



Prepared by
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Concept Construction Management Plan

8777 WASHINGTON BLVD
CULVER CITY

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1.0 Introduction

1.1 Purpose

This Concept 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 “8777 Washington” 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 concept plan is included as part of the 8777 Washington Comprehensive Plan.

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:

- 3 Levels of Subterranean parking in concrete
- 1 Level of Concrete Podium for Ground Floor Retail / Lobby / Parking at ground level
- 3 Levels of concrete above podium office building

1.4 Site Location

The proposed development site (see Figure 1) is located at 8777 Washington Blvd in Culver City and is bounded by Washington Blvd to the south, National Blvd to the west, and private commercial properties to the north and east. The site is known as “8777 Washington”.

Introduction

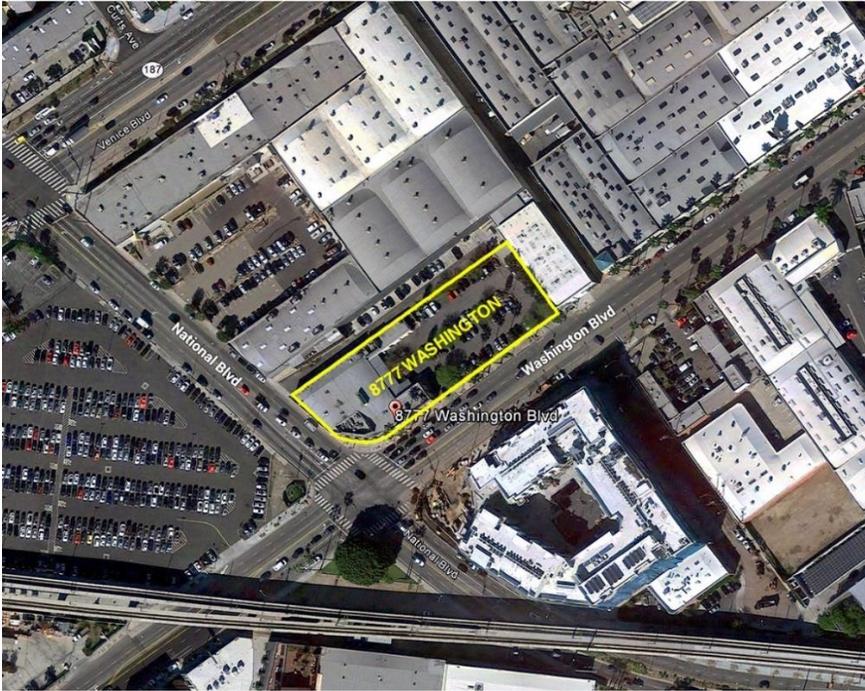


Figure 1 – Site Location

The site area is approximately .98 ac and is located within Culver City’s Transportation Oriented Development district in close proximity to Metro’s Expo Line Culver City Station.

- End of Section 1 -

Construction Management

2.0 Construction Management

2.1 External Considerations

The major external constraints on the project are:

- Maintaining smooth vehicular, bicycle, and pedestrian traffic flow with minimal disruptions to the surrounding streets.
- Ensuring continued use of right turn to National from Washington.
- Minimizing impact on neighbors.
- Coordination with neighboring construction projects in order to minimize impacts from parallel construction processes on community.

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

- Locate a project office, site accommodation and facilities.
- Implement an offsite 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

2.2 Anticipated Approvals

A series of permits will be required for project phases including demolition, excavation, subterranean and above ground construction.

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

- Final Construction Management Plan;
- Erosion and Sediment Control Plan; and
- Shoring and Excavation Plan

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 be limited to:

- Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing.
- Off-site Civil work
- After Hours Application

2.3 Site Security

The site will be secured using appropriate fences, with access gates manned with qualified security guards/traffic control officers. Entry will be controlled and will be limited to approved personnel and equipment. The site will be secured after hours and patrolled by qualified security guard. All visitors to the site will be required to sign in at the site office.

Construction Management

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 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.

2.4.1 Temporary Construction Fencing

The installation of temporary fencing is anticipated as a means of ensuring the safety and wellbeing of members of the community. (Refer to Exhibits A.1, A.2, and A.3 for anticipated location of fencing). 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

Sidewalks adjacent to the site will be closed during construction. Pedestrians will be rerouted to opposite side of streets using existing crosswalks. Adequate signage will be provided for re-directing pedestrians. Pedestrian re-routing plan and signage plan is subject to city approval.

2.4.3 Bicycle Detours

Use of the bicycle lanes in front of the project site on Washington Blvd is anticipated to continue throughout the Demolition and Excavation phases. Flagmen stationed at construction vehicle entry and exit points will ensure safety of cyclists crossing these points.

As the site is readied for the subsequent phases, the sidewalk and both the parking and bicycle lanes in front of the project site on Washington Blvd will be closed for the remainder of construction. Cyclists approaching the TOD using the northbound bicycle path will be detoured to an alternate route that deviates from the Wesley to Washington / National section to the east sidewalk on National until the detour meets the existing path. Signs will be placed indicating detour. The southbound path is anticipated to no be effected. Westbound cyclists approaching the site on Washington with the intention of joining the bike path will need to cross the street at Wesley and then cross again at Washington and National before joining the bike path. (Figure 3)

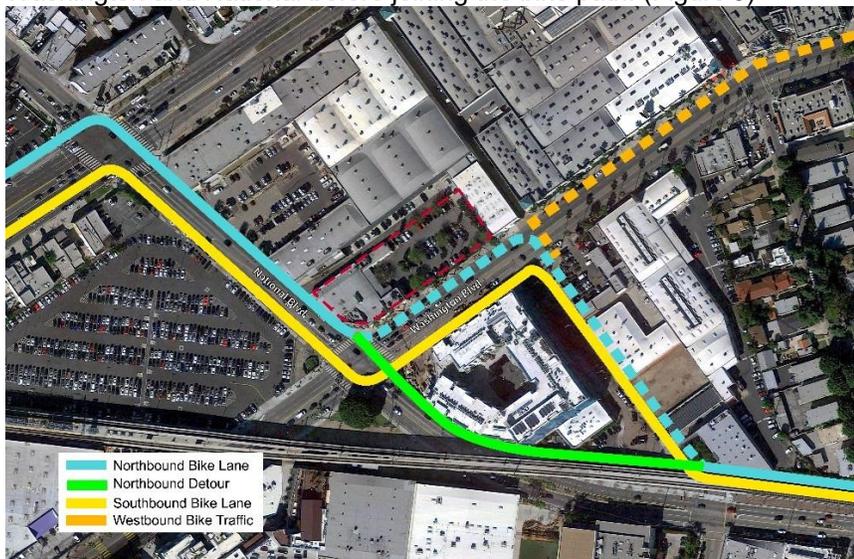


Figure 3 – Bicycle Detour

Construction Management

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 as a means of notifying said parties of potential construction impacts at least 2 days prior to commencing actions.

