

ATTACHMENT NO. 8



TRIANGLE CENTER

CONSTRUCTION MANAGEMENT AND MITIGATION PLAN



12727 WASHINGTON BLVD
CULVER CITY, CA 90066

AUGUST 2022

**TRIANGLE CENTER
12727 WASHINGTON BOULEVARD
DRAFT CONSTRUCTION MANAGEMENT AND MITIGATION PLAN**

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1. INTRODUCTION

1.1 Background

The following sets forth the methods and procedures to be followed by Triangle Center, LP, its successors and assigns (collectively, the “Developer”), its General Contractor, and its subcontractors, in connection with the construction of the Triangle Center project (the “Project”). This Construction Management Plan (the “Plan”) shall apply during all phases of construction related to the Project, including the demolition of existing structures on the property and construction for the 144 unit with 19,100 square feet of retail space mixed-use building. Culver City will be designated the lead agency for all construction and inspection related activities.

1.2 Statement of Purpose

The purpose of this Plan is to facilitate timely completion of the Project and to minimize any potential impacts experienced by the surrounding community in connection with the construction of the Project.

The forecasted construction management plan is subject to review by Culver City’s Building Official, City Traffic Engineer, Civil Engineer and Planning Director.

1.3 Scope

This Plan provides a holistic approach that:

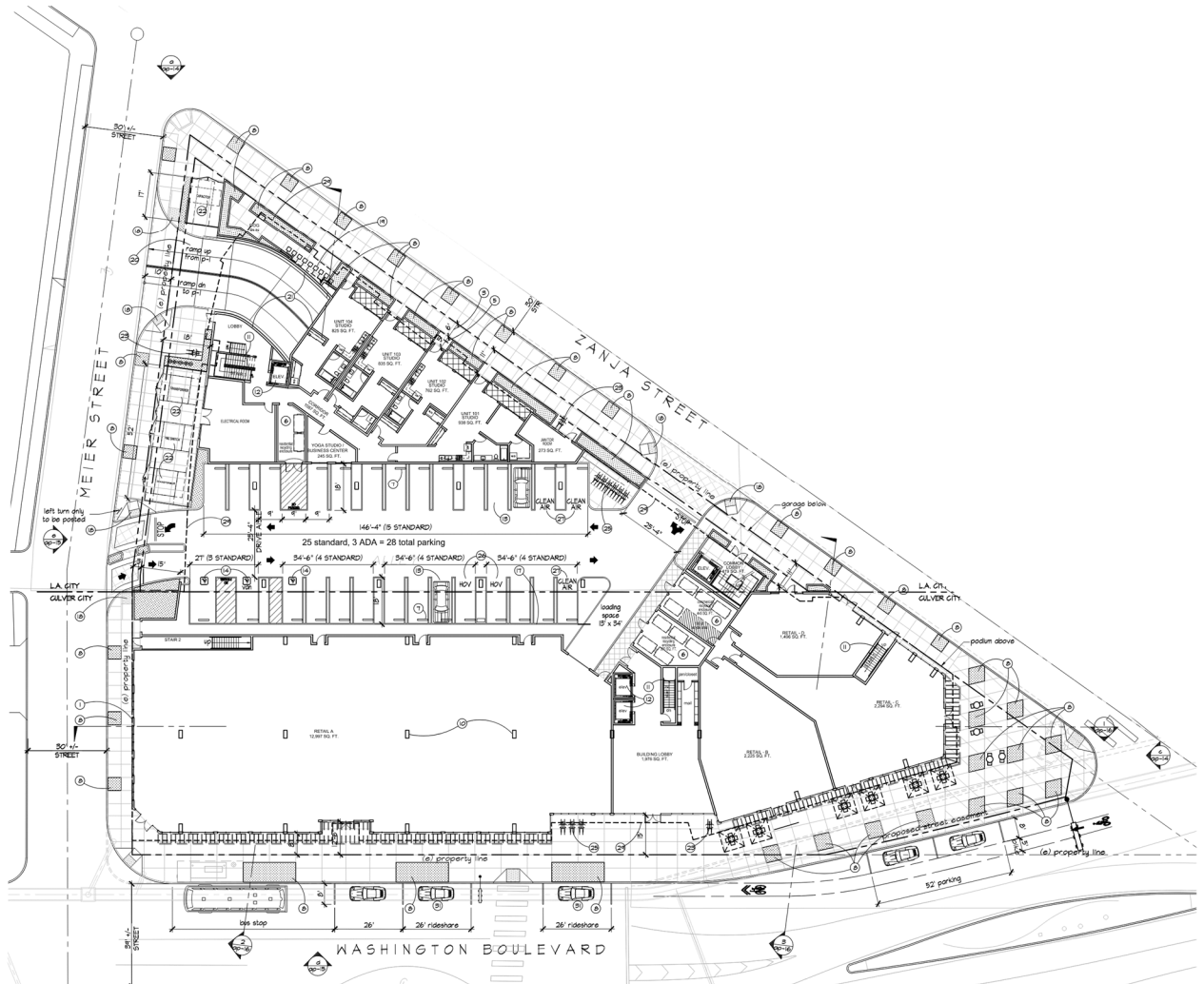
- anticipates how the project management team will comply with requirements relating to construction.
- defines the project objectives and targets of particular relevance to the construction phase.
- describes constraints specific to the construction phase and the project in general.
- details the proposed strategy for the construction phase in the most efficient manner to establishment resourcing, site organization and construction controls.

