

**Regional Connector Transit Corridor
Final Environmental Impact Statement/
Final Environmental Impact Report**

VOLUME F-3



RESPONSES TO COMMENTS ON THE
DRAFT EIS/EIR (continued)

RESPONSES TO COMMENTS ON THE DRAFT EIS/EIR

Introduction

The Regional Connector Transit Corridor Project Draft EIS/EIR was made available to identified stakeholders, agencies, and the general public for review and comment for a 45-day review period from September 3, 2010 through October 18, 2010. During the public review period, Metro held two public hearings to receive oral and written testimony on the Draft EIS/EIR from the general public.

Volumes F-2 and F-3 of this Final EIS/EIR contain copies of all written comments and public hearing transcripts, and provide written responses to all comments received on the Draft EIS/EIR. A total of 195 comment letters were received during the public review period, including written materials submitted at the two public hearings. Comments were also submitted in the form of oral testimony at those hearings. A total of 44 public testimonies were recorded at the public hearings. Overall, a total of 1,030 individual comments were received on the Regional Connector Transit Corridor Project Draft EIS/EIR.

The format for the responses to comments presents each comment letter/hearing transcript, bracketed into separate comments, followed by corresponding responses to each individual comment of that comment letter/hearing transcript. The comment letters/hearing transcripts and responses are organized and grouped into the following categories based on the affiliation of the commenter as follows:

Letter/Speaker ID Prefix	Description
AF	Federal Agency
AL	Local Agency
AR	Regional Agency
AS	State Agency
BU	Businesses and Business Groups
CN	Community Groups and Non-Profit Organizations
PC	Public Comment
PHA	The first public hearing held on September 28, 2010
PHB	The second public hearing held on October 4, 2010

To assist the reader's review and use of the responses to comments, two indices that provide the commenter name, affiliation, and comment letter/speaker identification designator (e.g., PC1) for each comment letter are provided below. The first index lists all the comment letters by comment letter/speaker identification designator and the second lists all of the comment letters alphabetically by commenter's last name.

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AL5	County of Los Angeles - Department of Public Works	Farber	Gail	F2-94	F2-98
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AL7	City of Los Angeles, BSL	Batikian	Silva	F2-102	F2-103
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Fishel	Alan	PHA1		F3-354	F3-422
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Frevele	Dave	PC72		F3-178	F3-180
Frevele	Dave	PHA14	Electric Railway Historical Association	F3-388	F3-438
Fujita	James	PC1		F3-7	F3-8
Fukushima	Kristin	CN4	Japanese American Citizens League - Pacific Southwest District	F2-381	F2-383
Fung	Hank	PC103		F3-266	F3-268

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Garza	Don	PHB18		F3-486	F3-509
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Gove	John	PC43		F3-105	F3-107
Grace	Roger M.	BU1	Metropolitan News Enterprise	F2-134	F2-138
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Handa	Toshio "Terry"	PC115	Japanese American Cultural and Community Center	F3-307	F3-308
Hanks	Keith	AL8	Metro Gold Line Foothill Extension Construction Authority	F2-104	F2-105
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Havens	Alan D.	PC70		F3-166	F3-173
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Johnston	Mark R.	PC37	NARP-TRAC-PRS	F3-86	F3-92
Kahn	Aaron	PC62		F3-148	F3-149
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Kawaratani	Yukio	PC30		F3-71	F3-72
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Kay	Greg	PHA4		F3-364	F3-425
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Martinez	Esperanza V.	CN17	Bus Riders Union	F2-446	F2-449
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Mayeda	Kelly	CN3	Japanese American Citizens League - Pacific Southwest District	F2-377	F2-379
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Mochizuki	John	PC80		F3-201	F3-202
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Percus	Allon	PC48		F3-118	F3-119
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Potter	Meghan	CN5	Japanese American Citizens League - Pacific Southwest District	F2-385	F2-387
Reed	Bart	CN15	The Transit Coalition	F2-441	F2-442
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Ricci	Thomas S.	BU36	Thomas Properties Group Inc.	F2-328	F2-332
Roderick	Trina	PC15		F3-36	F3-37
Rumme	Daigaku	CN21	Zenshuji Temple	F2-487	F2-488
Sachs	Arnold	PHB13		F3-479	F3-504
Sakamoto	Tadao	PC94		F3-230	F3-231
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Schumacher	Richard	PC74		F3-183	F3-184
Sein	Christina	PC71		F3-176	F3-177
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Simonian	Irene Tsukada	BU3	Bunkado, Inc.	F2-141	F2-142
Sitty	Rani	PC50		F3-122	F3-123
Smith	Jim	BU27	Japanese Village Plaza	F2-290	F2-291
Springer	Jay	PHA16		F3-394	F3-440
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Suzuki	Kenji	BU23	Suehiro Café, Inc.	F2-305	F2-306
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Tae	Susan	PC109	Savoy MTA Committee	F3-285	F3-287
Taiyoshi	Elaine	BU12	Little Tokyo Arts & Gifts	F2-181	F2-183
Takashima	Wilbur	PC69		F3-162	F3-163
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Todd	John R.	AL1	County of Los Angeles - Fire Department	F2-14	F2-16
Tong	Kam	PC13		F3-32	F3-33
Tooley	Eric	PC8		F3-22	F3-23