2.6 General Onsite Administration

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.

2.6.1 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
(Will require city approval)

- Hauling, Concrete Trucks, and/or Material Delivery/Removal

Dirt hauling, ready mix trucks, and construction material deliveries or removal will occur during normal working hours noted above. Refer to exhibits A.4 and A.5

- Lane Closures

Every effort will be made to minimize the need for full lane closures. Should lane closures be required, neighbors and city officials will be notified via the email notification system set up at the commencement of construction. Such event will be coordinated with neighboring construction projects.

- End of Section 2 -

Construction Methodology

3.0 Construction Methodology

3.1 Demolition and Excavation (121 work days)

The site is currently a commercial property that includes a one story commercial building, a small storage structure, and surface parking.

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 15 work days with impact to traffic from debris hauling occurring over the course of 10 days with an estimated 4 truckloads being hauled each day.

Trucks will enter the site from Washington Blvd and move to a designated loading area where they will be loaded with material before exiting on Washington Blvd. (Figure 4). 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.

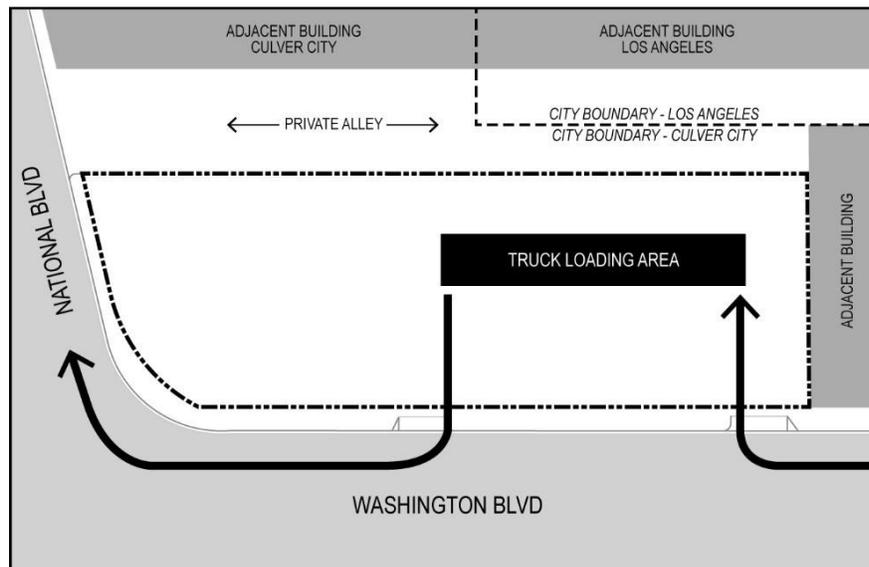


Figure 4 – Staging during Demolition

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 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. This will occur over two separate time frames during which time excavation of earth will cease. This is anticipated to take an additional 24 days.

The project will require the excavation of 37 FT of earth below street level with an expected time frame 89 days. **Dirt hauling is anticipated to occur over 45 nonconsecutive days within the 89 day excavation period. 95 dump trucks per day will be required to haul the estimated volume of dirt from the site. Dirt hauling will occur Monday through Friday 8:00 AM through 8:00 PM.** Trucks will enter the site from Washington Blvd and exit onto National Blvd (Figure 5). 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.

Construction Methodology

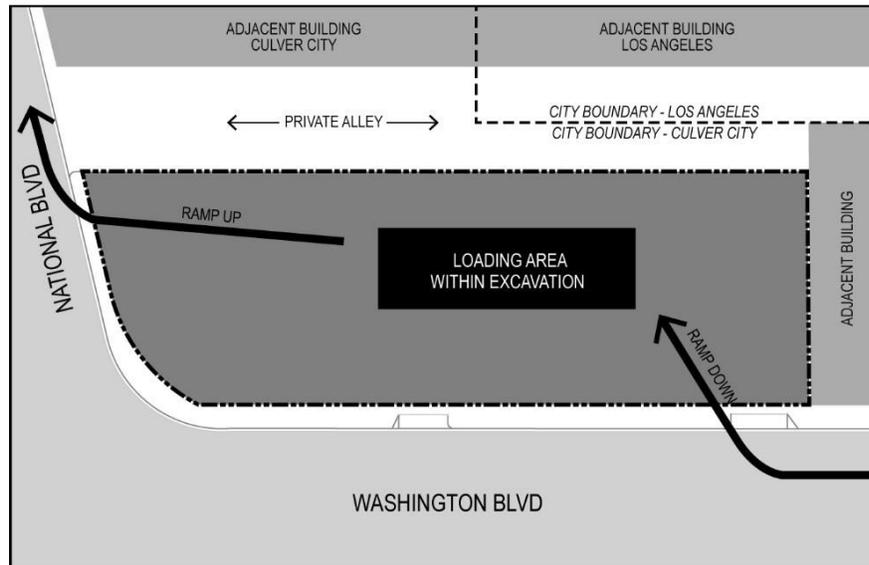


Figure 5 – Staging during Excavation

3.2 Subterranean Work

Based on the geotechnical report, the structure will require a mat foundation. In order to facilitate its and future construction, we foresee the installation of a tower crane adjacent to the building core. Reference Exhibit A.6 for approximate location of tower crane.

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 otherwise interfere with traffic flow on Washington Blvd. 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.

