Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 PCH & 10th St. / Aviation Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	7	1206	517	231	1106	2	1	0	7	517	1	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1206	517	231	1106	2	1	0	7	517	1	190
Added Vol:	0	2	0	5	2	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1208	517	236	1108	2	1	0	7	517	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1208	517	236	1108	2	1	0	7	517	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1208	517	236	1108	2	1	0	7	517	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1208	517	236	1108	2	1	0	7	517	1	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.10	0.90	1.00	2.99	0.01	0.12	0.00	0.88	1.99	0.01	1.00
Final Sat.:	1600	3361	1439	1600	4791	9	200	0	1400	3194	6	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.23	0.23	0.00	0.00	0.01	0.16	0.16	0.12
Crit Moves:		****		****				****		****		

Pier & Strand Hotel
Existing With Project Sunday - 13th Street One-Way

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 PCH & 8th St

Cycle (sec):	114	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	11	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	43	1501	0	5	1524	139	141	0	28	6	11	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1501	0	5	1524	139	141	0	28	6	11	8
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1503	0	5	1526	139	141	0	28	6	11	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1503	0	5	1526	139	141	0	28	6	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1503	0	5	1526	139	141	0	28	6	11	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1503	0	5	1526	139	141	0	28	6	11	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.75	0.25	0.83	0.00	0.17	0.24	0.44	0.32
Final Sat.:	1600	4800	0	1600	4399	401	1335	0	265	384	704	512
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.00	0.00	0.35	0.35	0.11	0.00	0.11	0.02	0.02	0.02
Crit Moves:	****				****		****				****	

Appendix C

Beach House Inn Count Data

Table 1 Beach House Inn 10/8/2013

Parking Garage Vehicle Counts

Day and Hour	In	Out	Total
Thursday			
7:00am - 8:00am	8	10	18
8:00am - 9:00am	5	11	16
4:00pm - 5:00pm	6	11	17
5:00pm - 6:00pm	7	8	15
Friday			
6:00pm - 7:00pm	6	3	9
7:00pm - 8:00pm	4	3	7
8:00pm - 9:00pm	7	4	11
9:00pm - 10:00pm	4	2	6
Saturday			
12:00pm - 1:00pm	4	7	11
1:00pm - 2:00pm	8	4	12
2:00pm - 3:00pm	12	3	15
Sunday			
2:00pm - 3:00pm	8	8	16
3:00pm - 4:00pm	4	8	12
4:00pm - 5:00pm	7	11	18
5:00pm - 6:00pm	9	8	17

Table 2 Beach House Inn - Observed Hotel Trip Generation Rates - Vehicle Trips

Thursday 8:00am - 9:00am (counts taken 9/26/2013)

	Ins	Outs	Total
Observed Trips	5	11	16
Observed Rates	0.05	0.11	0.17

Thursday 4:00pm - 5:00pm (counts taken 9/26/2013)

	Ins	Outs	Total
Observed Trips	6	11	17
Observed Rates	0.06	0.12	0.18

Friday 7:00pm - 8:00pm (counts taken 9/27/2013)

	Ins	Outs	Total
Observed Trips	4	3	7
Observed Rates	0.04	0.03	0.07

Saturday 2:00pm - 3:00pm (counts taken 9/29/2013)

	Ins	Outs	Total
Observed Trips	12	3	15
Observed Rates	0.13	0.03	0.16

Sunday 2:00pm - 3:00pm (counts taken 9/29/2013)

	Ins	Outs	Total
Observed Trips	8	8	16
Observed Rates	0.08	0.08	0.17

Total Beach House Inn Rooms: 96

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

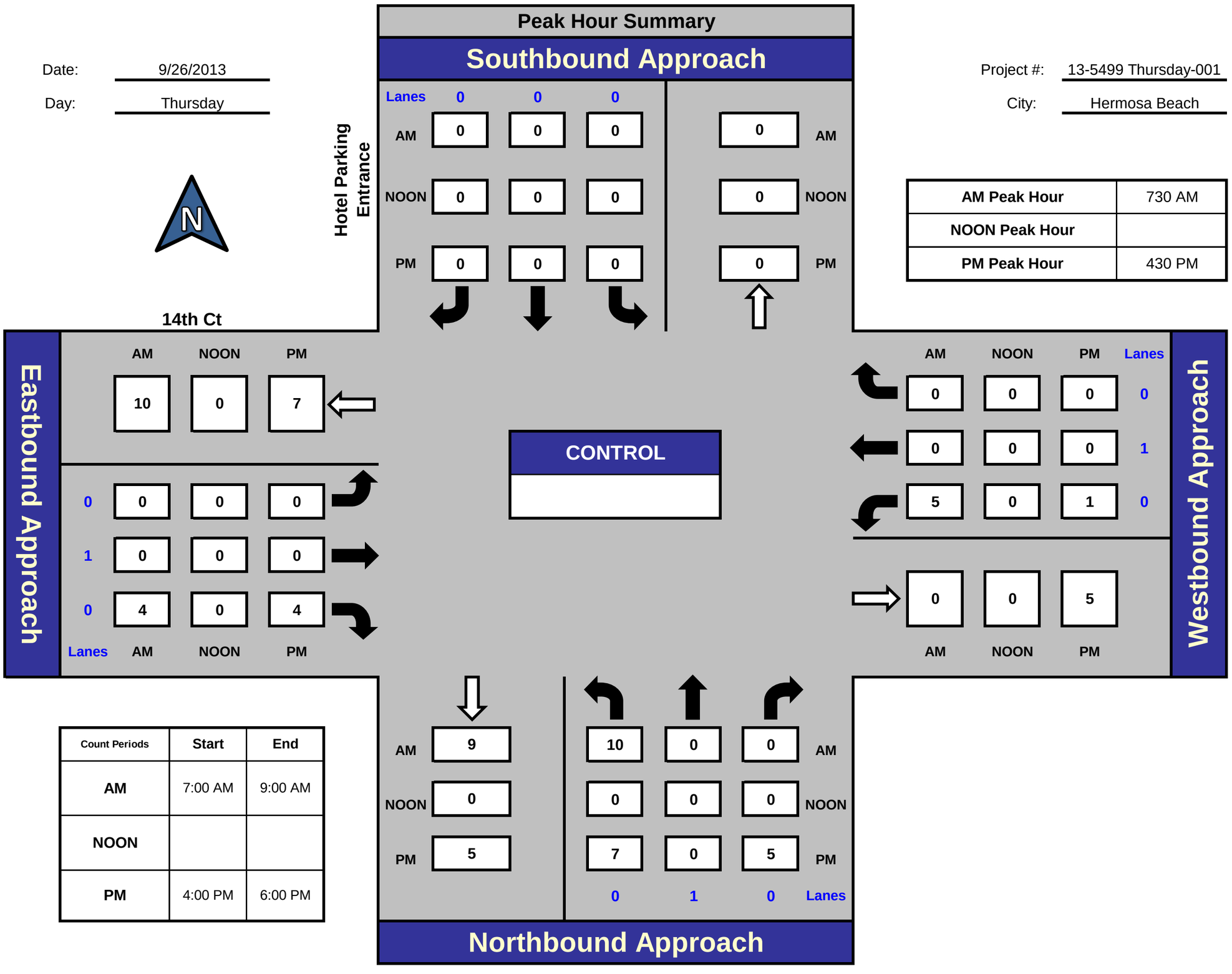
Hotel Parking Entrance and 14th Ct , Hermosa Beach

