

III. CORRECTIONS AND ADDITIONS

The following corrections and additions are set forth to update the Draft MEIR based on comments received during and after the 45-day public review period. Each correction and/or addition is identified by the corresponding page number from the Draft MEIR, the Section title from the Draft MEIR, and the location of the requested correction and/or addition.

1. **Page 19, Section I. Summary, C. Summary of Impacts and Mitigation Measures, add the following mitigation measure after Mitigation Measure No. 28:**

28a. If during construction of the project, soil contamination is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, a registered geologist should be contacted to examine the contaminated materials and prepare a report on the findings of a soil analysis. This report should identify which government agency will provide regulatory oversight.

2. **Page 39, Section I. Summary, C. Summary of Impacts and Mitigation Measures, add the following mitigation measures after Mitigation Measure No. 57:**

57a. During demolition, the Fire Department access will remain clear and unobstructed.

57b. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

57c. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

57d. Private street shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

57e. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

57f. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

57g. Submit plot plans for Fire Department approval of access and fire hydrants.

3. **Page 41, Section I. Summary, C. Summary of Impacts and Mitigation Measures, add the following mitigation measures after Mitigation Measure No. 62:**

- 62a. During the development stage of the project, Devonshire Area of the Los Angeles Police Department (LAPD) will provide extra patrol for the location when possible.
- 62b. The on-site project manager will maintain regular liaison with the Devonshire Area Senior Lead Officer for the location during development.
- 62c. Upon completion and staffing, the on-site management will establish a liaison with the Senior Lead Officer.
- 62d. The on-site management and residents of the development will establish an Apartment/Condo Watch group for crime prevention.
- 62e. Quarterly Apartment Watch meetings will be conducted by the Senior Lead Officer at the site initially addressing emergency services available, communications with the LAPD, organizations and functions of the LAPD, senior crimes and identity theft.

4. **On Page 130, Section IV. Environmental Impact Analysis, B. Air Quality, the first Operational Mitigation Measure should be Number 21, rather than Number 2. The corrected mitigation measure should read:**

- 21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)

5. **Page 137, Section IV. Environmental Impact Analysis, B. Air Quality, the *Construction Mitigation Measures* should have a corresponding number and be identified as Office(O), Retail(C), and/or Residential(R) corresponding to the type of development that will trigger the mitigation measure. Therefore, the Construction Mitigation Measures on Page137 should read:**

- 7. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content during all earth-moving activities. (O, C, R)

8. All unpaved roads, parking, and staging areas shall be watered at least once every two hours of active operations. (O, C, R)
9. Site access points shall be swept/washed within thirty minutes of visible dirt deposition. (O, C, R)
10. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. (O, C, R)
11. All trucks hauling soil, sand, and other loose materials shall be covered. (O, C, R)
12. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards. (O, C, R)
13. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust. (O, C, R)
14. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph. (O, C, R)
15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour. (O, C, R)
16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts. (O, C, R)
17. Haul truck routes shall be planned to avoid residential areas, schools, and parks. (O, C, R)
18. The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. (O, C, R)
19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. (O, C, R)
20. Any person in the South Coast Air Basin shall:
 - (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)

(B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)

(i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and

(ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

6. **Page 143, Section IV. Environmental Impact Analysis, B. Air Quality, the *Operational Mitigation Measures* should have a corresponding number and be identified as Office(O), Retail(C), and/or Residential(R) corresponding to the type of development that will trigger the mitigation measure. Therefore, the Operational Mitigation Measures on Page143 should read:**

21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)

20. Any person in the South Coast Air Basin shall:

(A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)

(B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)

(i) prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and

(ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

22. The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks. (O, C)

7. **Page 197, Section IV. Environmental Impact Analysis, E. Hazardous Materials, add the following mitigation measure after Mitigation Measure No. 28:**

28a. If during construction of the project, soil contamination is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, a registered geologist should be contacted to examine the contaminated materials and prepare a report on the findings of a soil analysis. This report should identify which government agency will provide regulatory oversight.

8. **Page 271, Section IV. Environmental Impact Analysis, K. Public Services, Fire, add the following mitigation measures after Mitigation Measure No. 57:**

57a. During demolition, the Fire Department access will remain clear and unobstructed.

57b. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

57c. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

57d. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

57e. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

57f. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction

57g. Submit plot plans for Fire Department approval of access and fire hydrants.

9. **Page 275, Section IV. Environmental Impact Analysis, K. Public Services, Police, add the following mitigation measures after Mitigation Measure No. 62:**

- 62a. During the development stage of the project, Devonshire Area of the Los Angeles Police Department (LAPD) will provide extra patrol for the location when possible.
 - 62b. The on-site project manager will maintain regular liaison with the Devonshire Area Senior Lead Officer for the location during development.
 - 62c. Upon completion and staffing, the on-site management will establish a liaison with the Senior Lead Officer.
 - 62d. The on-site management and residents of the development will establish an Apartment/Condo Watch group for crime prevention.
 - 62e. Quarterly Apartment Watch meetings will be conducted by the Senior Lead Officer at the site initially addressing emergency services available, communications with the LAPD, organizations and functions of the LAPD, senior crimes and identity theft.
10. *Due to a printing error, **Figure 37: Project Traffic Volumes PM Peak Hour with Scenario 3: Retail/Residential Full Build Out** was missing in the Draft MEIR. Please insert **Figure 37: Project Traffic Volumes PM Peak Hour with Scenario 3: Retail/Residential Full Build Out** (as attached) on Page 362, behind **Figure 37: Project Traffic Volumes AM Peak Hour with Scenario 3: Retail/Residential Full Build Out**.*
11. **The title of the first mitigation measure on Page 403 of Section IV. Environmental Impact Analysis, M. Traffic should read:**
- 67. Transportation Demand Management Measures
12. **The title of the first mitigation measure on Page 404 of Section IV. Environmental Impact Analysis, M. Traffic should read:**
- 68. ATSAC/ATCS Measures
13. **Due to printing error, in the *Technical Appendices Volume III*, “Appendix D5: Krausz Property Only Alternative C with Mitigation Traffic Volumes, AM Peak Hour, Krausz Property Project” was inserted in the wrong place. While the Appendix D5 was included in Volume III of the Technical Appendices, Appendix D4 and D6 were printed double sided and Appendix D5 was inserted, single-sided, behind Appendix D6 rather than D4 and D5 printed double-sided, D6 and D7 double-sided, etc.. This is just a note to identify the misplacement.**