1.4 Program

- Mixed-use development subterranean parking, ground level commercial/retail, and levels 2-6 residential units
- Project consist of a total of 144 residential units with open courtyard, rooftop deck and amenities
- The parking garage will host a total of 238 vehicle parking stalls and 69 bike parking stalls
- Project to consist of public open space totaling approximately 5,000 square feet

1.5 Site Location

The development site is located at 12727 West Washington Blvd. in Culver City and in the City of Los Angeles and is bounded by Meier St. to the west, and Zanja St. to the north, and Washington Blvd. to the south.



2 CONSTRUCTION MANAGEMENT

2.1 External Considerations

The major external constraints on the project are:

- Coordination with both Culver City and the City of Los Angeles to maintain 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.
- Coordination with utility companies for street work to minimize impacts from construction processes on the community.

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

- Begin implementation of construction activities communication plan prior to and through construction.
- Locate a project office, site accommodation and facilities.
- 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.
- Strategically locate designated trash areas to be efficiently hauled by an approved hauler.

2.2 Anticipated Approvals

A series of permits will be required for project phases including demolition, excavation, subterranean and above ground construction. Culver City, as lead agency, will be responsible for issuing these permits.

We foresee that these approvals must be approved before work can begin. Some anticipated items requiring further approval include, but not be limited to:

- A Construction Management Plan which includes traffic management plans, Pedestrian Protection Plan, and Haul Route to be coordinated with the City of Los Angeles.
- Demolition — Onsite and Offsite
- Shoring Plans
- Grading and Excavation Plan, including SWPPP reports and Erosion and Sediment Control Plan
- Foundation Only
- Building Plans
- Fire Sprinkler Plans
- Fire Alarm Plans
- Public Use Permits

2.3 Construction Hours

Construction shall take place in compliance with the provisions of the Culver City Municipal Code. To ensure timely completion of the Project while minimizing impacts on the surrounding community, exterior construction hours shall be limited to Monday through Friday from 8:00 a.m. to 8:00 p.m. and from 9:00 a.m. to 7:00 p.m. on Saturday, except when extended hours are required or specifically permitted by the City. Typically, the site will be closed on Sundays and National Holidays unless after-hours permits for this work has been permitted by the city. Management, supervisory, administrative, and inspection activities shall take place within the designated construction hours to the extent feasible, however, such activities may take place outside of the designated construction hours.

2.4 Site Office

Prior to beginning construction activity and until construction of the Project is complete, the General Contractor will maintain a site office located at 12727 Washington Boulevard. The office / project trailer will be located on Meier Street. The site office will be open at all times when construction activity is underway. A representative of the General Contractor may be reached at the site office by phone during construction hours. The General Contractor's site office telephone number shall be posted on the exterior of the site office and will be visible from the public right of way. In the event of an emergency at a time when the site office is not open, the General Contractor or Owner may also be reached by phone at 310.701.0282.

2.5 Phasing and Staging

2.5.1 In General

Construction of the Project will include the demolition of approximately 2,650 square feet of floor area associated with the single-story retail building at the corner of Meier Avenue and Washington Boulevard and the surface parking lot and the construction of a 6-story mixed-use building. Construction activities will include concrete pours for foundations, slabs, and walls and wood framing consistent with Type 3 construction. Building frames and interiors will require crane hoisting and other activities consistent with similar developments of this scope.

2.5.2 Hoisting

During the excavation and shoring phase of the project, most of the hoisting materials will be done 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 in a safe manner. Such hoisting will not occur between the hours of 7am to 8am or from 4pm to 6pm on Washington Blvd.