Date: 9/26/2013

Day: Thursday

Project #: 13-5499 Thursday-001

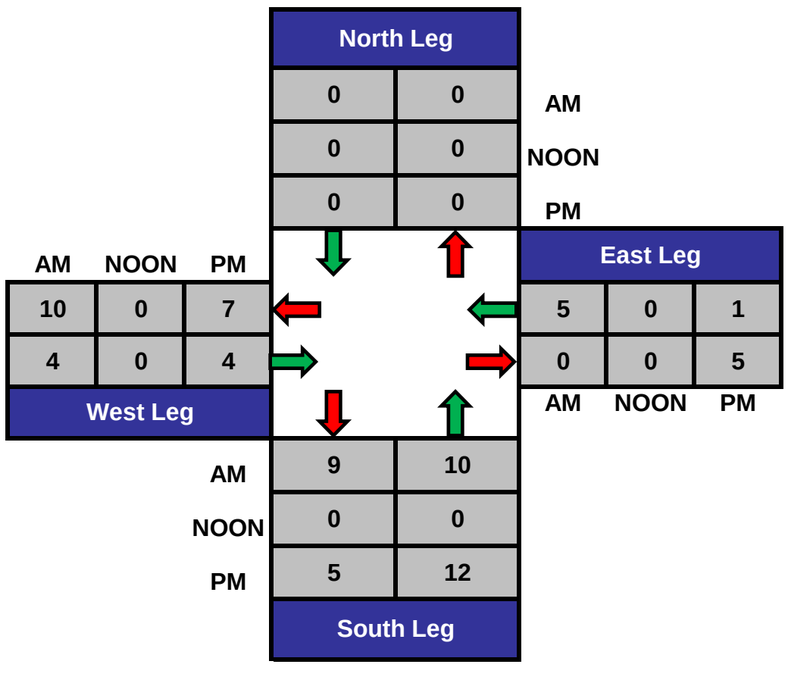
City: Hermosa Beach



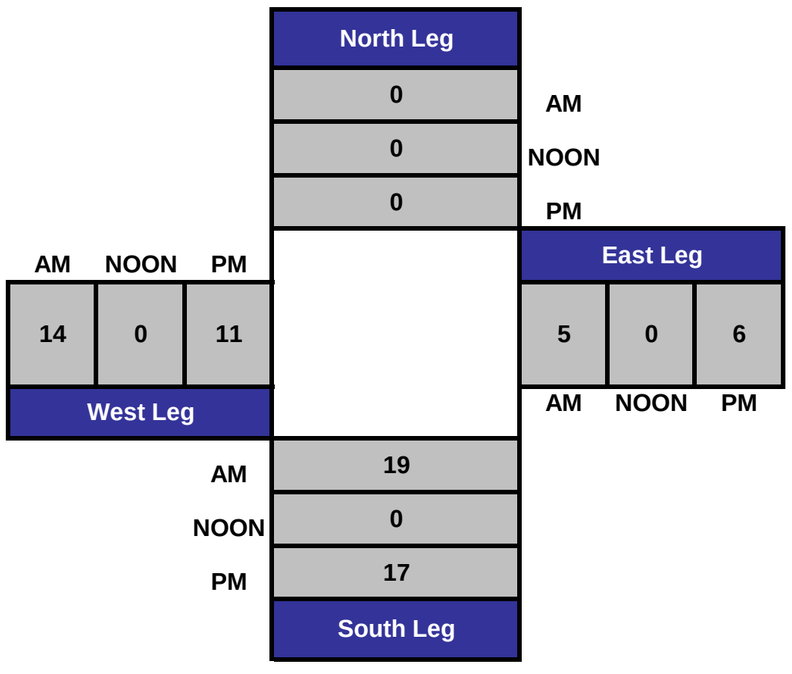
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

