

October 11, 2017



Tyler Monroe
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RE: Construction Plan - Montecito II, Hollywood CA

Mr. Monroe:

Per your request, IMG Construction Management has been retained to assess the Montecito II project from a construction staging and logistical standpoint. IMG will then make means and method recommendations that would further minimize and mitigate any temporary construction and truck traffic impacts to the adjacent school and other nearby sensitive receptors.

Impacts considered are of noise or dust resulting from construction activities or truck traffic.

IMG Construction Management has over 40 years of experience in the construction of multifamily projects throughout Southern California and is qualified to speak to industry best practices.

Please feel free to contact us at (949) 476-3133 if you have any questions or concerns.

Sincerely,

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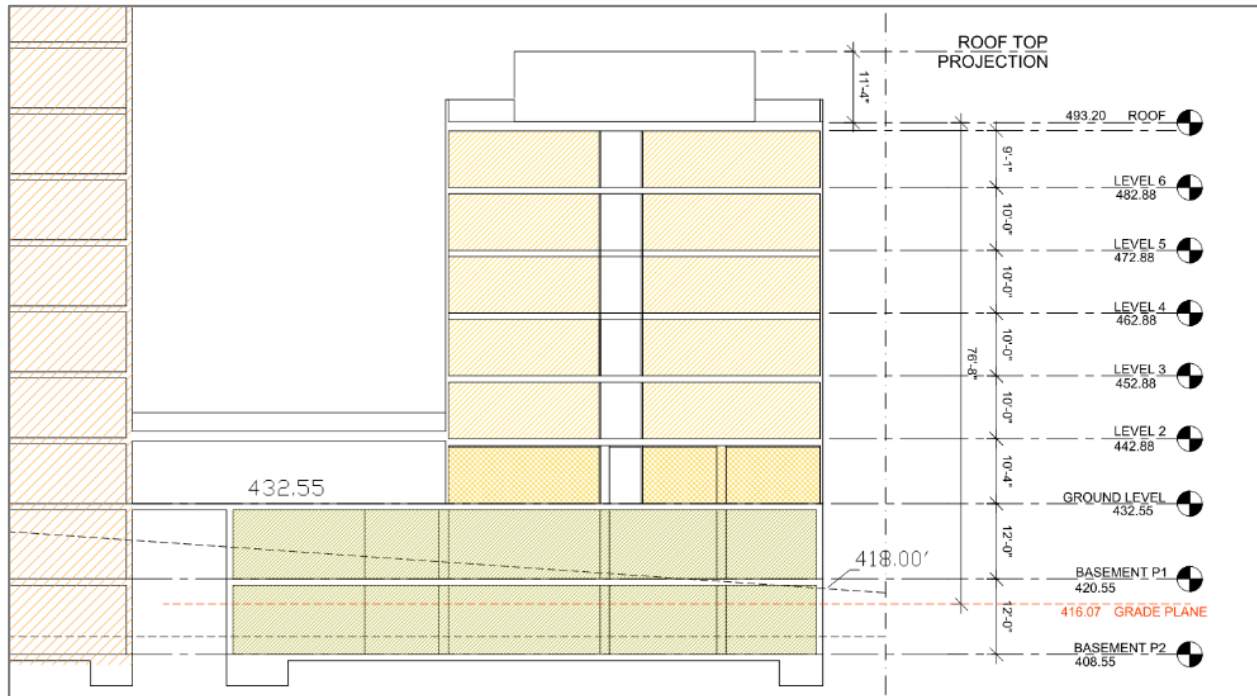
Attachments: Construction Plan

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Introduction

The subject property is 0.78 Acres in size and is located at 6650-6668 W. Franklin Ave and 1850 N. Cherokee Ave in Hollywood, California, 90028. The area is hilly and generally slopes down from the NE to SW.



The proposed project includes 68 senior units as an addition to the existing Montecito building. The proposed building is 6 levels high and parks over two levels of garage parking which are integrated into the terrain of the site. Cars enter the garage at the lowest level and ramp up to basement level P1.

The Canyon Co-Op School and Las Palmas Senior Citizen Center Park sit lower and adjacent to the west and south west of the site, respectively. Immediately to the south are existing two-story apartments. Initial community outreach has raised concerns about construction impacts to the adjacent School, Park and neighborhood.

Please refer to Figure 1 – Vicinity Map.



*Not to scale.