- After the excavation phase, a tower crane may be placed inside the project footprint. Deliveries will be unloaded with the tower crane as much as possible.

- 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.

2.5.3 Staging During Development Phases

The Project will involve the construction of the two-level subterranean parking garage and retail/amenity deck podium. The top level of the podium will be used as the staging area for the development of residential apartments and the remaining phases of the Project. Given its size (approximately 1.3 acres), it will provide the Developer with the ability to ensure an adequate staging area for the Project. Construction vehicles would access the site at the existing curb cut serving the alley on Zanja Avenue approximately at the location of the future proposed access to the on-grade parking area.

2.6 Barricades

The General Contractor will construct a solid plywood construction barrier or metal frame structure with plywood screening at the perimeter of the site at the furthest eastern corner of the Project at Washington Boulevard and Zanja Avenue, extending 300 feet along Washington Boulevard to Meier Street, and along Zanja Avenue where the wood frame structure is along the property line, prior to the start of construction. All construction barriers will be maintained in accordance with City regulations, and their appearance will be maintained in a visually attractive manner throughout the construction period. As needed, lighting will be installed under the pedestrian canopy to light the walk path.

Signs will be posted along the plywood fencing stating that no unauthorized materials are permitted to be posted. The General Contractor will ensure through daily morning walks by designated personnel that no unauthorized materials are posted on any temporary barricades or any temporary pedestrian walkways. Graffiti on barricades will be removed or covered over at the earliest possible time after the General Contractor is aware of its existence.

2.7 Construction Site Security

The Developer will utilize all appropriate security measures, including but not limited to: security guards, lighting of trailer areas and the construction site, fencing of trailer areas and the construction site, and locks at all entrances to the trailer areas and construction site.

2.8 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 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.

An onsite 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.

2.9 Fire Safety

Prior to commencement of construction work, the Developer shall have submitted plans to the Culver City Fire Department (“CCFD”) that satisfy the requirements for obtaining the necessary building permits. When required the temporary dry standpipe will be installed and its connection point will be identified at the street level for the Fire Department to locate in the event of a fire emergency.

2.10 Emergency Access

Emergency access to the Project site and adjacent areas shall be kept clear and unobstructed during all phases of demolition and construction work.

2.11 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 as a means of notifying said parties of construction activities, major milestones and or potential construction impacts at least 2 days prior to commencing actions. A designated site team member will help manage the communication and responses to the community with the developer.

3 CONSTRUCTION METHODOLOGY

3.1 Demolition and Excavation

The site is currently a commercial property that includes a one-story commercial building and surface parking.

During demolition, no public right of-way will be impacted by the project. Only demolition within the property lines will occur. The only item in the public right-of-way that will be removed during this phase are the street trees. Flagmen will be present during this operation to ensure the safety of the public when trucks are entering and exiting the site.

During excavation, a shoring system will be required to support the garage walls. Shoring will begin with placement of soldier piles along the site's perimeter. 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.

3.2 Subterranean Work

In order to facilitate its future construction, a tower crane within the building core may need to be installed.

If required, the tower crane will be erected as soon as the area it is to be located has been excavated. The crane will assist in various tasks that would allow for material off-loading. These tasks will include, but are not limited to the installation of concrete and concrete reinforcement materials where it may otherwise be uneconomical to be done by other means and the movement of material into the site for subterranean level work.

As excavation is completed, in-ground services will be installed followed by preparation of the ground to receive the structural foundation that will be cast in concrete.

3.3 Concrete Construction

The concrete construction of the project will encompass two subterranean parking levels, one level of on grade parking and commercial space. Included within this work is the assembly of shoring to support formwork; construction/assembly of the required formwork for floor slabs, columns, and walls; placement of steel reinforcement for those structural components; and the placement and finishing of concrete.

Construction material deliveries (ready mix trucks) will occur during normal working hours described above unless specifically approved under a separate permit. Flagmen will be stationed at entry and exit points to ensure safety.

The concrete trades will be supported by, but not limited to, a crane for lifting of materials and equipment, a truck-mounted concrete boom pump to place concrete, and perimeter guardrail systems to provide fall protection.

3.4 Building Enclosure

The glass enclosure for the on-grade commercial spaces will be erected as soon as practical to commence sealing floors so that finishes and fit-out can commence.

The building envelope will consist of membrane roofing and waterproof system below stucco, veneer cladding and panel siding. There will be aluminum framed storefront at common areas and composite windows/doors at residential units. The building will also be completed with waterproof decks and various ornamental railings. Most of this work will occur simultaneously with interior finish work.