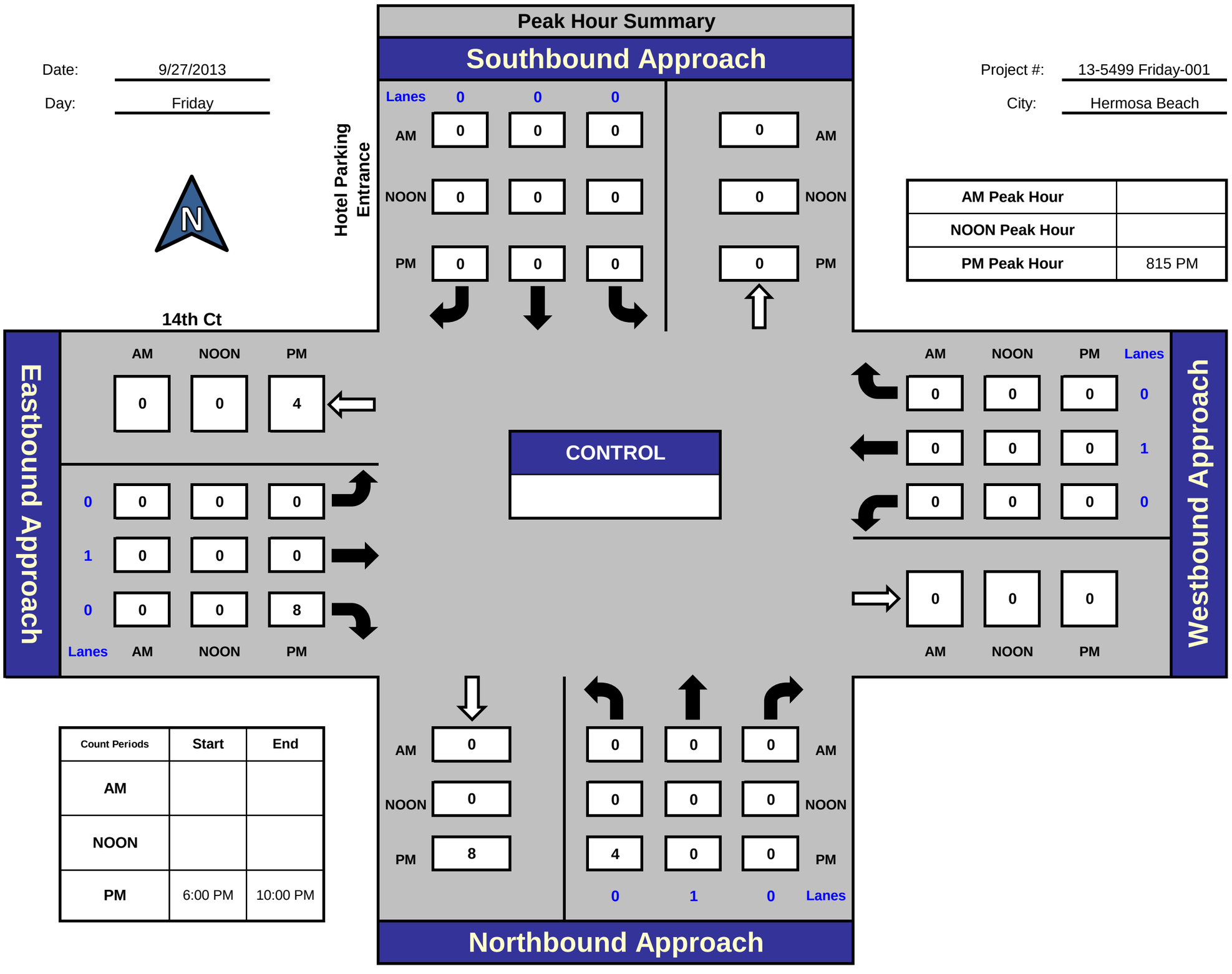
Hotel Parking Entrance and 14th Ct , Hermosa Beach

Date: 9/27/2013

Day: Friday

Project #: 13-5499 Friday-001

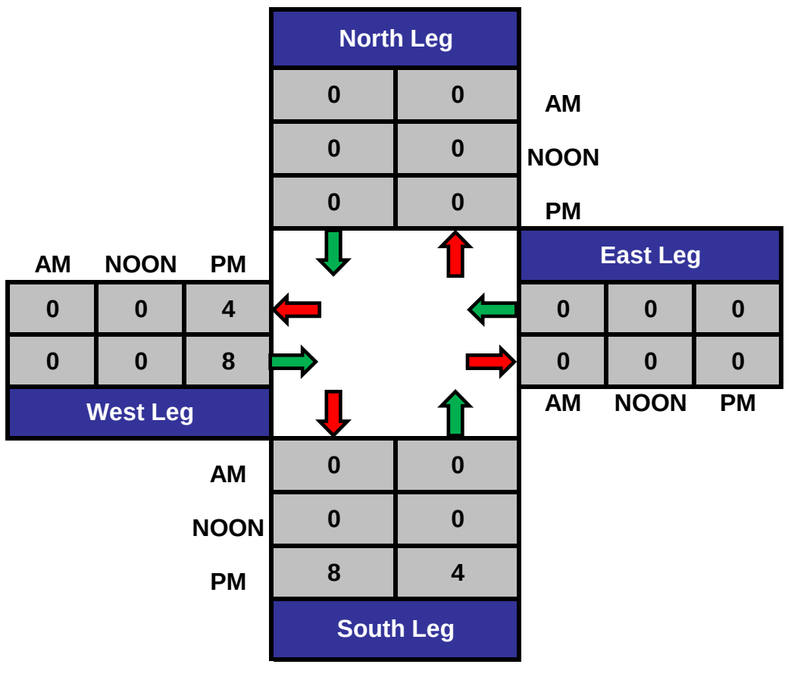
City: Hermosa Beach



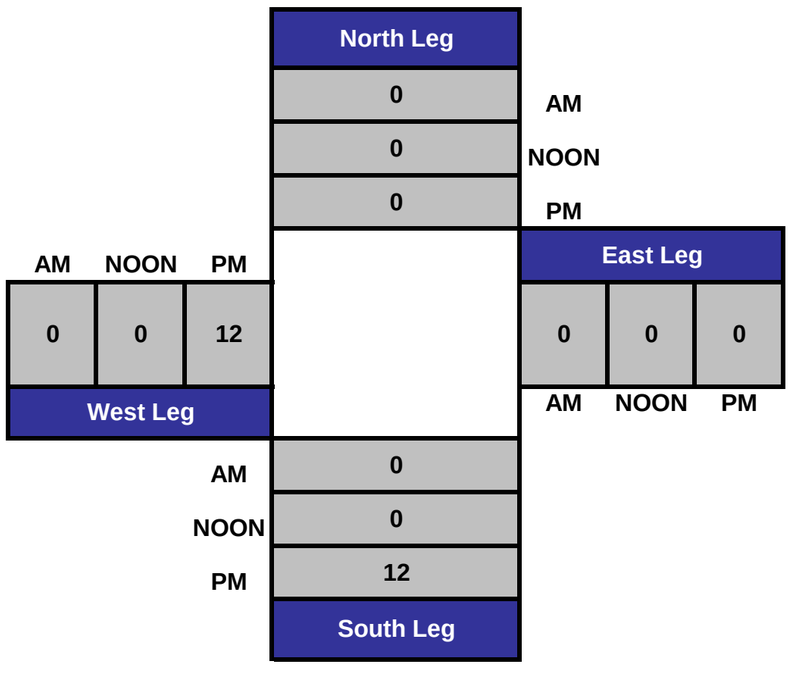
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	815 PM

Count Periods	Start	End
AM		
NOON		
PM	6:00 PM	10:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