Figure 1, **Vicinity**

TSA-Montecito II, Hollywood CA



Regulatory Context

Pursuant to Section 91.106.4.8 of the Los Angeles Municipal Code, the project will comply with the Good Neighbor Construction Practices which are included herein as Attachment A.

In addition, the project will comply with City of Los Angeles published Guidelines for Submitting Haul Route Applications with Import or Export Amounts Greater than 1,000 Cubic Yards. They are included here as Attachment B.

This Construction Plan is a supplement to Noise, Traffic and Air Quality studies that are required by the City of Los Angeles, acting as lead agency, and as supporting technical studies for the California Environmental Quality Act (CEQA) and attempts to provide specificity as to how the following construction management practices and conditions of approval would be implemented.

Traffic

The Traffic Technical Memorandum prepared by Linscott Law & Greenspan, dated October 20, 2016, was reviewed and approved by City of Los Angeles Department of Transportation (DOT). It does not propose or require traffic related mitigation measures to accommodate the project once completed and occupied.

However, a construction Worksite Traffic Control Plan (WTCP) must be submitted to DOT for review and approval prior to the start of any construction. This Construction Plan covers the information required by the WTCP.

In addition, DOT recommends that all construction related traffic be restricted to off-peak hours. Construction workers would generally be on-site before 7:00 AM and the vast majority would leave the project site around 3:00 PM and would therefore travel before the morning and evening peak commute hours. Up to potentially 10% of workers could leave after 3pm.

Noise

The following noise management practices are proposed by the Noise Study (DKA Planning, 2016) and will be implemented by the project to reduce noise during construction to levels below a level of significance.

Noise Management Practices

- N1** *All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA.*
- N2** *Temporary sound barriers capable of achieving a sound attenuation of at least 10 dBA shall be erected along the Project's northern and western boundaries to obstruct line of sight noise travel from the Project site to Canyon Co-Op School, Las Palmas Senior Citizen Center, and Franklin Avenue Residences.*

Construction fencing is described in the Mobilization section herein.

N3 *At the Project's western and southern boundaries, temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected to obstruct line of sight noise travel between the Project site and Franklin Avenue Residences.*

Construction fencing is described in the Mobilization section herein.

Air Quality

The Air Quality Study (prepared by DKA Planning 2016) describes the Air Quality Regulatory Compliance Measures that the project is required to implement, as well as additional optional measures, which are detailed below.

Construction Phase Air Quality Regulatory Compliance Measures (RCM)

RCM1 *Construction activities shall comply with SCAQMD Rule 403, including the following measures:*

- *Apply water to disturbed areas of the site three times a day*
- *Require the use of a gravel apron or other equivalent methods to reduce mud and dirt track-out onto truck exit routes*
- *Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.*
- *Limit soil disturbance to the amounts analyzed in this air quality analysis.*
- *All materials transported off-site shall be securely covered.*
- *Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).*
- *Traffic speeds on all unpaved roads to be reduced to 15 mph or less.*

RCM2 *Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.*

Optional Construction Phase Air Quality Measures

PDF-1 *The Project Applicant shall ensure that construction vehicles avoid, to the extent feasible, travel on Las Palmas Avenue adjacent to the Canyon Co-Op School and Las Palmas Senior Citizen Center.*

The proposed project's haul route will completely avoid Las Palmas.

PDF-2 *The Project Applicant shall provide advance notification of the Project's anticipated general construction schedule and a specific schedule for site grading and preparation activities. Any earth moving activities shall be scheduled to avoid or minimize overlap with school activities, particularly outdoor play periods, to the extent feasible.*

The proposed project will provide notification to the school.

PDF-3 *The Project Applicant shall provide screening on chain link fences and gates at Canyon Co-Op School and Las Palmas Senior Citizen Center facing the Project Site to reduce dispersion of any dust plumes from earth moving activities.*