3.5 Mechanical, Electrical, Plumbing and Finishes

Once the roof has been installed, installation of mechanical, electrical and plumbing will begin on the items that cannot get wet due to a rain event. Rough Mechanical, Electrical, and Plumbing will follow the framing in order to expedite the installation of the rough MEP's. Once the MEP installation is complete insulation and drywall will be installed, followed by gypcrete floor assembly, painting, cabinetry/carpentry, flooring and other finishes. During this phase of construction many other various scope task will be performed, such as fire sprinkler system, elevator installations, low voltage systems, trash management system and mail management system.

3.6 Offsite Work

Offsite work typically has two stages. The first stage is from start of the project in which all underground off site utility infrastructure will be performed. The second stage is offsite finishes in which it is expected to begin as soon as the building envelope is installed, and exterior scaffolding is removed.

Offsite finish work will consist of, but may not be limited to, replacement of sidewalk, curb, and/or gutters along the street work of the project perimeter; installation/relocation of signage; placement of landscaping, trees, public open spaces and seating, bicycle parking, and the finish paving and striping.

Every effort will be made to minimize the impact on vehicle traffic flow by keeping staging activities to one lane on perimeter streets. We do foresee the need for temporary lane closures. In order to alleviate the effects on traffic, we anticipate scheduling lane closures required for certain activities to evening after the peak traffic hours. Those activities that will be performed during daytime hours will be scheduled to take place after the morning peak traffic hours and will require a lane closure to provide a safe work environment for the offsite works to be completed.

3.7 Construction Sequence and Planning

As the scope of work is further detailed in the later design phases of the project, this concept construction management plan will also require modification.

Based on the building's pre-entitlement design, the project's construction will be divided into 3 distinct phases requiring respective logic to construct the building efficiently and minimize impact on surrounding streets and neighbors. These phases are:

Phase 1: Demolition / Shoring / Excavation / Drainage with Waterproofing

Phase 2: Foundations / Concrete Structure / Enclosure / Finishes

Phase 3: Offsite Improvements / Landscaping

4 CIRCULATION

4.1 Traffic

4.1.1 Construction Traffic Control Plan

A Project construction traffic control plan shall be developed, to the satisfaction of Culver City Traffic Department and in coordination with LA DOT, including a designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking, to mitigate traffic impacts during construction.

4.1.2 Traffic Control Procedures

The Developer shall obtain prior Culver City approval for any lane closures, detours, on street staging areas or other temporary changes in traffic control. Temporary traffic control procedures will be employed as appropriate to address particular circulation requirements. These procedures include, but are not limited to, traffic cones, temporary signs, changeable message signs, and flaggers. All traffic control procedures shall be undertaken in accordance with Culver City guidelines and the standards in the LADOT Work Area Traffic Control Handbook.

4.1.3 Haul Routes

Haul routes shall be established in coordination with Culver City and the City of Los Angeles Department of Building and Safety (“LADBS”) to minimize congestion to public streets and highways.

Haul routes for construction materials shall, to the extent feasible, be restricted to truck routes approved by Culver City. Hauling trucks shall be directed to use commercial streets and highways, and, to the extent feasible, shall minimize the use of residential streets. The haul routes and staging areas for the Project will be established, to the extent feasible, to minimize the impact of construction traffic on nearby residential neighborhoods and schools.

Where necessary, flaggers with communication devices shall be used to coordinate hauling activities, in particular, ingress and egress on public streets.

Permits for oversized or overweight loads, if any, on haul routes will be obtained from the Department of Building and Safety. Such permit loads will be subject to the conditions of the permit at the time of issuance.

4.2 Construction Traffic Schedule

To the extent feasible, the arrival and departure of construction trucks shall occur outside of and be minimized during peak a.m. and p.m. commute hours.

4.3 Construction-Related Parking

Construction employees commuting to the Project site shall be directed to park on Zanja Avenue prior to build-out of the two-level subterranean parking garage and podium. After the completion of the on-site subterranean parking garage and podium construction, the parking garage will be

available approximately 6 weeks after the final concrete deck pour, then employee parking will be accommodated on-site.

4.4 Pedestrian Safety and Access

It is anticipated that pedestrian sidewalks adjacent to the Project will be covered during construction from the start of demolition of the existing buildings to the removal of the scaffolding after the exterior finishes are completed. Sidewalks shall not be closed without proximate usable alternative walkways being available and necessary plans and permits are approved.