Given the size of the site and the nature of the project's program, the site will be divided into zones so that concurrent activities can occur. As excavation is completed, in-ground services will be installed followed by preparation of the ground to receive the structural mat foundation that will be cast in concrete.

Because of the desire to minimize impacts on the flow of traffic on Washington and National, we propose the use of a series of separate placing booms for the placing of concrete. These booms will be located within the project site and will mitigate the potential for traffic congestion that comes with use of a truck-mounted concrete boom pump. The use of this proposed system is anticipated for all onsite concrete construction.

Following the placement of the mat foundation and its subsequent topping slab, the upper basement levels will be cast in zones, so that multiple work fronts will be created. Different formwork systems will be considered and taken into account in the design of the structure to ensure the time frame can be met.

As with the mat foundation, concrete will be cast to the lower level slabs and columns using a pump and separate placing booms in order to minimize the impact on traffic on the adjacent streets.

3.3 Concrete Construction (190 work days)

The concrete construction of the project will encompass three subterranean parking levels, four levels of above grade office. The time frame required to complete the concrete portions of the project is anticipated to take approximately 190 work days. Included within this time-frame 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.

Concrete placement is expected to occur over 57 nonconsecutive days within the 190 day concrete

Construction Methodology

construction period. Construction material deliveries (ready-mix trucks) will occur during normal working hours described in section 2.7.1 above. Concrete delivery trucks will enter and exit site staging area on Washington Blvd (Figure 6). Flagmen will be stationed at entry and exit points to ensure safety.

The concrete trades will be supported by, but not limited to, a tower crane for lifting of materials and equipment, separate placing booms to place concrete, and perimeter guardrail systems to provide fall protection.

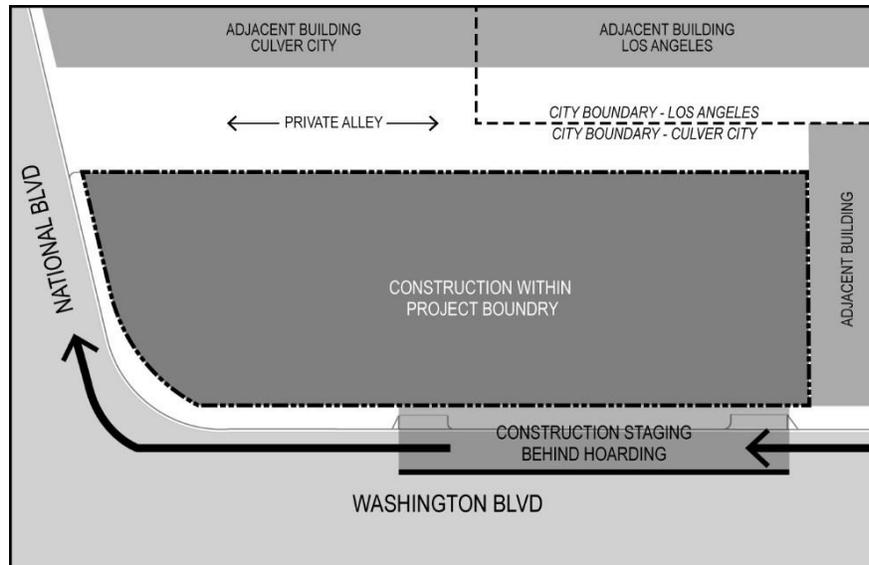


Figure 6 – Staging during Construction (see Appendix 2)

3.4 Building Enclosure (90 work days)

The glass enclosure for the office and ground level commercial spaces will be erected as soon as practical to commence sealing floors so that finishes and fit out, if required, can commence. The scheduling of the enclosure installation is scheduled for 90 days.

3.5 Services and Finishes (286 work days)

For the concrete commercial and subterranean portions of the building, the installation of the services will commence as each of slabs are cast and the formwork is stripped.

The installation of services 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 the building façade.

Exterior finishes typically begin after the building envelope has been installed. In the concrete commercial part of the project this is usually after the enclosure has been installed.

The scheduling of the service and finish installations is 286 days.

3.6 Offsite Work (42 work days running concurrent with completion of interior fit-out)

Offsite work is expect to begin as soon as the building envelope is installed.

Offsite 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 Streetscape Master Plan; and the paving and striping of the project’s half of Washington Blvd and National Blvd.

Construction Methodology

Every effort will be made to minimize the impact on vehicle traffic flow by keeping staging activities to the parking and bicycle lanes on Washington Blvd. We do foresee the need for temporary lane closures when repaving those portions of Washington Blvd and National Blvd required of this project. 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.

The anticipated time frame for all offsite improvements is 42 work days. This period will include approximately 2 days for concrete placement for sidewalk and gutter construction. This will require the nonconcurrent temporary closure of the parking and bicycle lanes on Washington and one lane on National for this purpose.

Repaving activities will require the sequential closing of the westbound lanes on Washington and the northbound lanes of National within a 2-3 day period, outside of peak traffic hours, to allow for milling the existing pavement. This will be followed by alternating single lane closures for approximately 2 days to allow for repaving activities to occur outside of peak traffic hours.

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

Estimated Start Date: August 2017

Duration: 176 work days / 235 calendar days

Phase 2. Foundations / Concrete Structure / Enclosure / Finishes

Estimated Start Date: March 2018

Duration: 396 work days / 529 calendar days

Phase 3. Offsite Improvements / Landscaping

Estimated Start Date: August 2019

Duration: 42 work days / 50 calendar days

Estimated Date of Completion: October 2019

- End of Section 3 -

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 development.

4.2 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 7PM. While not anticipated, Sunday work hours may be required in order to keep to the construction schedule. If Sunday work is needed, it will occur within the allowable hours of 10:00 AM to 7PM after approval by city officials.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Management Plans. Some mitigating measures will be:

- 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 emitting from idling vehicles.
- 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 include the following:

- Mat Foundation Pour
- Tower Crane erection and dismantling
- Offsite improvements

All after hour's work will be subject to the Communication Management Plan. Consultation with pertinent Culver City departments will occur prior to any 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.