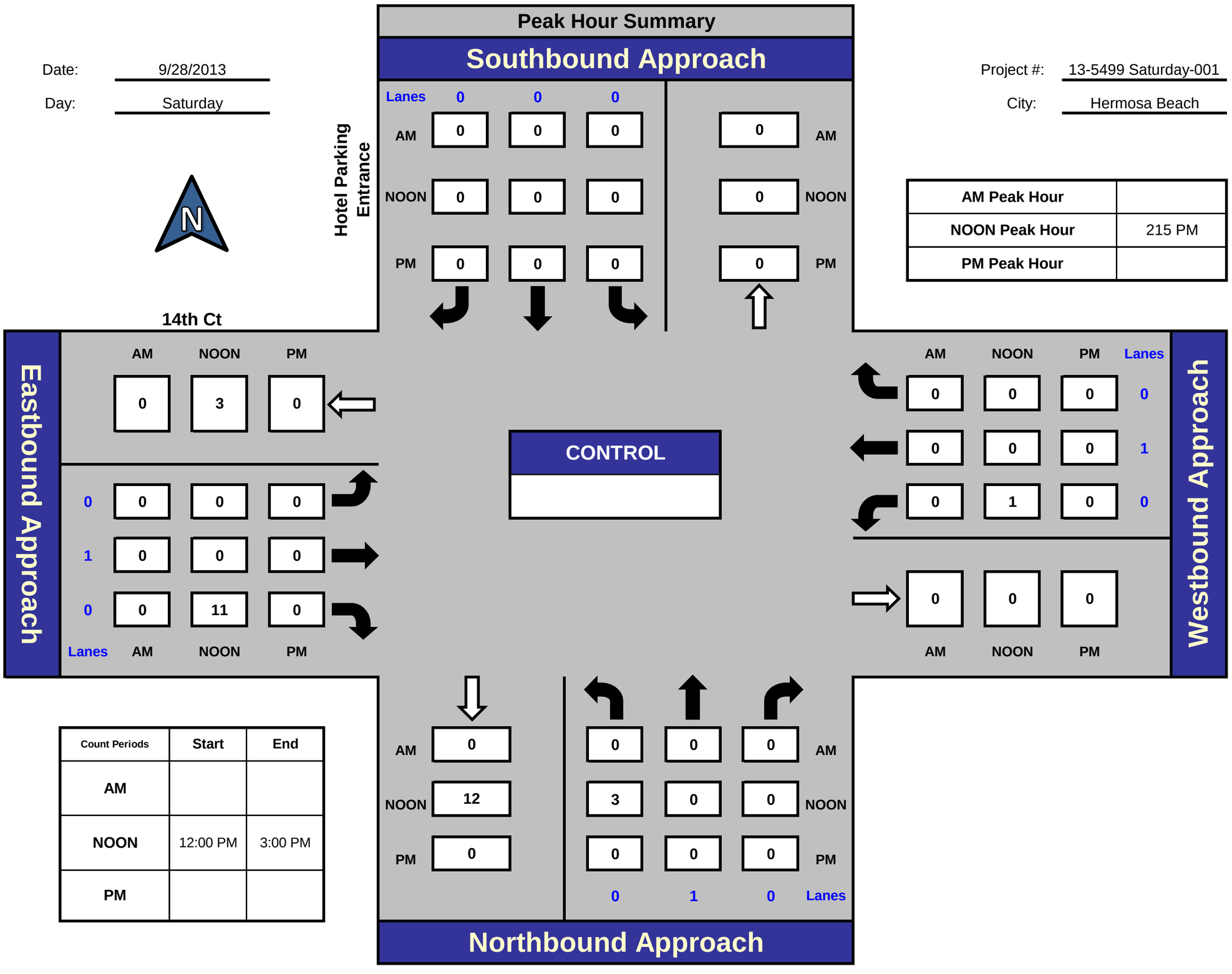
Hotel Parking Entrance and 14th Ct , Hermosa Beach

Date: 9/28/2013

Day: Saturday

Project #: 13-5499 Saturday-001

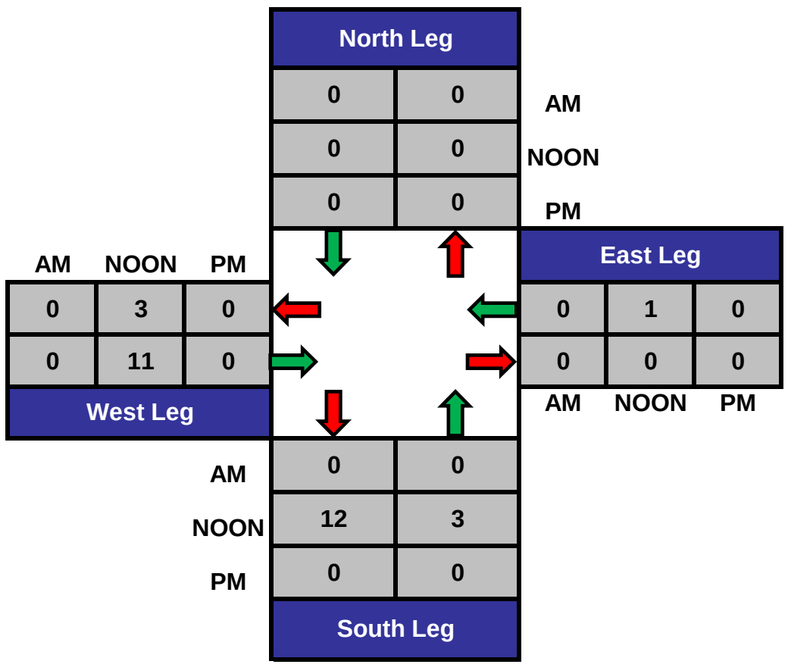
City: Hermosa Beach



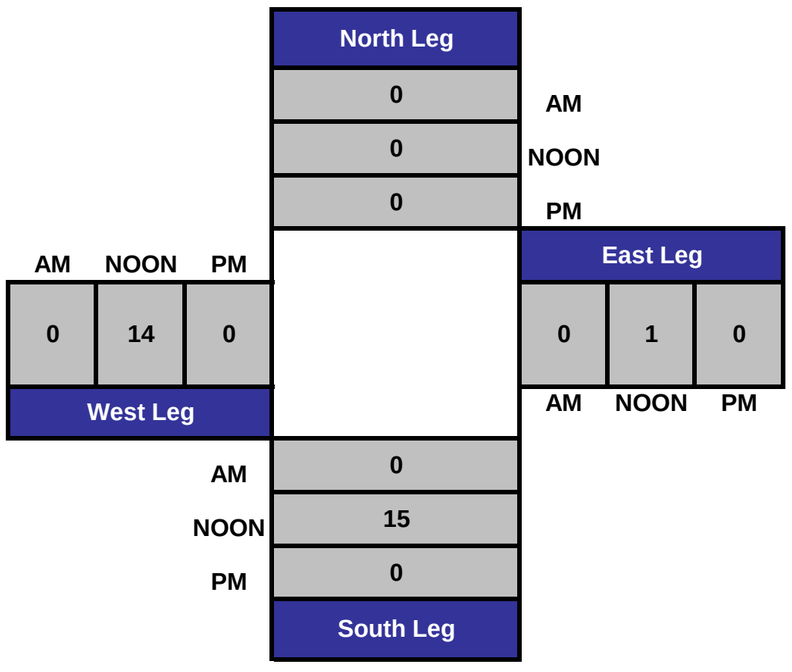
AM Peak Hour	
NOON Peak Hour	215 PM
PM Peak Hour	