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Walker	Daniel	PC46		F3-113	F3-114
Walker	Justin	PC106		F3-277	F3-279
Wang	Sidney	PC108		F3-283	F3-284
Watanabe	Bill	CN1	Little Tokyo Community Council	F2-351	F2-360
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Watanabe	Bill	PHA9	Little Tokyo Community Council	F3-374	F3-430
Watson	Dianna	AS1	State of California - Department of Transportation, District 7	F2-123	F2-125
Westwater	Brady	PC102		F3-263	F3-265
Westwater	Brady	PHA15		F3-390	F3-439
Witte; Broad	William A.; Eli	BU28	Related/Companies, L.P./Grand Avenue L.A., LLC/The Broad Collection	F2-293	F2-300
Wright	Jerard	PC2		F3-9	F3-10
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Yamaguchi	Jayson	PHA19	GetFit Little Tokyo	F3-402	F3-443
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Yamauchi	Hiroshi	PHA21	Koraku Group, Inc.	F3-406	F3-445
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Yen	Brigham	PC21		F3-50	F3-51
Yick	Andrew	PC53		F3-129	F3-130
Yoon	Young S.	PC40		F3-99	F3-100
Yoon	Simon S.	PC92		F3-226	F3-227
Zablen	Nathan	PHA7		F3-370	F3-428
Zhao	Yuqiao	PC36		F3-84	F3-85
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PC2		Wright	Jerard
PC3		Covarrubias	Joel
PC4		Popov	Yuri O.
PC5		Tower	Carlos
PC6		Mason	Matt
PC7		Kassimir	Spencer V.
PC8		Tooley	Eric
PC9		Helfand	Morley
PC10		Furlong	Aaron
PC11		Bilski	Jonathan
PC12		Herrasti	Jose
PC13		Tong	Kam
PC14		Gonzalez	Rachel
PC15		Roderick	Trina
PC16		Magdaleno	George
PC17		Mandel	John
PC18		Alossi	Rich
PC19		Egdal	David
PC20		Kassimir	Spencer V.

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC21		Yen	Brigham
PC22		Donato	Carol
PC23		Hymel	Chad
PC24		Federis	Frank
PC25		Ho	Jean
PC26		Covarrubias	Joel
PC27		Aldava	Lawrence
PC28		Howard	Les
PC29		Hogge	Richard
PC30		Kawaratani	Yukio
PC31		Baisez	Christine
PC32		Montijo	Jorge
PC33		Lee	Nelson
PC34		Axelrod	Steve
PC35		Avitabile	Travis
PC36		Zhao	Yuqiao
PC37	NARP-TRAC-PRS	Johnston	Mark R.
PC38		Salumbides	Romeo
PC39		Lim	Teressa
PC40		Yoon	Young S.
PC41		Grewal	AnnMarie

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC42		Garcia	Dan
PC43		Gove	John
PC44		Aima	Matthew
PC45		Mendiores	Rupert
PC46		Walker	Daniel
PC47		Chen	Jay
PC48		Percus	Allon
PC49		Myers	Joseph
PC50		Sitty	Rani
PC51		Gross	Spencer
PC52		Adelman	Charles
PC53		Yick	Andrew
PC54		Moore	David G.
PC55		Axelrod	Rise B.
PC56		Axelrod	Steven
PC57		Hom	Japhet
PC58		Centeno	Adriana
PC59		Santana	Elana
PC60		Berk	Fred
PC61		Barnes	Jason
PC62		Kahn	Aaron

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC63		Lo	Derrick
PC64		Cheung	Domino
PC65		Lu	Grace
PC66		Oh	Jannie
PC67		Ortiz	Lupe
PC68		Marks	Wally
PC69		Takashima	Wilbur
PC70		Havens	Alan D.
PC71		Sein	Christina
PC72		Frevele	Dave
PC73		Orona	Phil
PC74		Schumacher	Richard
PC75		Lin	Susan
PC76		Kawaratani	Yukio
PC77		Davidson	Christopher
PC78		Yasuda	Hiroko
PC79		Hur	Jenny
PC80		Mochizuki	John
PC81		Hirase	Kikue
PC82		Kim	Kun Ja
PC83		Shinchi	Masumi