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. Measures that may be employed include:

- *Site Perimeter:* Erection of a 6 ft. high fence with attached windscreen at the site's perimeter under which sand bags and/or straw wattles will be placed
- *Demolition:* All trucks removing materials from site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control.

Environmental

- *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

- End of Section 4 -

5.0 Exhibit A

- 5.1 Exhibit A.1 – Temporary Fencing Plan During Demo and Excavation
- 5.2 Exhibit A.2 – Temporary Fencing Plan During Concrete and Finishes
- 5.3 Exhibit A.3 – Use of Public Right of Way
- 5.4 Exhibit A.4 – Excavation Truck Access
- 5.5 Exhibit A.5 – Concrete Trucks and Pumping
- 5.6 Exhibit A.6 – Tower Crane and Hoisting
- 5.7 Exhibit A.7 – Haul Route to Jobsite
- 5.8 Exhibit A.8 – Haul Route from Jobsite



8777 Washington Blvd.
Culver City, CA
Site Logistics Plan

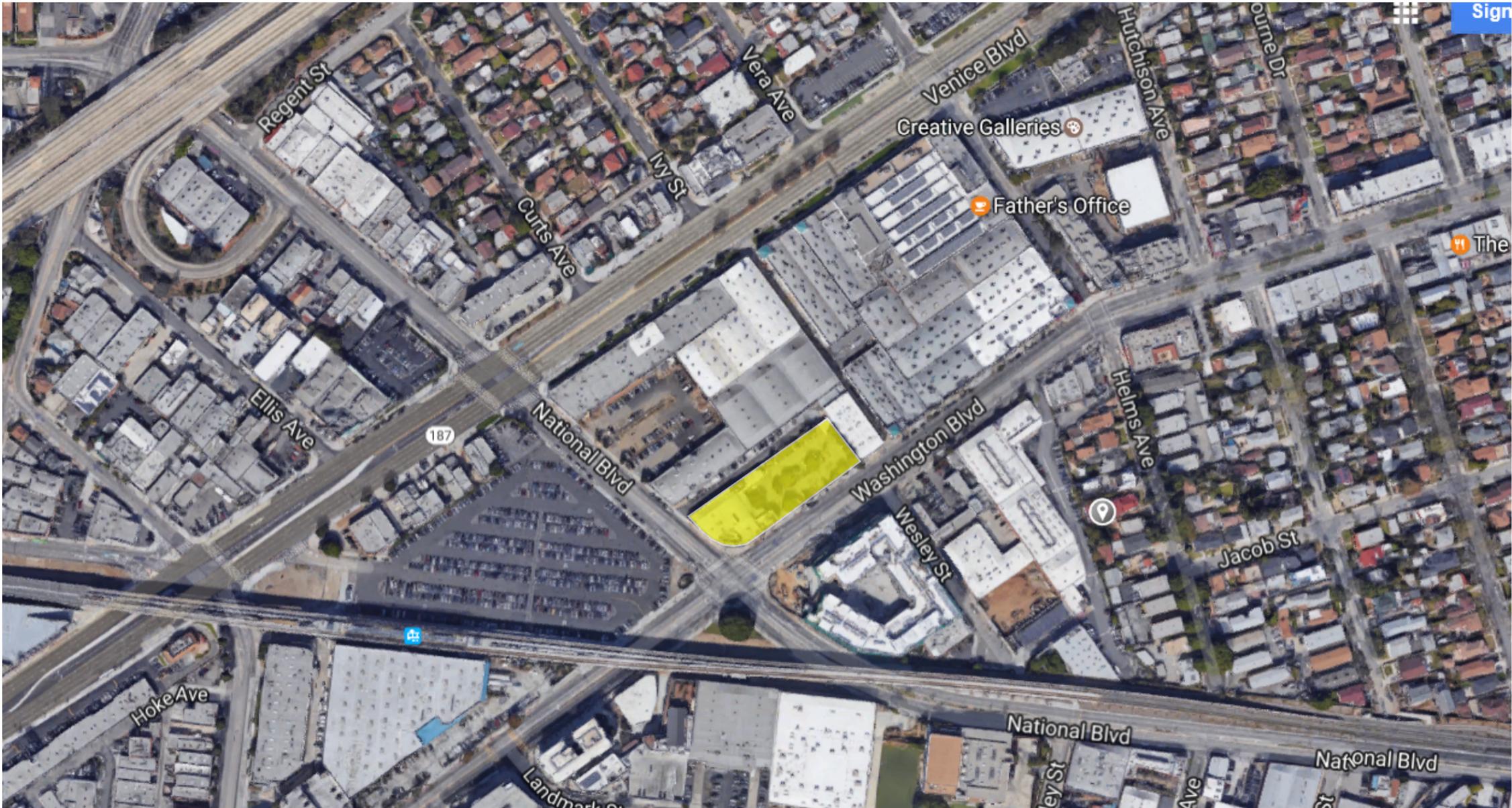
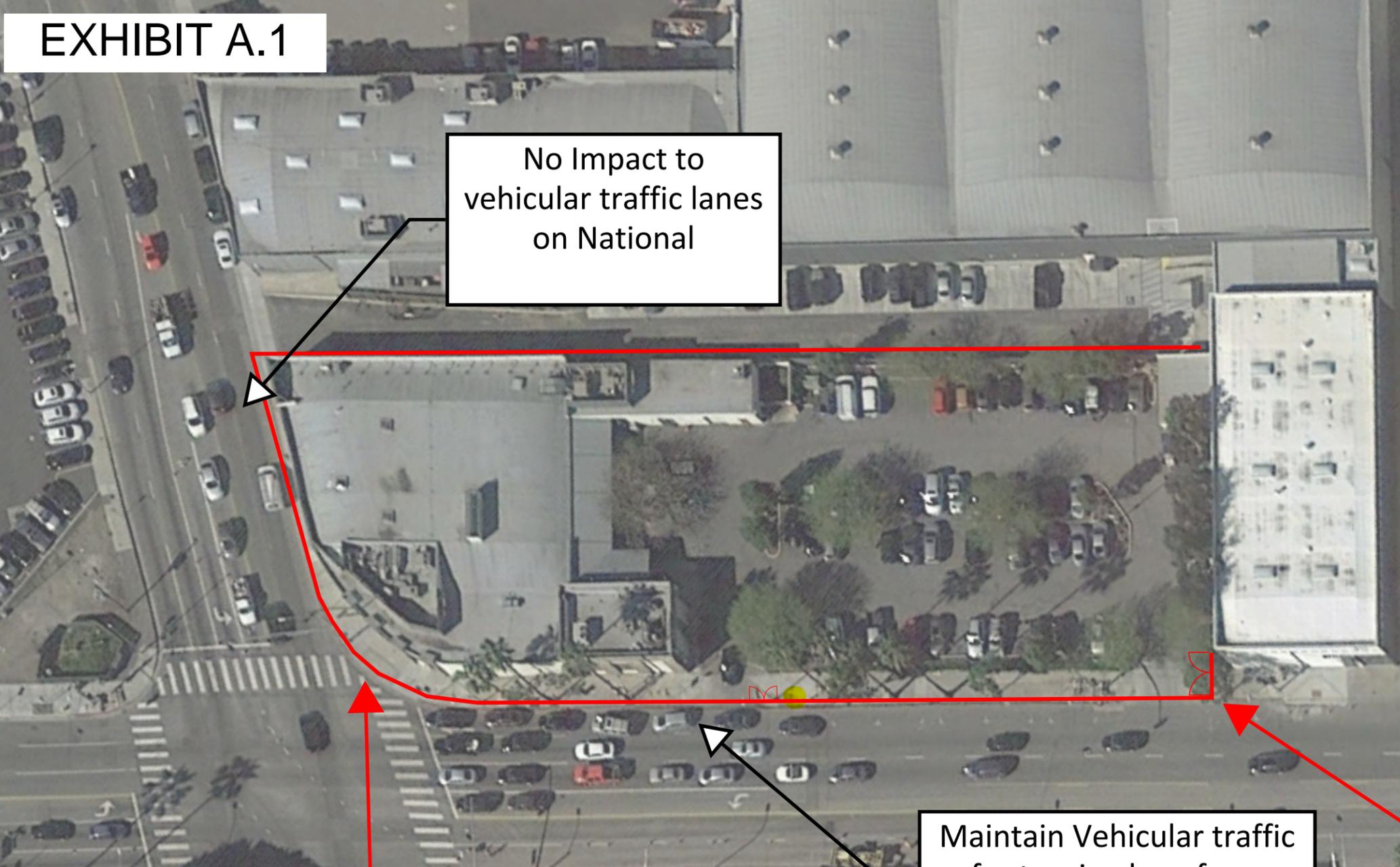