Construction

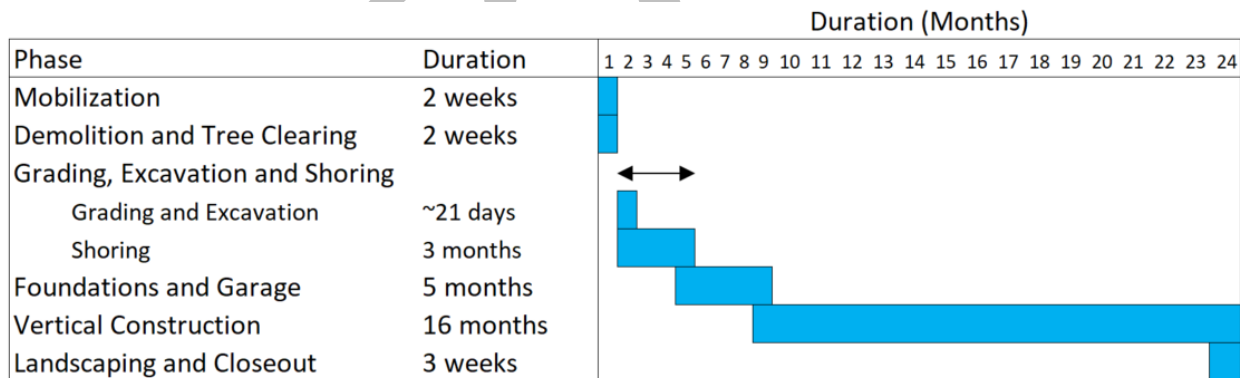
Construction of the proposed project is expected to last approximately 22-24 months. Construction can be divided into several phases:

- 1) Mobilization
- 2) Demo and Tree Clearing
- 3) Grading and Excavation
- 4) Foundations and Garage
- 5) Vertical Construction
- 6) Landscaping and Closeout

Each phase presents unique opportunities to minimize and mitigate any temporary impacts to the adjacent school and other nearby sensitive receptors in the form of noise or dust resulting from construction activities or truck traffic.

Schedule

The project construction is estimated to last 24 months.



Mobilization

During mobilization, the General Contractor (GC) will install temporary construction fencing around the perimeter of the work area. The fencing is proposed to be 8' in height, constructed of plywood material as to dampen and reduce noise levels and to provide visual screening.

The western edge of the property is an edge condition and adjacency with the school and senior center and is therefore of importance and worthy of special consideration. The existing fencing and walls are all

on the school property. They consist of rail road ties, chain link fencing, CMU walls and a red brick wall covered with vines that is approximately 8' tall relative to the school's elevations. They are beneficial as they will provide noise reduction and visual screening. For that entire length, an 8' plywood temporary construction fence will be erected on the property line and will be installed in a manner where both the existing and temporary construction fencing are vertically staggered as to maximize the total height and benefit of the protection.

The GC will deliver and place a Construction Trailer and bathrooms which will be in place for the duration of the construction period.

Please refer to Figure 2 – Mobilization.

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*Not to scale.

Figure 2, **Mobilization**
TSA-Montecito II, Hollywood CA



Demolition and Tree Clearing

A Tree Preservation Report was prepared by Tree Case Management, an independent consultant that specializes in arboriculture and urban forestry. Their assignment was to assess the viability of preserving the row of trees closest to Franklin Ave, and to identify which, if any, trees were worth saving through a box and relocation process. Those tree preservation efforts would be the first step towards the development of the property and would be initiated in advance of demolition.

Landscaping crews will then clear the site of remaining vegetation and trees. Chainsaws, chippers, shredders, mulchers, backhoes, excavator, dozers, loaders, man lifts and other equipment will process materials, remove roots and load them into dump trucks. Hardscape will be removed with the assistance of use of jackhammers and backhoes.

All material will be removed from the site using an approved haul route and planned schedule which are described herein.

Please refer to Figure 3 – Demolition and Tree Clearing.



*Not to scale.

Figure 3, **Demolition and Tree Clearing**

TSA-Montecito II, Hollywood CA



Grading, Excavation and Shoring

The grading subcontractor will grade the site using heavy equipment including scrapers, excavators, dozers, loaders, dump trucks and drill rigs. Water trucks will spray water on the site for dust suppression and to help with compaction.

In addition, the grading contractor will utilize the following Dust Control management practices:

1. Provide misting water sprays sufficient to reduce airborne dusting from demolition work;
2. Apply additional water dust suppression applied during dry weather; and
3. Dust-generating work must be avoided on high wind days.

Based on the current design, it is anticipated that the site will have a net export of ~3,600 Cubic Yards (CY) of material. Prior to commencing the excavation of the site, the Grading Contractor might identify nearby receiver sites to reduce necessary hauling resulting in reduced traffic and dust. For the purposes of this analysis, the Puente Hills landfill is conservatively assumed to be receiver site as it is the closest reliable recipient of export. Each truck can haul an average of 14 cubic yards per trip. 4 trucks making 3 trips / day (12 total trips / day) would therefore require 19 days to export the material. Loaders will place material in the back of dump trucks which will haul the export to the receiver site. All material will be removed from the site using an approved haul route which is described herein.