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC84	Metcalf Associates	Metcalf	Michael
PC85		Koh	Mija
PC86		Iki	Nobuko
PC87		Mochizuki	Noriko
PC88		Volk	Robert D.
PC89		Nishimura	Sakiko
PC90		Chang	San Ok
PC91		Koh	Sang Soo
PC92		Yoon	Simon S.
PC93		Kim	Suk Hee
PC94		Sakamoto	Tadao
PC95		Wakayama	Tsutae
PC96		Obana	Yaeko
PC97		Sakamoto	Yoshiko
PC98		Altamirano	Jaime
PC99	Higgins Lofts	Agnew	Jonno
PC100		Chaiken	Stacie
PC101		Garza	Bobby
PC102		Westwater	Brady
PC103		Fung	Hank
PC104		Springhetti	Joan

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PC105		Montijo	Jorge
PC106		Walker	Justin
PC107	Savoy MTA Committee	Yeh	Paul
PC108		Wang	Sidney
PC109	Savoy MTA Committee	Tae	Susan
PC110		Levey	Sam
PC111		Fishel	Alan
PC112	Westwood South of Santa Monica Blvd. HOA	Broide	Barbara
PC113	Downtown Los Angeles Neighborhood Council	Brown	J. Russell
PC114	The Transit Coalition	Alpern	Ken
PC115	Japanese American Cultural and Community Center	Handa	Toshio "Terry"
PC116	Little Tokyo Community Council & Tokyo Villa HOA	Nishimura	Howard
PC117		Byun	Myunghee

Subject: FW: Little Tokyo station name

Date: Tuesday, September 14, 2010 12:13 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

-----Original Message-----

From: James Fujita [mailto:jim61773@yahoo.com]

Sent: Friday, September 03, 2010 2:26 PM

To: Regional Connector

Subject: Little Tokyo station name

I hear that the MTA has recently released the Draft EIR for the Regional Connector. Good! I am glad to hear that this vital project is moving forward.

] 1

However, I am concerned that recent documents show the Little Tokyo train station does not have the name Little Tokyo.

The new station at 2nd and Central will clearly be in the very heart of Little Tokyo. It is not on the border of Little Tokyo and the Arts District like the existing Little Tokyo/Arts District station.

I would hope that if the existing Little Tokyo station is destroyed in the process of building the new station, that the new station be given the name "Little Tokyo."

] 2

The Little Tokyo community has fought hard to have the all-underground option; and they have fought hard to preserve the community of Little Tokyo as a Japanese-American community. They deserve recognition for their efforts.

I am also curious to know where the station entrances will be. I would hope that at least one entrance would face north towards the Japanese American National Museum.

] 3

Little Tokyo deserves a Little Tokyo station. Thank you,

- James Fujita

PC1

Responses to Comments from Fujita, James

Response to Comment PC1-1

Comment acknowledged.

Response to Comment PC1-2

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Response to Comment PC1-3

Station entrances are shown in the station plans included in Final EIS/EIR Appendix 1, Updated Locally Preferred Alternative Drawings.

September 3, 2010 (updated October 17, 2010)

To the Regional Connector Project Team,

I support the Underground AND Fully Underground options for the Regional Connector. Both options are cost-effective, both will enable Metro to acquire FTA New Starts funding and I support leaving the 5th/Flower station for the FEIR as a design option to enable Metro staff to come up with either new suggested funding strategies OR urban design strategies to cover this gap.] 1

Funding Strategy

- DEIR assumes only a 50% FTA New Starts match, maybe Metro could assume a 60% Federal funding match as this project is rated High in Cost-effectiveness one of the few projects that is rated ‘High’ per the FTA rules.] 2
- DEIR makes no mention or use of Local Prop A and C funding. The Regional Connector could learn from the Eastside Gold Line and get creative in the funding to use some Prop A and C funds to fund the non-subway components of the project like the Pedestrian bridge that would link the Upper Grand Avenue to the Bunker Hill station, or the 1st St. widening to build the new portal, the re-striping and repaving of Flower street from 3rd to 5th Street (this could also work as an urban design component in lieu of a 5th/Flower Station), the property take of the DWP Maintenance site to build the new portal incline as a portion of it is not fully underground or in open-cut therefore going around the Prop. A and C ban on subway funding.] 3
- Have the property owners chip in for the cost of the station at 5th/Flower.] 4