Count Periods	Start	End
AM		
NOON	12:00 PM	3:00 PM
PM		

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

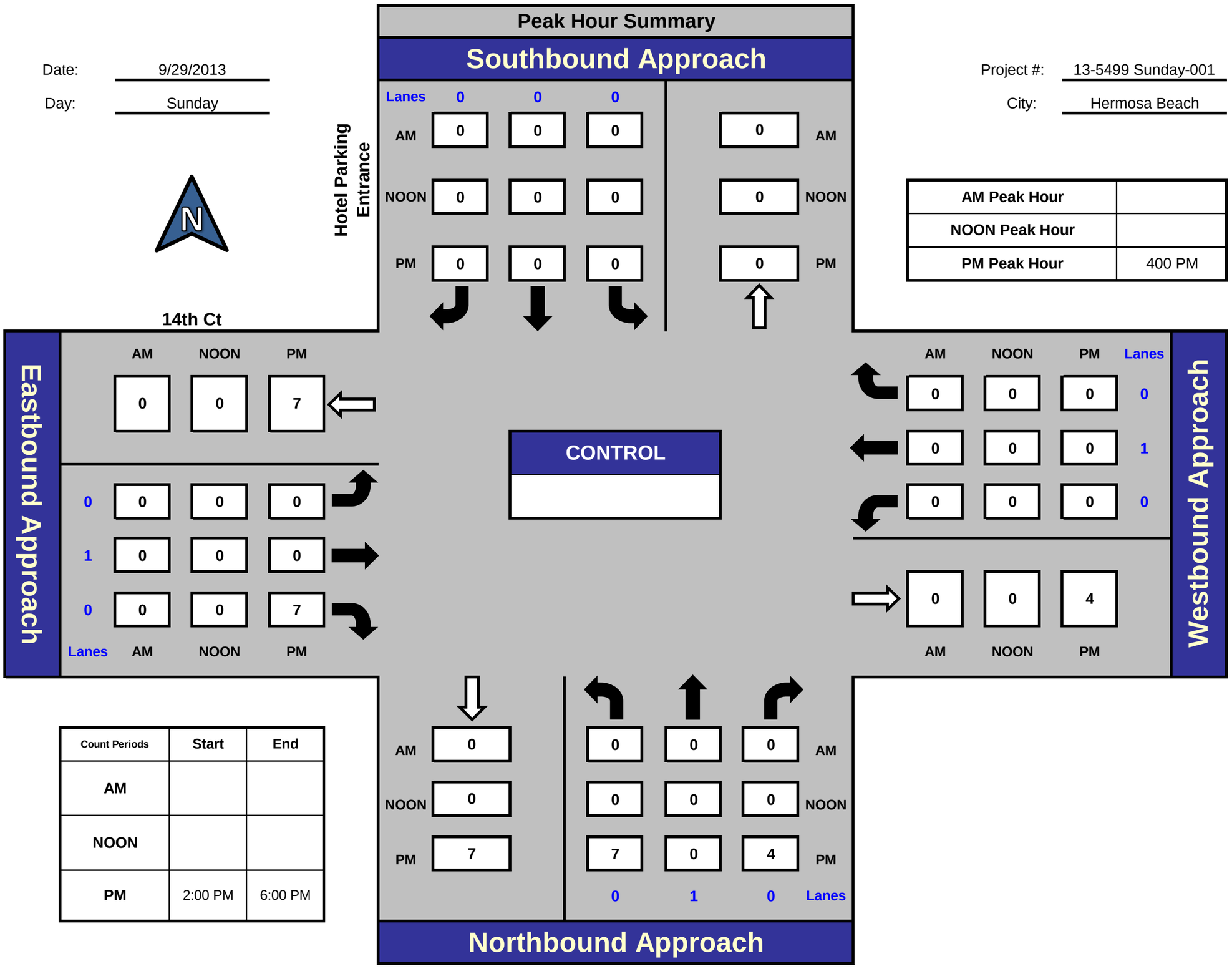
Hotel Parking Entrance and 14th Ct , Hermosa Beach