5 Environmental

5.1 General

The objective of this section is to identify the proposed methods that will be employed to minimize potential impacts of noise, vibration, and air quality in the vicinity of the development.

5.2 Noise and Vibration Management

Normal work hours will occur within Culver City's allowable construction hours of 8:00 AM to 8:00 PM, Monday- Friday. There will be some Saturday work that will occur within the allowable hours of 9:00 AM to 7:00 PM. No work will be taking in place on Sundays unless a temporary use permit is provided upon city approval.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. Some mitigating measures will include, but not be limited to:

- 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.
- Requiring stationary source equipment to be located the greatest distance from the public right-of-way.
- Requiring construction workers to be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after allowed construction hours.

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

- Foundation and Deck Pour
- Tower Crane erection and dismantling
- Manlift erection and dismantling
- Scaffolding erection and dismantling
- Offsite improvements

In cases where after hour's work will be required, consultation with pertinent Culver City departments will occur prior to works being scheduled. Businesses and surrounding residents will be given notification via email of the proposed after hours work prior to the starting said work including details of the work to be performed with an anticipated time required to undertake each activity. We do not foresee significant vibration generated by the construction that might impact adjoining properties.

6 AIR QUALITY CONTROLS

6.1 Fugitive Dust Control Plan

The General Contractor shall implement a fugitive dust control program during construction pursuant to the provisions of South Coast Air Quality Management District (“SCAQMD”) Rule 403, which requires the implementation of Reasonably Available Control Measures (“RACM”) for all fugitive dust sources. The General Contractor shall also comply with the Air Quality Management Plan (“AQMP”), which identifies Best Available Control Measures (“BACM”) and Best Available Control Technologies (“BACT”) for area sources and point sources, respectively.

6.2 Dust Fences

The General Contractor will phase and schedule demolition activities in order to reduce dust emissions and will install dust fences at least four feet in height atop all fencing erected at the perimeter of the Project site during demolition activities. Dust fences of between three and five feet in height shall be used elsewhere as appropriate to implement the SCAQMD Rule 403 fugitive dust plan.

6.3 Watering

The General Contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind. All loads shall either be sufficiently watered or securely covered to prevent excessive amounts of dust.

6.4 Cessation of Grading Activity Due to Smog

The General Contractor will not perform any grading activities during second stage smog alerts.

6.5 Equipment Operation and Maintenance

The General Contractor shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment shall be properly tuned and maintained in accordance with manufacturers’ specifications. During construction, trucks and vehicles in loading and unloading queues will turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

6.6 Idling

All construction vehicles shall be prohibited from idling in excess of ten minutes, both on-site and off-site.

6.7 Use of Generators

Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible. The manlift and the tower crane may need a generator, if so, they will be run and serviced during Culver City permitted construction hours.

6.8 Coatings and Solvents

The General Contractor shall use coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

7 HAZARDOUS MATERIALS CONTROLS

7.1 In General

Construction contracts shall include provisions requiring continuous compliance with all applicable federal, state, and local government regulations and conditions related to hazardous materials and waste management.

7.2 Soil and Groundwater Contamination

Any contaminated soil, groundwater, and/or toxic materials encountered during excavation and grading shall be evaluated and excavated/disposed of, treated in-situ, or otherwise managed in accordance with applicable regulatory requirements. If contamination is discovered during grading activities, grading within such area shall be temporarily halted and redirected around the area until the appropriate health and safety measures are implemented and any required investigation and/or remediation is conducted pursuant to all applicable laws and regulations so as to render the area suitable for grading activities to resume.

7.3 Asbestos

In accordance with SCAQMD Rule 1403, pre-demolition building surveys will be performed to identify regulated asbestos-containing building materials that would be removed by a certified asbestos containment contractor prior to demolition. In the event that asbestos removal is necessary, all asbestos-containing materials will be removed prior to any activity that potentially may disturb the materials, and prescribed procedures, such as the use of leak-tight containers or wrapping, will be used. Any asbestos-containing material required to be removed will be disposed of as required by applicable regulations for the disposal of hazardous waste. The General Contractor will provide advance notice of asbestos removal and related building demolition activities to the necessary regulatory oversight agencies in compliance with applicable legal requirements.

7.4 Lead-Based Paint

A licensed Lead-Based Paint Inspector shall be retained to confirm whether any lead based paint or lead-based paint containing materials (“LBPCM”) are present within the structures to be demolished on the Project site. In accordance with applicable legal requirements, the removal of any lead-based paint and LBPCM will be conducted in compliance with the comprehensive set of California regulatory requirements designed to ensure the safe handling and disposal of these materials.