EXHIBIT A.1

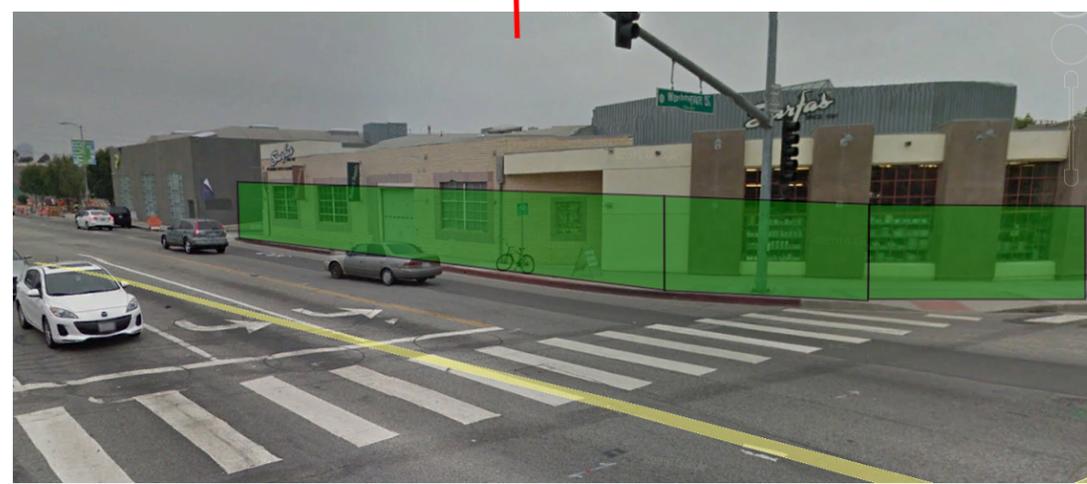


Temporary Fencing Plan During Demo and Excavation

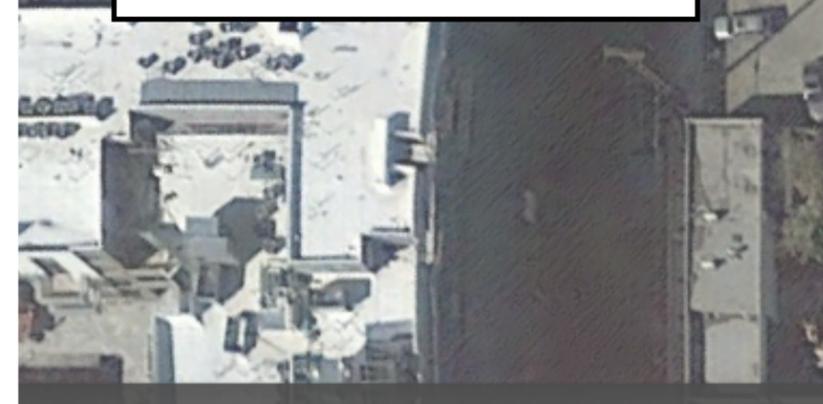
- Fire Hydrant
- Temporary Fencing



Maintain Vehicular traffic for turning lane from Washington to National



Temporary construction fencing set on the curb to close pedestrian access along National Blvd. and Washington.