Date: 9/29/2013

Day: Sunday

Project #: 13-5499 Sunday-001

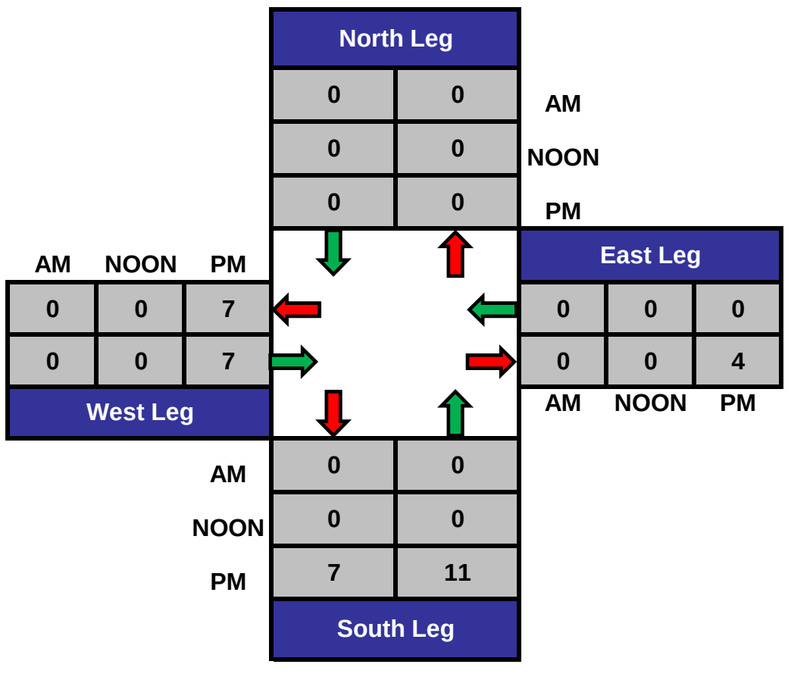
City: Hermosa Beach



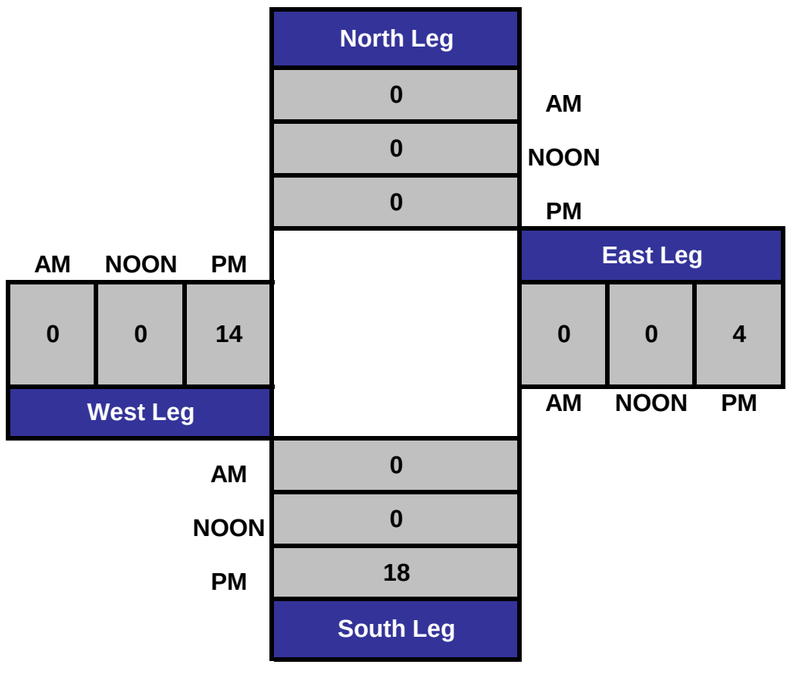
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM		
NOON		
PM	2:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Strand & Pier

Construction Management Plan

MORLEY BUILDERS

BOLOUR
Relationships Matter.

0.0 – Table of Contents:

0.0 – Table of Contents:

0.0 – Table of Contents:

1.0 - Introduction:

1. INTRODUCTION

1.1 Statement of Purpose

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

1.2 Project Overview

The Applicant, Strand and Pier Holding Company, LLC, proposes to develop the subject property with a new mixed-use hospitality project in conjunction with Provenance Hotels (the "Project").

The proposed 3-story boutique hotel will provide approximately 100 hotel rooms and approximately 22,461 square feet of retail, restaurant and public uses. The gross floor area, including hotel, restaurant/retail, corridors, lobby, office, and back-of-house areas is approximately 155,030 square feet.

The Project is three stories, and a maximum of 30-feet high, plus permitted rooftop projections. There are 178 on-site parking spaces within two levels of subterranean parking.

1.0 Introduction - EIR : Impacts to be Mitigated

1. INTRODUCTION

1.3 Purpose of Construction Management Plan (CMP) and Possible Impacts to be mitigated

The purpose of this preliminary Construction Management Plan (CMP) is to provide a framework for public review of the proposed project's construction procedures that will be required to reduce environmental impacts to the surrounding community during construction of the proposed project. It is also intended to provide a framework for the preparation of the Final Construction Management Plan that will be prepared in consultation with the project contractor at the time that construction is to be initiated, when more details about the actual project's construction and scheduling are known.

Possible Categories within the EIR that construction may affect include the following:

- Power & Utilities, Greenhouse Gases, Air Quality, Noise & Vibration, Visual Impacts, Emergency Access, Coastal Access, Hydrology & Water Quality.

Possible Construction Activities that may require mitigation include the following:

- Demolition & Hauling, Utility Relocation / Switch-Over, Dewatering Methodologies, Sheet Pile Installation, Mass Excavation, Tower Crane Installation and Utilization, Concrete Pours for Structure, Street Closures, and limitation of Coastal Access

STRAND & PIER HOTEL

Construction Management Plan

2.0 Construction Overview / Methodology

2.0 Construction Overview / Methodology

2.0 Construction Overview and Methodologies

2.1.1 Demolition, Shoring & Excavation

Existing underground utilities will be cut and capped off-site of the planned new development. Existing buildings on the site will be demolished using an excavator. Debris will be separated for recycling and removed from the site on flatbed trucks and high-side dump trucks. Water and construction fence screening will be used for dust mitigation during demolition activities. Concrete slab and asphalt demolition will occur during the final week of demolition. This will require the use of some impact tools and equipment.

Sheet Piling around the perimeter of the site will be installed following demolition of the existing structure. This will be the earth retaining system for the new excavation. Tiebacks may be used in conjunction with the sheet piles to provide additional stability. Ground freezing has been considered as a possible alternate option to tieback installation. Sheet piles will be installed with a hydraulic press-in method. This method (See Appendix – Exhibit B) was selected through careful analysis to avoid driven or vibrated pile installation and mitigate noise impacts versus other methods.

Ground Freezing will be the primary ground water mitigation technique utilized on this project (See Appendix – Exhibit C for additional information on this technique). With conventional methods, it is estimated that there will be 2,000gpm ground water flow. In order to avoid continuous discharge of this water into the storm drain / sewer systems, ground freezing will be used. This will reduce the discharge quantity to 200gpm.

Excavation will be a continuous activity for approximately 7 weeks (This assumes use of dual belly dump trucks – if utilization of smaller export trucks, export time increases to 10 – 12 week). Excavators will remove earth from within the project, and deposit it in dump trucks. The dirt will be exported from the site to a site TBD.

2.0 Construction Overview / Methodology

2.0 Construction Overview and Methodologies

2.1.2 Below Grade Structure Work

Following Excavation, foundation activities will begin at approximately -30’ depth. Concrete tie down piles will be inserted throughout the bottom of the excavation to a depth to be determined. Once these piles are in place, the tower crane foundation will be poured (and crane installed and certified as operational) – it is anticipated that this tower crane footing will be integrated within the proposed overall permanent foundation system. Once this element is installed, there will be a continuous (mat) foundation (approximately 5’ thick) placed across the entire project footprint. Additionally, at this time, ground placed utilities will be installed before installation of the lowest level foundation.

Following the insertion of the Mat Foundation, vertical and horizontal basement structural elements will be constructed. These elements will consist of concrete shear walls, columns, and horizontal slabs. Given the size of the site and to ensure the timely completion of the various construction tasks, the site will be broken up into zones, so that concurrent activities can occur and multiple pours will be phased throughout this phase of work.

2.1.3 Above Grade Structure Work

Following the completion of the below grade structure work, the above grade structure will be constructed. This will consist of 3 levels of cast-in-place concrete (walls, columns, and slabs) and the overall roof structure. For both the substructure and above structure concrete placement, use of multiple concrete pumping rigs will be utilized along with the use of the tower crane to deliver reinforcing and other materials throughout the site. Additionally, protective edge scaffolding for both worker fall protection and pedestrian safety protection will be installed at the perimeter of the project.