Urban Design Strategy

The key to making the urban design strategy work for the Regional Connector is to leave the 5th/Flower station into the DEIR as a design option; much like it is done with other recent DEIR’s such as Crenshaw Corridor and Expo Phase 2.] 5

- *It enables the project team to work with stakeholders to look at pedestrian and streetscape improvements that can be incorporated into tying the 5th/Flower area to the Bunker Hill Station.*
- **Combining the Bunker Hill and Financial District stations into a ‘super-station’ that would have additional entrances around 3rd/Flower or 4th/Flower to tie into the main platform.**] 6

Personally, if there is a station that should be considered for removal it is the 2nd/Broadway one as it appears to be the weakest of the 4 stations. With the Broadway Streetcar connecting at Bunker Hill, Financial District AND Convention Center which would also serve the Regional Connector, this portion can be served by the streetcar and actually strengthen the utility of the streetcar by linking this at other areas.] 7

Thank you for your time and continued efforts on this essential project for the Greater L.A. region and keep up the great work.] 8

Sincerely,
Jerard Wright

PC2

Responses to Comments from Wright, Jerard

Response to Comment PC2-1

Support for the Underground Emphasis LRT Alternative and Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-2

In response to the increased cost-effectiveness of the three-station Locally Preferred Alternative over the four-station Fully Underground LRT Alternative, Metro is requesting a 60 percent federal funding match. The Federal Transit Administration New Starts Cost-Effectiveness Index for the proposed project, as of the publication of the Draft EIS/EIR, was \$13.68 (a "medium-high" rating). Refer to Chapter 6, Cost and Performance Considerations and Summary Comparison of Alternatives, of this Final EIR/EIR.

Response to Comment PC2-3

Metro is actively seeking ways to reduce the costs of the project, and is considering all available funding sources. Proposition A and C funds are largely unusable for the fully underground Regional Connector due to the voter-approved Metropolitan Transportation Authority Reform and Accountability Act of 1998.

Response to Comment PC2-4

After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-5

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-6

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The station at 2nd and Hope Streets is included in the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-7

Preference for removal of the 2nd/Broadway station instead of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative.

Response to Comment PC2-8

Thank you for your comment.

Subject: FW: Thank You, But...

Date: Tuesday, September 14, 2010 12:13 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobergroup.com>, Clarissa Filgioun <clarissa@therobergroup.com>

From: Joel Covarrubias [mailto:JCovarrubias@Loopnet.com]

Sent: Friday, September 03, 2010 4:50 PM

To: Regional Connector

Subject: Thank You, But...

Hello,

First I just want to say how much I (one member of the public) appreciate all the hard work that went into the DEIR (and for that matter, the Westside Extension DEIR too). This is a great start to an excellent transit facility for the people of Los Angeles. } 1

Having said that, I am not happy about the new names given to the stations. The names should reflect a sense of place. The new names are unambiguous but cold, technically correct but unmemorable. They add nothing to the cultural landscape of Downtown. Not to mention the fact that replacing the "Little Tokyo" name with 2nd/Central is an insult to the community which has put up with so much related to rail construction. } 2

I recommend using the following names:

- **Central Library**
- **Bunker Hill** and/ or **Disney Hall**
- **Broadway**
- **Little Tokyo**

Again, thank you for your time, and have a great (long) weekend.

Thank You,

Joel Covarrubias

PC3

Responses to Comments from Covarrubias, Joel

Response to Comment PC3-1

Thank you for your comment.

Response to Comment PC3-2

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Subject: FW: Draft EIS/EIR comments**Date:** Tuesday, September 14, 2010 12:13 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli <roybald@metro.net>**Cc:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: Yuri Popov [mailto:yopopov@gmail.com]

Sent: Friday, September 03, 2010 10:29 AM

To: Regional Connector

Subject: Draft EIS/EIR comments

This is my formal comment on Draft EIS/EIR.

I strongly support the Fully Underground LRT Alternative. This alternative has the highest ridership potential, the shortest travel times, the greatest connectivity of the rail network, and low operating budget. So, it satisfies all the criteria of a successful rail transit project. As for its high capital cost - well, we are building the future of our region, and we cannot really afford to build it cheaply and badly. We build it once, but we will have to live with it forever. Therefore, Fully Underground LRT Alternative should be chosen as the locally preferred alternative.

1

Sincerely yours,

Yuri O. Popov, Ph.D.

PC4

Responses to Comments from Popov, Yuri O.