Shoring

As the excavation begins to work its way downward, shoring will be required to temporarily support the sides of the hole. Shoring is traditionally performed by a hydraulic piston that drives piles into the ground. Pile driving may produce noise levels in excess of acceptable limits, even when feasible noise reduction methods are used. Various dampening and shielding methods can attain some reduction. However, such methods rarely reduce the noise level to an acceptable level for the sensitive receptors closest to the site.

As an alternative to driving piles, the project will utilize drills or augers to create holes for the cast-in-place piles. This method will produce noise levels significantly lower than the traditional driving methods.

Please refer to Figure 4 –Grading and Excavation and Traffic and Parking Best Management Practices.



*Not to scale.

Figure 4, **Grading, Excavation and Shoring**

TSA-Montecito II, Hollywood CA

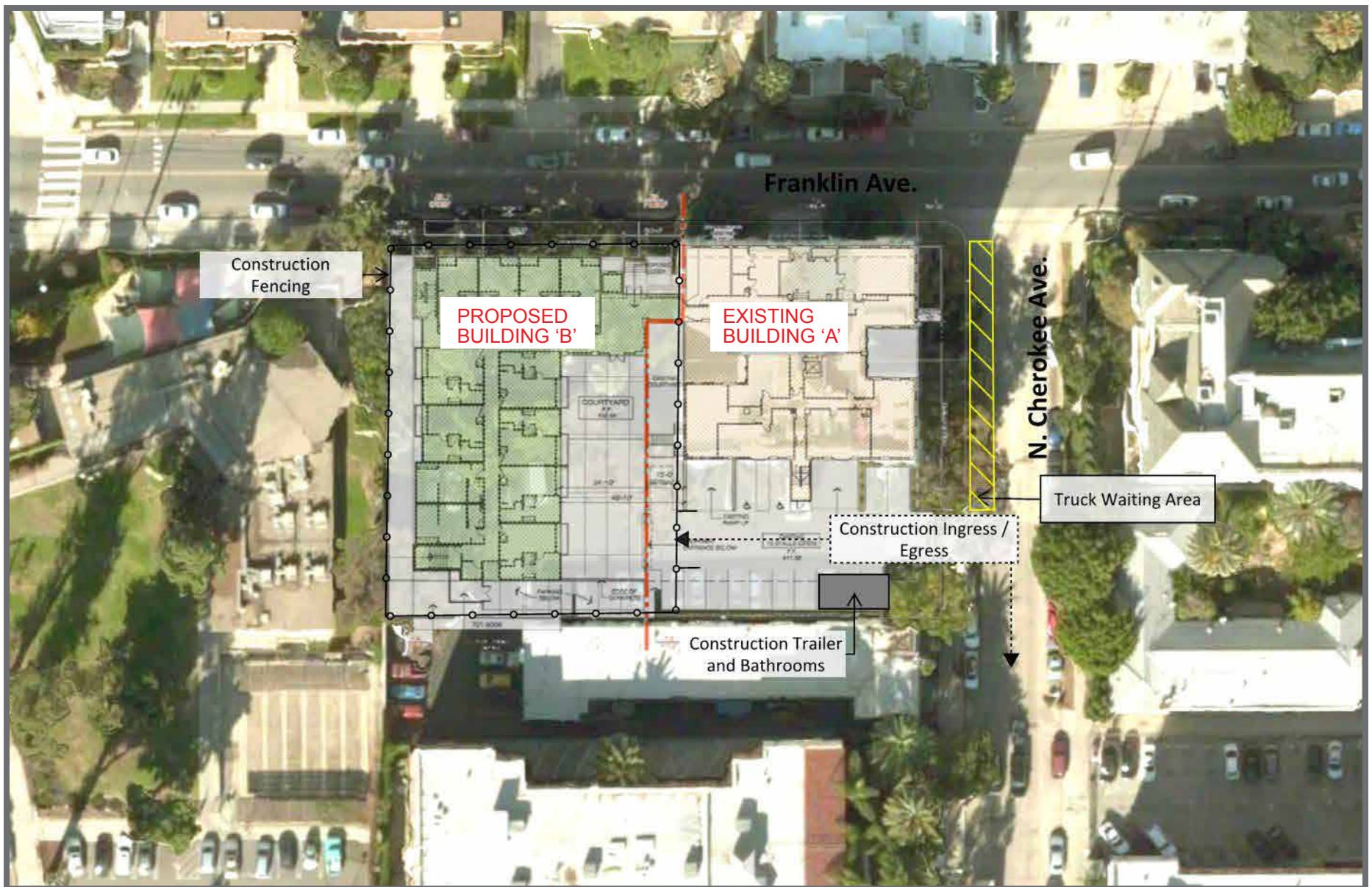


Foundations and Garage

The next phase of construction is to pour foundations and construct the garage. Foundations are trenched. Construction crews bend and tie rebar and use wood to create forms which are then filled with concrete. This phase of construction requires the use of concrete trucks, pumps, shakers, cranes, mixers, fork lifts, saws and other light equipment.