7.5 Soil Gases

The General Contractor shall develop a Health and Safety Plan that addresses combustible gas and hydrogen sulfide concerns and describes procedures the General Contractor intends to institute to minimize potential danger from explosion or exposure in the event elevated concentrations are encountered. The Plan shall comply with all applicable environmental health and safety laws. The Plan shall include, at a minimum, monitoring equipment and specifications for continuous monitoring of methane concentrations and comparison to levels of concerns such as Permissible

Exposure Levels (“PELs”), Threshold Limit Values (“TLVs”), or concentrations Immediately Dangerous to Life and Health (“IDLH”) in the breathing zone. In addition, methane concentrations shall be regularly monitored and compared against the Lower Explosive Level (“LEL”). Contingency responses should be established for each scenario. The Plan shall also include specifications for use of the subterranean garage ventilation system, and any additional systems, to ensure maximum air exchanges, as necessary, within the facility during construction operations.

During subsurface excavation activities, including boring, trenching, and grading, Cal/OSHA worker safety measures shall be implemented as required to preclude exposure to unsafe levels of soil gases, including methane and hydrogen sulfide. During grading activities, field technicians will monitor the soil as it is being excavated with an organic vaporizer and field instruments. Any excavated soil that is impacted with hydrocarbon materials will be stockpiled separately and evaluated with more detailed testing. All impacted soil will be properly treated and disposed of in accordance with applicable regulations. Air monitoring will also be conducted during all subsurface work activities to monitor possible methane and hydrogen sulfide levels. If potentially dangerous levels of methane or hydrogen sulfide are encountered during subsurface work activities, all appropriate safety measures will be followed.

7.6 Routine Maintenance

Hazardous materials generated as a result of routine maintenance of construction-related equipment will be disposed of in accordance with legal disposal procedures.

8 WATER QUALITY CONTROLS

8.1 In General

The General Contractor will control water quality in order to ensure compliance with all applicable federal, state, and local government requirements. To the extent feasible, Best Management Practices (“BMPs”) will be incorporated in the water quality control plan to control construction run-off quality.

8.2 Site Drainage

During construction, drainage of the Project site shall be disposed of in a manner satisfactory to the City Engineer and the Regional Water Quality Control Board.

8.3 Surface Water Quality

The General Contractor will comply with the National Pollutant Discharge Elimination System (“NPDES”) Construction General Permit requirements, which include, in relevant part, the preparation of a Stormwater Pollution Prevention Plan (“SWPPP”). The General Contractor will file a Notice of Intent with the State Water Resources Control. The SWPPP will specify BMPs that would be implemented to reduce the level of pollutants that could be present in stormwater discharges from the site during construction.

8.4 Groundwater Water Quality

If, during excavation and construction of the subterranean parking structure, groundwater is encountered, the groundwater would be tested in accordance with NPDES Permit requirements. If the groundwater is found to contain contaminants, the groundwater will be treated before it is released.

9 SOLID WASTE MANAGEMENT

The General Contractor shall salvage and recycle construction and demolition materials to the extent feasible. The General Contractor shall prepare a recycling plan for demolition and construction waste, and documentation of the recycling plan will be provided to the City of Los Angeles Department of Public Works. The General Contractor and its subcontractors shall implement measures for the recycling of demolition and construction debris, including utilization of subcontractors specializing in demolition and construction waste management, to reduce the volume of solid waste going to landfills to the extent feasible in furtherance of the City's goal of a 50 percent reduction in the amount of waste going to landfills.

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• revised entitlement • revised entitlement •
21-0422 21-0506

RED LINE around the property represents the site fence with the green screen installed.

TRIANGLE CENTER SITE PLAN FOR
1) CONSTRUCTION FENCING
2) CONSTRUCTION OFFICE
3) PEDESTRIAN CANOPY

Close the sidewalk off on the West Side of Meier street and have the pedestrians walk on the east sidewalk on Meier.

50' long by 10' wide construction office to be placed in the parking lane on Meier Street. The stairs to the office shall be placed on the sidewalk.