2.0 Construction Overview and Methodologies

2.1.4 Facades and Exterior Skin

Installation of the exterior skin will begin as soon as the structure is complete. This will ensure the ability to weatherproof the interior spaces and allow interior framing and building systems, finishes and fit out can commence. Roof systems and mechanical systems will then be placed once the last deck structure is complete.

2.1.5 Services and Finishes

Once slabs are cast, formwork stripped and floors are stabilized and removed of shoring, interior systems (interior walls, Mechanical , Electrical, and Plumbing infrastructure will commence to be installed. These sequences of work will commence within the building, but will not be completed until the façade for that level is complete.

The façade provides fall protection for men working towards the edge of floor system and provides weatherproofing for equipment and finishes that are weather sensitive. The work will be organized in several passes, with “rough-in” of services going first and then subsequent framing and finishes being installed subsequently.

This work will occur within the building and will include wall finishing, painting , door installation, fixture installation, mechanical, electrical, and plumbing fixtures and trim. Testing of control systems and fire alarm within the building will be conducted at this time.

2.0 Construction Overview / Methodology

2.0 Construction Overview and Methodologies

2.1.6 Exterior Work

Following completion of the exterior skin, site paving , site lighting, landscape, and surrounding improvements will commence. Depending on access and required access, construction fences will be removed or relocated during this time.

2.2 Material Handling

2.2.1 Tower Cranes and Mobile Cranes

A single 75' high / 150' radius tower crane will be utilized for site-wide material handling. This crane will be installed at the initiation of foundation work and dismounted at the completion of the concrete superstructure. Mobile cranes will be used during excavation and shoring / retention phases, but also to supplement the tower crane at peak times. For tower crane placement and logistics – see Appendix – Exhibit D

2.2.2 Hoists

Due to the height of the proposed hotel, man hoists will not be required for this project. Two (2) temporary exit stairs that will access all floors of the project will be maintained during construction. See Project Logistics Plan for locations - Appendix – Exhibit A :

2.0 Construction Overview / Methodology

2.0 Construction Overview and Methodologies

2.2.3 Concrete Handling

Pumping Equipment will consist of truck mounted boom pumps and trailer pumps. Eco-pans will be utilized for pump washout. Pumping stations will be protected with plastic at point of ready-mix discharge into pump hopper.

2.2.4 Solid Waste and Rubbish Removal

The project will salvage and recycle rubbish, construction and demolition materials to the extent feasible. As a part of the Final Construction Management Plan, a recycling / trash management plan will be developed for construction and demolition waste that will presented to the City for review and approval. The project will 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 a level of 50% minimum reduction.

2.3 Utility Relocation

The utility process, as planned, will be phased in three sections: Phase 1 will consist of the new utility installation within 13th Street, segueing to the City parking lot B and then ultimately onto 13th Court. Coordination efforts with the City and utility providers will facilitate electrical, gas, telecommunications, storm drain and domestic water lines installation in rapid succession within a joint trench, or in immediate vicinity, to ensure that once this work is in place, there will be no further or extended re-work in the affected areas at a later date. In kind, street closures and impact to these areas will be minimized.

2.0 Construction Overview / Methodology

2.3 Utility Relocation – Cont'd

Phase 2 of the utility work will require the closure of the eastern 12 feet of the Strand pathway, as well as continuation to 13th Place and 13th Court to connect with the aforementioned work described in Phase 1. At this time, due to the placement of the proposed construction fencing, almost the entirety of this work will be accomplished inside the project perimeter fencing and will not interrupt Strand activities and access to the beach from Parking Structure A

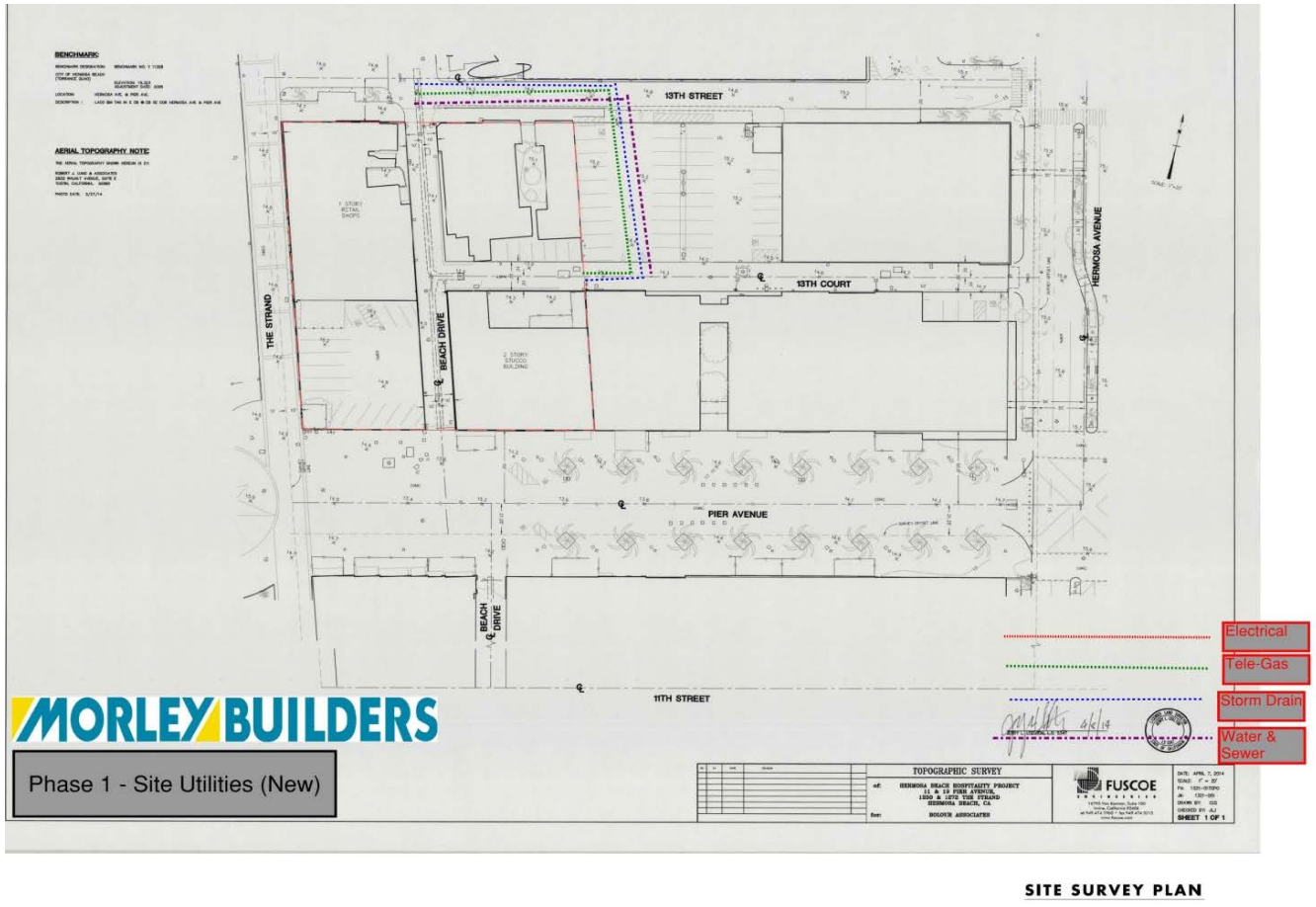
Phase 3, the last of the off-site utility coordination efforts, necessitates the cutting, capping and demolition and removal of existing underground lines no longer needed for future service to the new project. This work will consist of sporadic closures within 13th Court and Beach Drive, as these lines transition into the future excavation area.