This phase of construction involves moving additional materials to the site in increasing quantities. All material will be removed from the site using an approved haul route which is described herein, and staging for imported materials will be performed in accordance with the Traffic Control Plan (TCP). A complete TCP will make best efforts to not impede existing street parking, to the extent possible.

Please refer to Figure 5 – Foundations and Garage and Traffic and Parking Best Management Practices.



*Not to scale.

Figure 5, **Foundations and Garage**
TSA-Montecito II, Hollywood CA

Vertical Construction

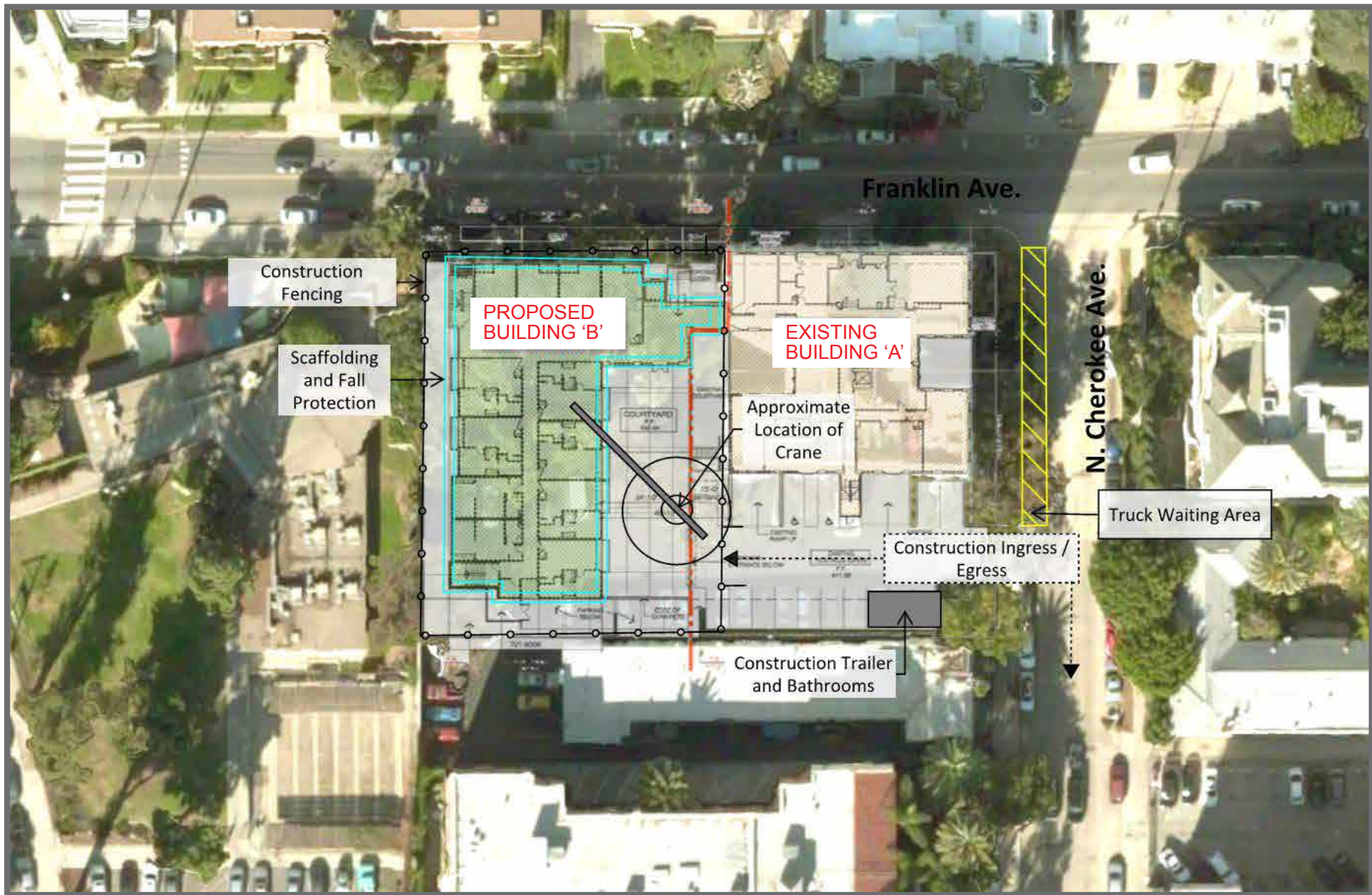
Vertical construction involves additional trades / subcontractors and is the bulk of the construction effort. It is the longest phase of construction and requires great quantities of materials to be delivered to the site.