Pedestrian Canopy Location.

keynotes:

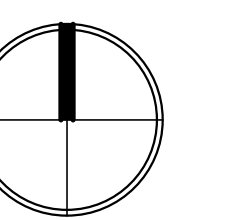
- 1 PROPERTY LINE
- 2 PROPOSED STREET EASEMENT LINE
- 3 CITY DEDICATION LINE
- 4 NEW DRIVE APRON PER CIVIL DRAWINGS AND THE CITY OF LOS
- 5 CITY SETBACK LINE
- 6 TRASH ENCLOSURE - CONCRETE BLOCK PAINTED.
- 7 CONCRETE WHEEL STOP, TYPICAL.
- 8 LANDSCAPING ARE - PER LANDSCAPE PLANS
- 9 KNOX BOX FOR BUILDING
- 10 STRUCTURAL COLUMN - PER STRUCTURAL PLANS
- 11 BUILDING STAIRS
- 12 BUILDING ELEVATOR
- 13 STANDARD PARKING STALL
- 14 ADA PARKING STALL
- 15 TANDEM PARKING STALL
- 16 COMPACT PARKING STALL
- 17 ZERO CURB
- 18 ADA CURB / RAMP
- 19 GAS METERS
- 20 BASEMENT RAMP
- 21 BASEMENT RETAINING WALL
- 22 TRANSFORMER, SWITCH, AND CAPACITOR LOCATION
- 23 RESIDENTIAL BICYCLE LONG TERM PARKING
- 24 RESIDENTIAL BICYCLE SHORT TERM PARKING
- 25 RETAIL BICYCLE SHORT TERM PARKING
- 26 HOV PARKING STALL
- 27 CLEAN AIR VEHICLE PARKING STALL
- 28 ELECTRICAL VEHICLE PARKING STALL
- 29 OUTLINE OF BUILDING ABOVE
- 30 PHOTOVOLTAIC SYSTEM AREA
- 31 RIDESHARE PARKING STALL

general notes:

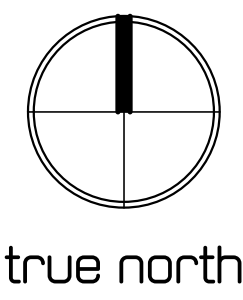
1. REPLACE SIDEWALK, CURB AND GUTTER AS NECESSARY TO MATCH ADJACENT SIDEWALKS PER PLANNING DEPARTMENT.
2. TOPOGRAPHY AT THE SITE SHOWN ON ATTACHED TOPOGRAPHY SURVEY.
3. REMOVE ALL EXISTING BUILDINGS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE. CAP AND SEAL ALL COMPONENTS TO THE STREET UTILITIES.

COMMERCIAL PARKING	
STANDARD	20
ACCESSIBLE	2
ACCESSIBLE VAN	1
CLEAN ARE	3
HOV	2
TOTAL PARKING PROVIDED:	28

ground floor / site plan
scale: 1/16" = 1'-0"



true north



TRIANGLE CENTER SITE PLAN FOR 1) CONCRETE POURS

keynotes:

- 1 PROPERTY LINE
- 2 PROPOSED STREET EASEMENT LINE
- 3 CITY DEDICATION LINE
- 4 NEW DRIVE APRON PER CIVIL DRAWINGS AND THE CITY OF LOS
- 5 CITY SETBACK LINE
- 6 TRASH ENCLOSURE - CONCRETE BLOCK PAINTED.
- 7 CONCRETE WHEEL STOP, TYPICAL.
- 8 LANDSCAPING ARE - PER LANDSCAPE PLANS
- 9 KNOX BOX FOR BUILDING
- 10 STRUCTURAL COLUMN - PER STRUCTURAL PLANS
- 11 BUILDING STAIRS
- 12 BUILDING ELEVATOR
- 13 STANDARD PARKING STALL
- 14 ADA PARKING STALL
- 15 TANDEM PARKING STALL
- 16 COMPACT PARKING STALL
- 17 ZERO CURB
- 18 ADA CURB / RAMP
- 19 GAS METERS
- 20 BASEMENT RAMP
- 21 BASEMENT RETAINING WALL
- 22 TRANSFORMER, SWITCH, AND CAPACITOR LOCATION
- 23 RESIDENTIAL BICYCLE LONG TERM PARKING
- 24 RESIDENTIAL BICYCLE SHORT TERM PARKING
- 25 RETAIL BICYCLE SHORT TERM PARKING
- 26 HOV PARKING STALL
- 27 CLEAN AIR VEHICLE PARKING STALL
- 28 ELECTRICAL VEHICLE PARKING STALL
- 29 OUTLINE OF BUILDING ABOVE
- 30 PHOTOVOLTAIC SYSTEM AREA
- 31 RIDESHARE PARKING STALL

general notes:

1. REPLACE SIDEWALK, CURB AND GUTTER AS NECESSARY TO MATCH ADJACENT SIDEWALKS PER PLANNING DEPARTMENT.
2. TOPOGRAPHY AT THE SITE SHOWN ON ATTACHED TOPOGRAPHY SURVEY.
3. REMOVE ALL EXISTING BUILDINGS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE. CAP AND SEAL ALL COMPONENTS TO THE STREET UTILITIES.

