



June 5<sup>th</sup>, 2018

Mr. Sol Blumenfeld  
Director of Community Development  
City of Culver City  
9770 Culver Boulevard  
PO Box 507  
Culver City, California 90232-0507

RE: Ivy Station – TUP Amendment (P2017-0253-TUP)

Dear Sol:

On December 11, 2017 Culver City Council voted to approve the Ivy Station extended construction hours via Temporary Use Permit, P2017-0253-TUP. The TUP allows the project to pour concrete and perform other concrete related activities between 8:00pm to 8:00am from December 12, 2017 until March 31 2019. The TUP also permits these activities to take place during the “Holiday Slowdown” period, stated as December 18, 2018 through January 1, 2018.

This letter shall serve as our formal request to amend the existing TUP, P2017-0253-TUP, to allow for installation of off-site utilities, placement of concrete, and off-loading of structural components within Culver City public right of way during the approved off hours referenced within the existing TUP. In addition, we would like to request to extend the permit’s expiration by one (1) year to April 31, 2020.

The Ivy Station project which includes a parking structure, hotel and residential building require multiple utilities such as sanitary sewer, storm drain, water, power and gas. Due to the fact that these utilities are located at National and Washington Blvds., a significant amount of work is required to take place in the streets. Performing the above noted work during normal hours (9:00am to 3:30pm) will have a major impact on traffic and also prolong the project schedule. As such, we propose that the loud activities such as demolition, grinding, and saw cutting be performed during normal hours (9:00am to 3:30pm) and/or from 7:00pm to 10:00pm. This allows for other activities considered less noisy will take place from 10:00pm to 6:00am.

Performing the utility work during off-hours will significantly minimize the traffic impacts on the surrounding community and will expedite the proposed work. It is estimated that working off hours will reduce the work duration by roughly 20-25%. For example, installing the sanitary sewer line along Washington during normal hours will take 20 working days, do the same work during off hours will reduce the duration to 16 working days.

We would also request the ability to utilize National and Washington Blvds. for concrete activities to minimize traffic and to expedite the project. The current TUP allows the project to place the concrete pumps within the city of Los Angeles (at Venice and National Blvd). There are 15 concrete pours (out of 81) that will require staging concrete pumps and trucks adjacent to the Washington and National Intersection. Each concrete pour volume varies between 400CY to 800CY (40 to 80 truck loads). By pouring

the concrete off-hours it will increase public safety and minimize traffic impacts during rush hours. In addition by utilizing National and Washington Blvds., the concrete pumps will be located closer to the hotel and residential footprint allowing for a more efficient process which will reduce the total number of concrete pours by 8. Lastly, as mentioned in the original TUP submission, off-hours concrete placement reduces the risk of concrete spoilage/waste, which occurs each time a concrete truck is unable to empty its load within 90 minutes from leaving the batch plant. Normal business hours operations can result in concrete trucks returning to the batch plant to dump the expired concrete and re-stock with new loads. This increases traffic by requiring more concrete trucks, minimizes efficiencies and utilizes additional resources.

Due to the location of the hotel at the corner of National and Washington Blvds., the contractor will also be required to stage deliveries of structural materials on National Blvd. near Washington Blvd. To mitigate traffic it is proposed that these activities also occur off hours. The current schedule shows the hotel and residential concrete structure complete by October of 2018. At the same time the wood framing, structural steel and other structural deliveries will start arriving to the project site. As indicated by ESA's sound study, the deliveries and off-loading activities have no noise impact; thus it will be beneficial to deliver the material off-hours and avoid the traffic impact associated with a lane closure during normal hours.

As mentioned above, Bernard's Builders and ESA conducted a new noise study, attachment "A", for each of the activities in the amended request (off-site utilities, concrete placement and structural deliveries) and concluded the noise impact cannot be mitigated, however can be minimized with installation of sound barriers around some of the noise generating activities.

Although the proposed activities can cause impacts, the overall benefit to the community in minimizing traffic and reducing the need for lane closures during normal business hours is critical. We appreciate the City's consideration in approving this amendment request.

Please let me know if you have any additional questions or require further information.

Sincerely,

A handwritten signature in black ink, appearing to read "David Sonderegger", with a stylized flourish at the end.

**David Sonderegger**  
Senior Vice President  
Lowe