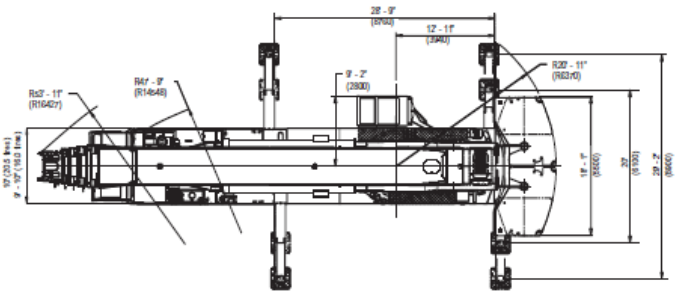
Lane Closures

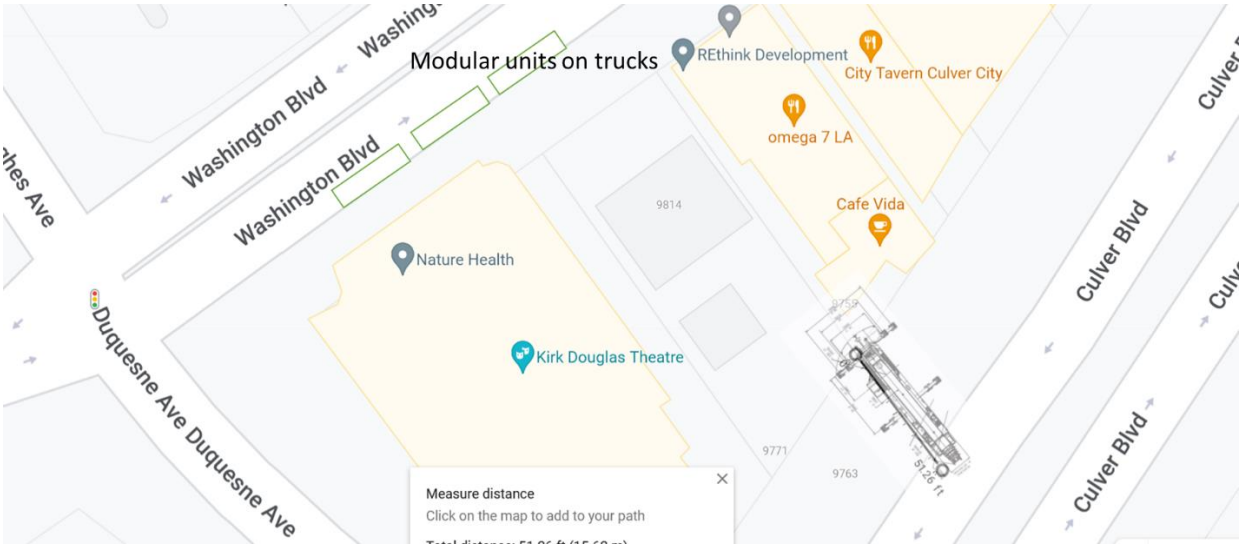
Every effort will be made to minimize the impact on vehicle traffic flow on Culver and Washington Blvds. We do foresee the need for temporary lane closures on Culver Blvd as required for this project outside of the modular installation period. In order to alleviate the effects on traffic, we anticipate scheduling lane closures required to outside of peak traffic hours whenever possible. The anticipated lane closure will be during the modular installation. During these 10 days, a lane on Washington Blvd will be closed a maximum of 4 total days. It will be closed during the morning commute on these 4 days but will be reopened for evening peak traffic hours. This lane will be closed on Washington Blvd to stage the trucks delivering the residential prefabricated modules to be lifted into place.

Crane Staging

A crane will be required during the 4 days in which modules will be lifted into place on the site and again when the mechanical systems are lifted onto the roof. Shown below is the largest crane that could possibly be used. In this worst case scenario, the crane will require the closure of the public sidewalk and will project beyond the curb by a maximum of 5 feet, not requiring any lane closures. A formal lift plan will be created by the crane subcontractor prior to construction. A smaller crane is anticipated.







Noise and Vibration Management

The construction team will follow the recommendations in the Kimley-Horn noise and air quality studies to avoid significant impacts from construction activities.

We do not foresee significant vibration generated by the construction that might impact adjoining properties.

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.