The building will be constructed with the use of a tower crane, mobile crane, forklift, man lift, forklift, saws and many more pieces of equipment.

During the vertical construction phase, all trucks and equipment will be coordinated around the site in accordance with the Traffic Control Plan (TCP) so as to minimize impediments on access and existing street parking. A flagman will coordinate traffic at the entrance to the project and ensure that traffic lanes remain open on N. Cherokee Ave and Franklin Ave. The sidewalk along N. Cherokee Ave would remain open and no loss of pedestrian access to other adjacent land uses is anticipated.

Scaffolding with a screen will be erected to allow crews to access the exterior of the building. The screen does provide some amount of dust protection and noise attenuation benefits.

Please refer to Figure 6 Vertical Construction and Traffic and Parking Best Management Practices.



*Not to scale.

Figure 6, **Vertical Construction**

TSA-Montecito II, Hollywood CA



Landscaping and Closeout

Landscaping and closeout is the last phase of the project. Hardscape and plant material is delivered and installed by the landscape contractor. The site is cleaned, trailer removed and the final punch list of outstanding items is addressed. The project is deemed to be substantially complete and a permit of occupancy is issued.

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Traffic and Parking Best Management Practices

- Maintain access for land uses near the Project site during construction.
- Schedule construction material deliveries to off-peak periods to the extent possible.
- Will limit obstruction of traffic lanes to the extent feasible on Franklin or Cherokee adjacent to the Project site.
- Organize site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways.
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the site and impact roadway traffic. If needed, utilize an organized off-site staging area.
- Control truck and vehicle access to the Project site with flagmen.
- Limit sidewalk and lane closures to the maximum extent possible, and avoid peak hours to the extent possible. Where such closures are necessary, a Worksite Traffic Control Plan will be prepared for approval by the City, to facilitate traffic and pedestrian movement, to minimize any potential impacts.
- A Construction Traffic Management Plan will be prepared for approval by the City prior to the issuance of any construction permits, to incorporate the measures identified above, as well as a Worksite Traffic Control Plan specifying the details of any sidewalk or lane closures. The Worksite Traffic Control Plan will be developed by the Applicant, and will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Work Area Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. The plan will be reviewed and approved by LADOT prior to commencement of construction.

Construction Worker Traffic & Parking

Onsite construction worker parking will be limited to key management personnel only. Parking for tradesmen will not be provided onsite. Therefore, construction workers will utilize parking in public pay lots in the surrounding areas and get shuttled in.

Public Parking Lots

Lot 649: Schrader & Sunset Parking Lot
1533 N Schrader Blvd, Hollywood

Lot 670: Cherokee & Hollywood Parking Garage
1710 Cherokee Ave, Hollywood

Lot 702: Vine & Hollywood Parking Lot
1625 N Vine St, Hollywood

Lot 742: Wilcox & Hollywood Parking Lot
1637 N Wilcox Ave, Hollywood

Lot 745: Hollywood & Highland Parking Garage

6801 Hollywood Blvd, Hollywood

Other private parking lots may be used.

Construction is expected to occur between the hours of 7:00 AM and 3:00 PM. on Monday through Saturday. No construction would occur on Sundays or federal holidays.

The number of construction workers working on-site at one time would vary throughout the construction process to maintain an effective schedule of completion.

Not all workers would drive as some workers would be expected to take transit and to rideshare. Construction workers would generally be on-site before 7:00 AM and the vast majority would leave the project site around 3:00 PM and would therefore travel before the morning and evening peak commute hours. Up to potentially 10% of workers could leave after 3pm.



Figure 7, **Haul Route**

TSA-Montecito II, Hollywood CA