Close the sidewalk off on the West Side of Meier street and have the pedestrians walk on the east sidewalk on Meier.

CONCRETE PUMPER SET UP FOR THE WEST HALF OF THE DECKS. WILL REQUIRE A STREET CLOSURE FOR MEIER STREET ON POUR DATES.

CONCRETE PUMPER SET UP FOR THE EAST HALF OF THE DECK. WILL REQUIRE A TRAFFIC PLAN TO DIVERT THE TRAFFIC ON ZANJA STREET.

50' long by 10' wide construction office to be placed in the parking lane on Meier Street. The stairs to the office shall be placed on the sidewalk.

RED LINE around the property represents the site fence with the green screen installed.

Pedestrian Canopy Location.

COMMERCIAL PARKING	
STANDARD	20
ACCESSIBLE	2
ACCESSIBLE VAN	1
CLEAN ARE	3
HOV	2
TOTAL PARKING PROVIDED:	28

ground floor / site plan
scale: 1/16" = 1'-0"

TRIANGLE CENTER SITE PLAN FOR 1) CRANE PLACEMENT PLAN

keynotes:

- 1 PROPERTY LINE
- 2 PROPOSED STREET EASEMENT LINE
- 3 CITY DEDICATION LINE
- 4 NEW DRIVE APRON PER CIVIL DRAWINGS AND THE CITY OF LOS
- 5 CITY SETBACK LINE
- 6 TRASH ENCLOSURE - CONCRETE BLOCK PAINTED.
- 7 CONCRETE WHEEL STOP, TYPICAL.
- 8 LANDSCAPING ARE - PER LANDSCAPE PLANS
- 9 KNOX BOX FOR BUILDING
- 10 STRUCTURAL COLUMN - PER STRUCTURAL PLANS
- 11 BUILDING STAIRS
- 12 BUILDING ELEVATOR
- 13 STANDARD PARKING STALL
- 14 ADA PARKING STALL
- 15 TANDEM PARKING STALL
- 16 COMPACT PARKING STALL
- 17 ZERO CURB
- 18 ADA CURB / RAMP
- 19 GAS METERS
- 20 BASEMENT RAMP
- 21 BASEMENT RETAINING WALL
- 22 TRANSFORMER, SWITCH, AND CAPACITOR LOCATION
- 23 RESIDENTIAL BICYCLE LONG TERM PARKING
- 24 RESIDENTIAL BICYCLE SHORT TERM PARKING
- 25 RETAIL BICYCLE SHORT TERM PARKING
- 26 HOV PARKING STALL
- 27 CLEAN AIR VEHICLE PARKING STALL
- 28 ELECTRICAL VEHICLE PARKING STALL
- 29 OUTLINE OF BUILDING ABOVE
- 30 PHOTOVOLTAIC SYSTEM AREA
- 31 RIDESHARE PARKING STALL

general notes:

1. REPLACE SIDEWALK, CURB AND GUTTER AS NECESSARY TO MATCH ADJACENT SIDEWALKS PER PLANNING DEPARTMENT.
2. TOPOGRAPHY AT THE SITE SHOWN ON ATTACHED TOPOGRAPHY SURVEY.
3. REMOVE ALL EXISTING BUILDINGS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE. CAP AND SEAL ALL COMPONENTS TO THE STREET UTILITIES.

Close the sidewalk off on the West Side of Meier street and have the pedestrians walk on the east sidewalk on Meier.

RED LINE around the property represents the site fence with the green screen installed.

CRANE SET UP will be along the front of the building where the cut out in the deck takes place. This is so the crane can reach the roofs and so the deck can be loaded with materials. There will need to be a traffic plan to divert traffic around the crane.

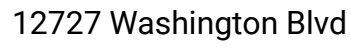
50' long by 10' wide construction office to be placed in the parking lane on Meier Street. The stairs to the office shall be placed on the sidewalk.

Pedestrian Canopy Location.

COMMERCIAL PARKING	
STANDARD	20
ACCESSIBLE	2
ACCESSIBLE VAN	1
CLEAN ARE	3
HOV	2
TOTAL PARKING PROVIDED:	28

ground floor / site plan

scale: 1/16" = 1'-0"



Map data ©2021 1000 ft