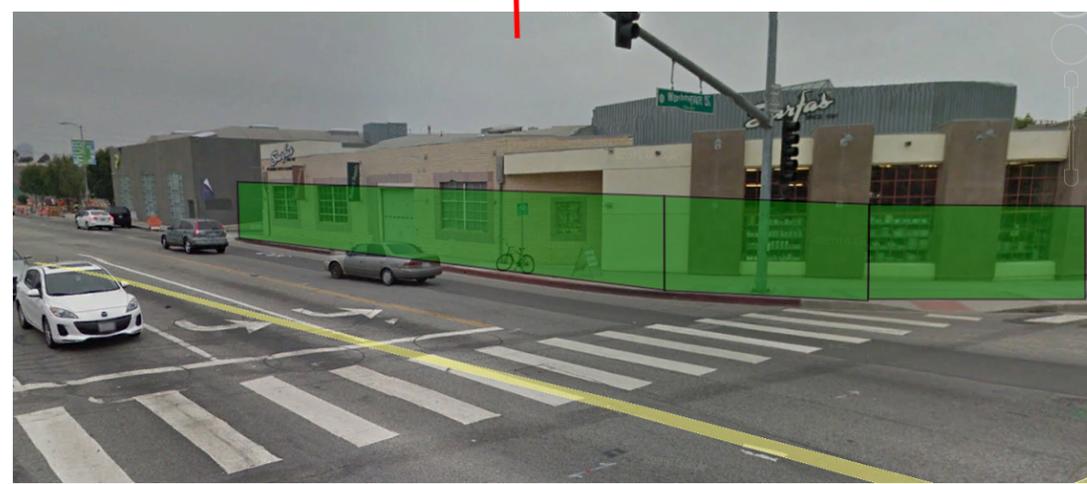
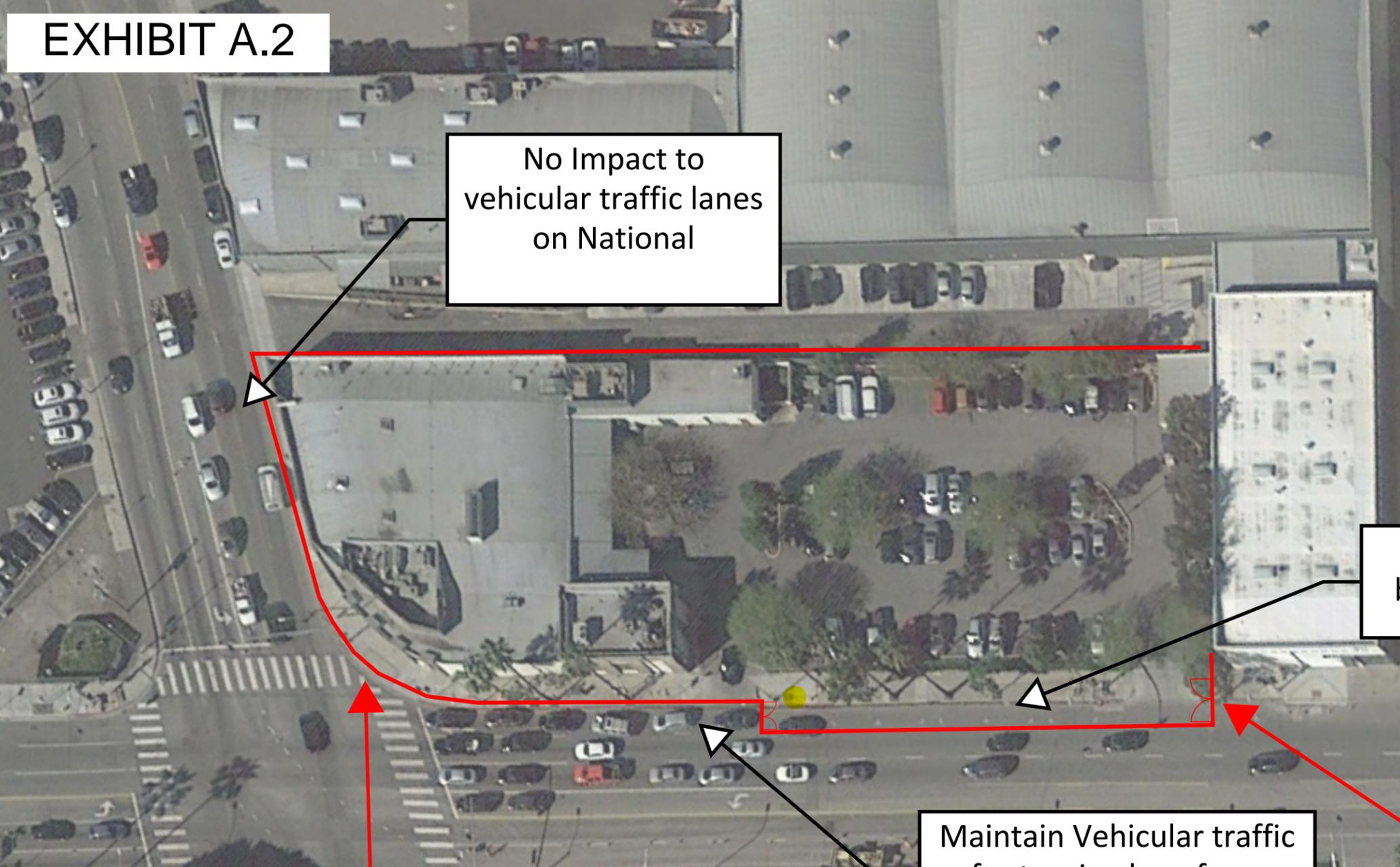
Temporary Construction Fencing on Edge of Curb

EXHIBIT A.2



Temporary Fencing Plan During Concrete and Finishes

- Fire Hydrant
- Temporary Fencing



Temporary construction fencing set on the curb to close pedestrian access along National Blvd. and Washington.