Preferred Utility Relocation Option:

- Storm : 13th Court – thru Lot B to 13th Street and tie into Beach Dr.
- Sewer : 13th Court – thru Lot B to 13th Street and tie into Beach Dr.
- Water : Pier Ave tie at Beach CL to Strand North and tie at 13th St Court & tie thru Lot B
- Gas : Pier Ave tie at Beach CL to Strand North and tie at 13th St Court
- Tele / Fiber : Pier Ave tie at Beach CL to Strand North and tie at 13th St Court

Project team has developed several different options for each utility provider's relocation - See Appendix – Exhibit E for all additional utility relocation options

2.3 - Utility Relocation – Phase 1



SITE SURVEY PLAN

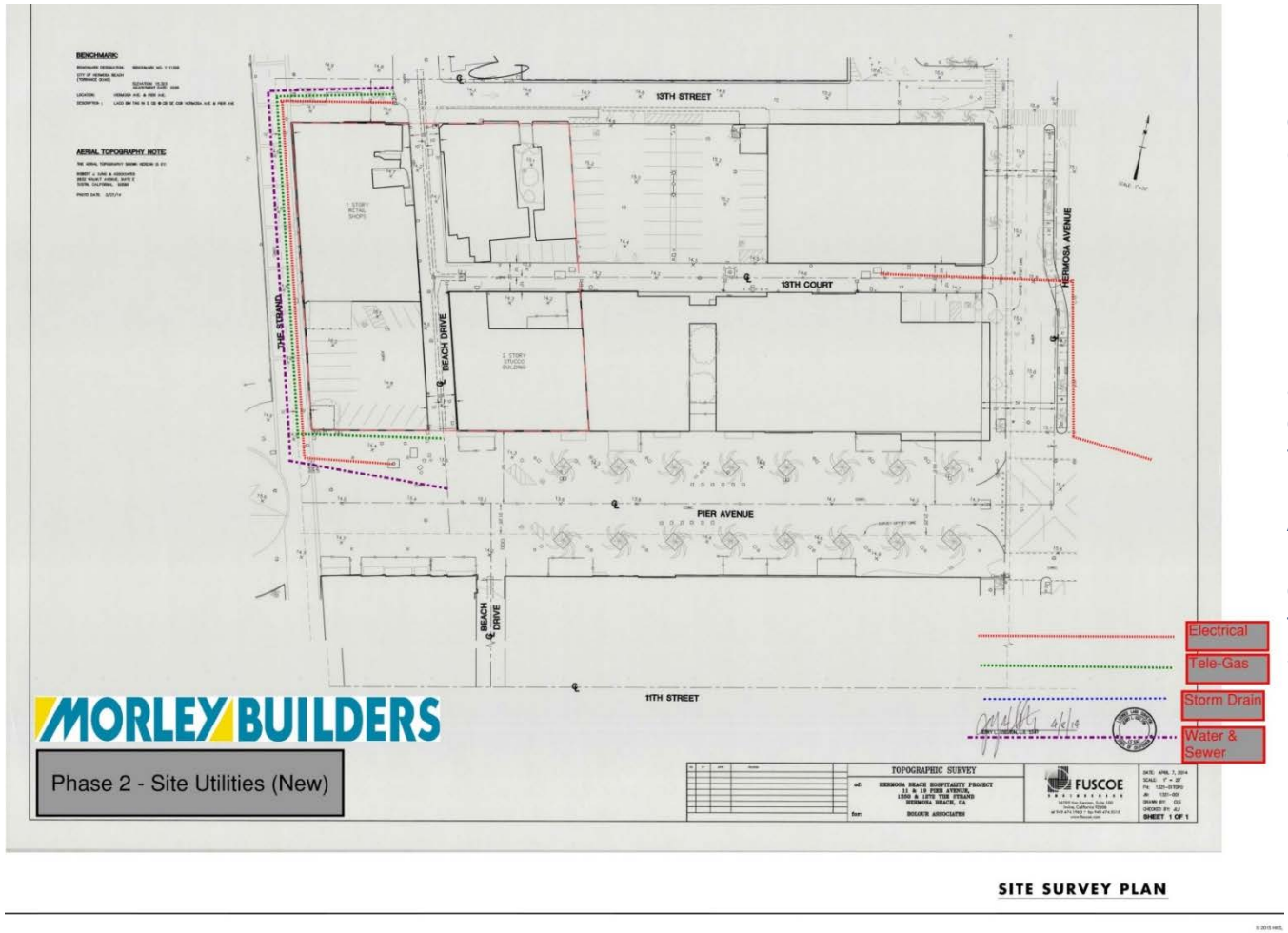
Phase 1 Utility Work will include the installation of new storm drain, sewer water and gas lines within the Lot B drive aisle and along 13th Street from Lot B to the intersection of 13th Street and Beach Drive.

Work within 13th Court will be coordinated with adjacent retail spaces to ensure that access for service and deliveries are interuptted to the minimal amount possible.

Trench plates will be installed over all open trenches

All utility relocation work will be completed behind dedicated perimeter project fences – except for selected street tie-ins

2.3 - Utility Relocation – Phase 2



Phase 2 Utility Work will include the installation of new electrical supply, water, gas and telecom lines / conduits within the easterly 12' of the Strand behind the proposed construction fence.

Utilities will also be routed to points of connection at the intersection of 13th Street and Beach Drive and at designated POC locations at the terminus of Pier Avenue.

All utility relocation work will be completed behind dedicated perimeter project fences – except for selected street tie-ins