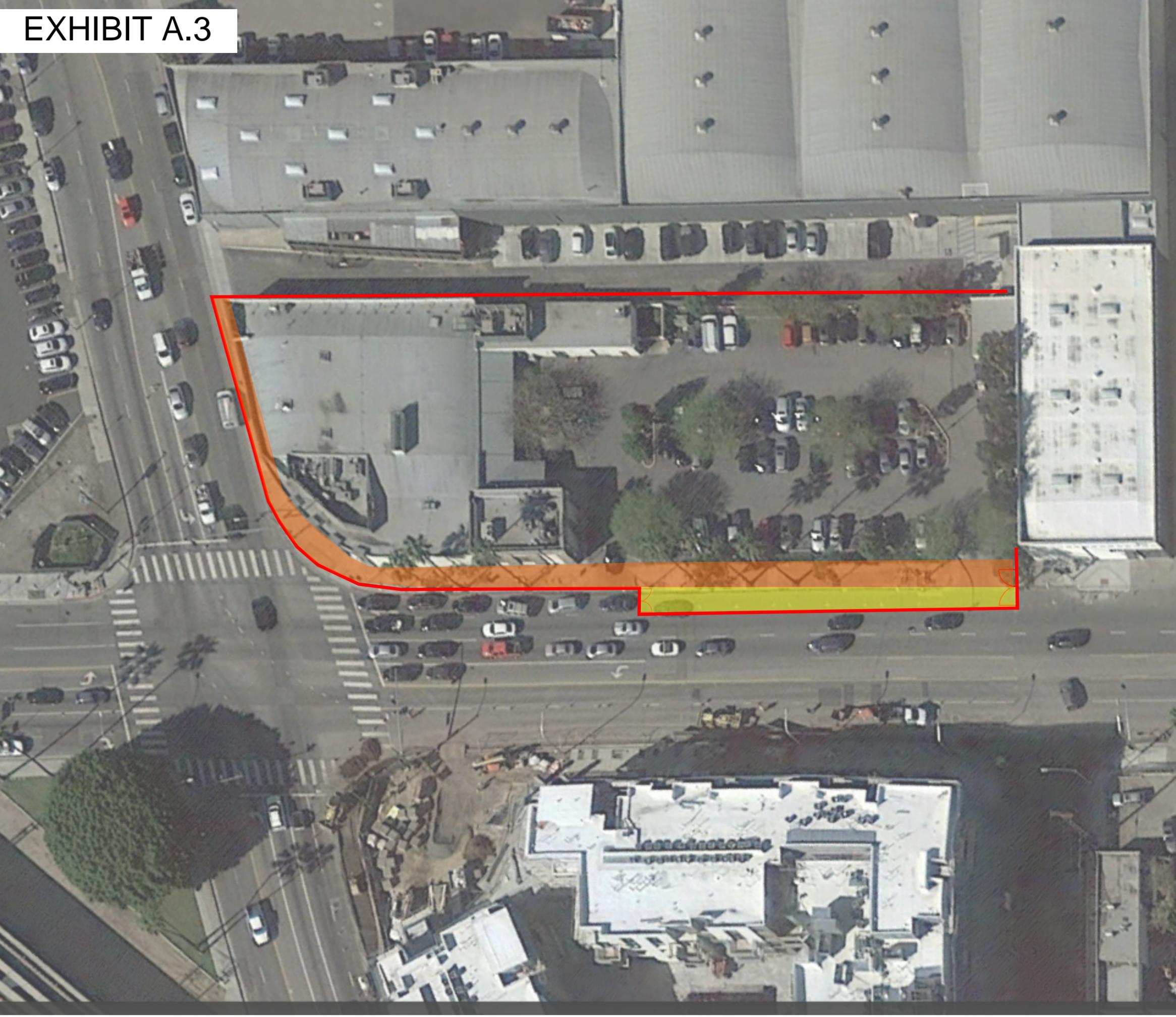
Temporary Construction Fencing on Edge of Bike Lane



Use of Public Streets and Sidewalk

 Temporary use of public space. Includes use of sidewalk along Washington Blvd and National for the duration of construction. 28 Months

 Temporary use of public space. Includes use of bicycle lane during the concrete structure and finishes phase. 22 Months



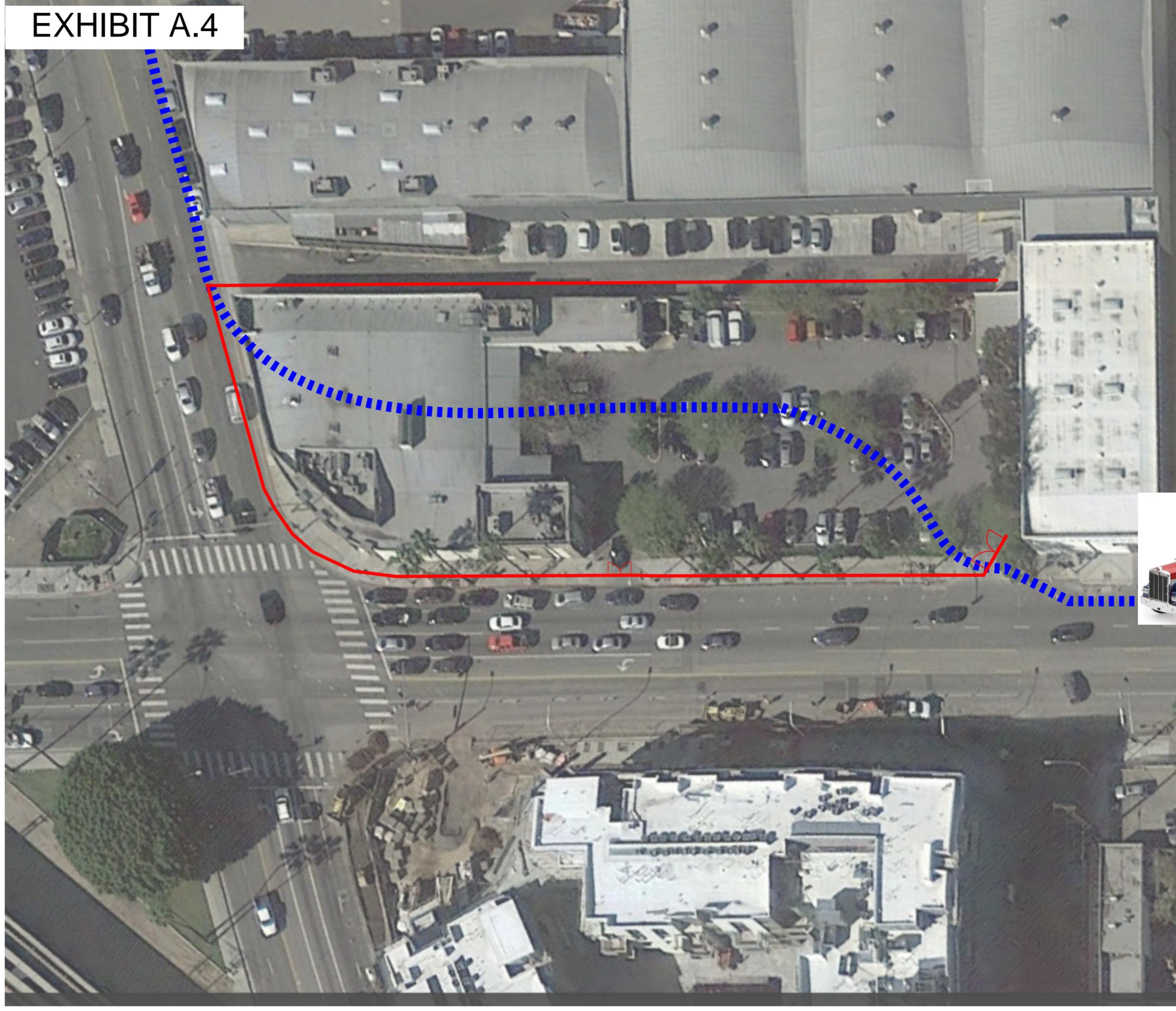
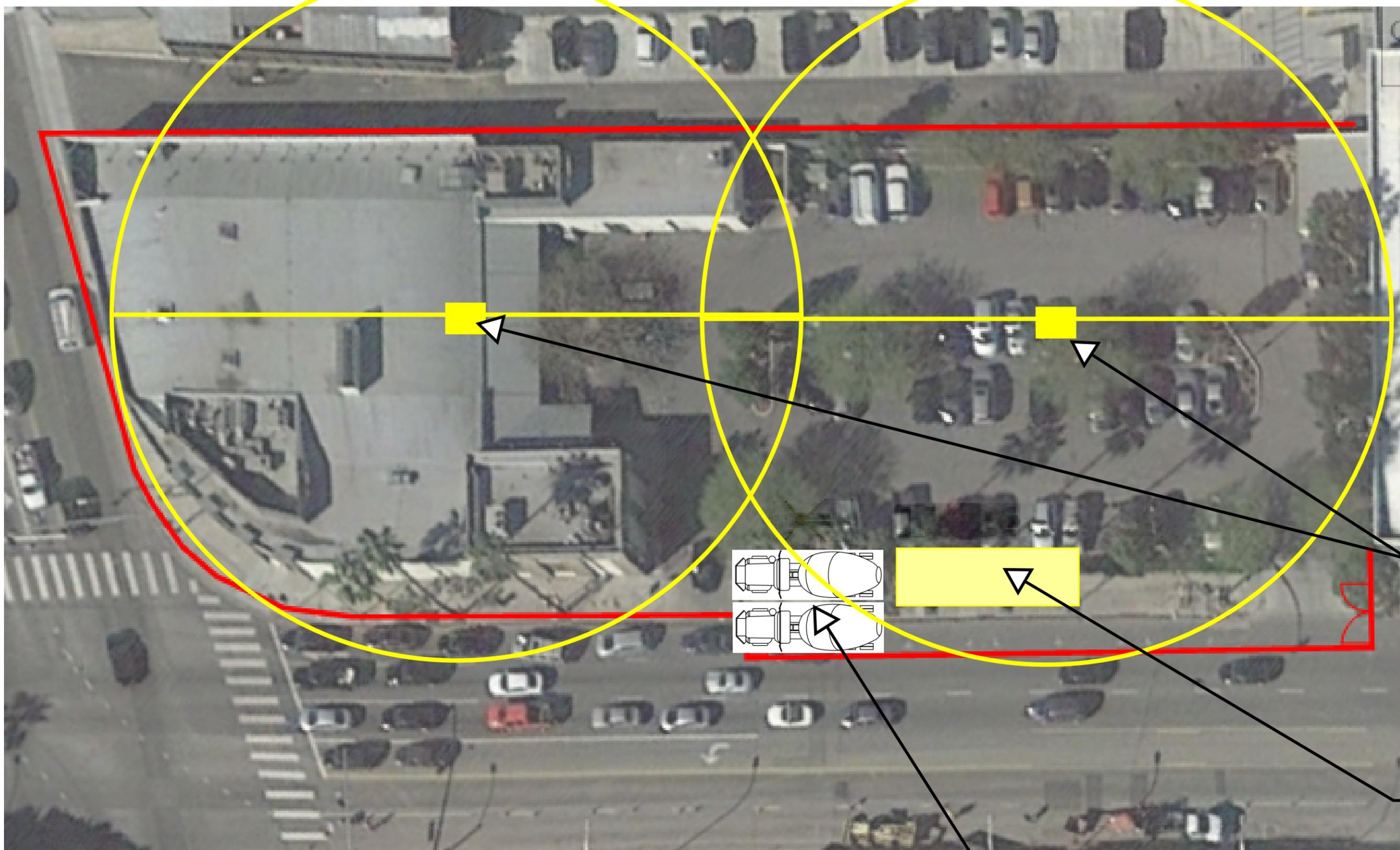
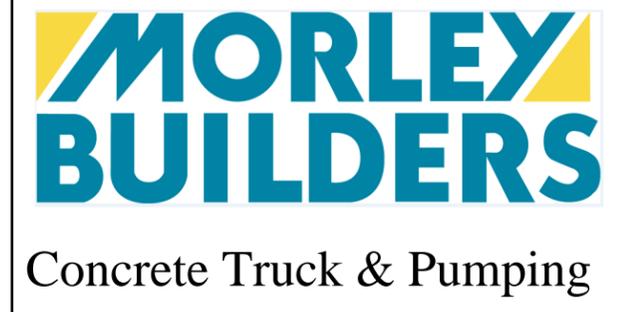


EXHIBIT A.5



Concrete Placing Booms

Concrete Pump

Ready Mix Trucks



Tower Crane

Man Lift