Response to Comment PC4-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: [Metro.net] customer comment

Date: Tuesday, September 14, 2010 12:14 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Saturday, September 04, 2010 10:56 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Carlos

Last Name: Tower

Email: clostower@gmail.com

Phone:

URL:

9/4/10

To Whom it May Concern:

I am very pleased with the progress and planning of the Regional Connector project. As a former resident of the San Gabriel Valley, this project is in dire need. I consistently take the metro to LAX, so originating from the gold line I transfer three times to get there. Each transfer, I typically wait five to ten minutes for the next train and that adds up to an additional 30 minutes. The connector will decrease my transfers to one and decrease the travel time by 20 minutes, so needless to say, I'm very ecstatic of the time I will save. There are a number of other occasions where such transfers are necessary, like heading to staples center or downtown.

1

I reviewed the DEIR. I'd like to say that both the underground option and the completely underground option are terrific and preferred over the other options.

2

Is Metro aware of the proposed land swap for the Federal courthouse parcel and the Parker Center Parcel. I bring this up because of the location of the Federal courthouse on Hill and 2nd. It was always a glaring omission to me that there wasn't a transfer hub at the Civic Center station for the regional connector and the red/purple lines. Building an additional station only one block from the existing civic center station seems illogical, but now with the possible switch of these two parcels, there is an incredible opportunity to expand the Civic Center station to this parcel and creating an underground transfer hub. The station for the regional connector would be located on 2nd between Hill and Broadway and an underground transfer plaza can span over to 1st and Hill, bypassing any pedestrian crossing. Right now, the proposed station in the completely underground option is on 2nd between Broadway and Spring, creating a great obstacle for metro riders to transfer in this area. An entrance for this transfer hub that I am proposing will still be at 2nd and Broadway servicing this LA Times area and connecting it to the Civic Center station as well. Without this proposed Civic Center hub the alternative is to transfer at Union station or 7th St and that is fine for commuter travel and long distance travel, but for those traveling within downtown, the more options the better, as is the case with any transit system.

3

I hope it is not too late for Metro to consider this proposal in it's planning.

Thank You,
Carlos Tower

PC5

Responses to Comments from Tower, Carlos

Response to Comment PC5-1

Thank you for your comment. Support for the project is noted.

Response to Comment PC5-2

Thank you for your comment. Support for the Underground Emphasis LRT and Fully Underground LRT Alternatives is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC5-3

Metro is aware of the proposed project, as indicated in Table 4.19-6 of the Draft EIS/EIR and Section 4.19, Cumulative Impacts, of this Final EIS/EIR. The primary transfer points between the light rail system and the heavy rail system would occur at Union Station and 7th Street/Metro Center Station. An additional transfer point at Civic Center Station would be redundant, though the station would be approximately one to one-and-a-half blocks away, which is within walking distance. Metro is anticipating connections to other transit routes, such as the proposed downtown streetcar, at the 2nd/Broadway station.

Subject: FW: [Metro.net] customer comment**Date:** Tuesday, September 14, 2010 12:15 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli <roybald@metro.net>**Cc:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Monday, September 06, 2010 11:24 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Matt

Last Name: Mason

Email: mattmason999@yahoo.com

Phone:

URL:

I urge you to keep the name Little Tokyo for that station as well as look at changing station names across the MetroRail system to more recognizable neighborhood/landmark names.

For example, no one knows where Memorial Park is, but almost everyone knows Old Town Pasadena, so why not name it that. The same applies for 2nd/Central and Little Tokyo. For the all important tourist industry this is much more important.

1

Thank you...

PC6

Responses to Comments from Mason, Matt

Response to Comment PC6-1

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Subject: FW: Draft Study

Date: Tuesday, September 14, 2010 12:15 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Spencer Kassimir [mailto:spencer.kassimir@gmail.com]

Sent: Monday, September 06, 2010 7:36 AM

To: Regional Connector

Subject: Draft Study

To Whom It May Concern:

Though I am greatly looking forward to the opening of the regional connector, I am a little confused as I was under the impression that the routes connected would be Culver City to Pasadena and Long Beach to East Los Angeles. Why was there this change? I believe that these routes would be much more effective based on the passenger reports that I have reviewed.

1

I look forward to hearing your answers and comments.

Best,

--

Spencer V Kassimir

PC7

Responses to Comments from Kassimir, Spencer V.

Response to Comment PC7-1

The proposed Long Beach-Pasadena and East Los Angeles-Culver City routes have been used consistently since the Alternatives Analysis phase of the project, which concluded in early 2009. Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted.

Subject: FW: Regional Connector Underground Option Comments

Date: Tuesday, September 14, 2010 12:16 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: Eric Tooley [mailto:erictooley1@mac.com]

Sent: Friday, September 10, 2010 8:47 AM

To: Regional Connector

Subject: Regional Connector Underground Option Comments

My comments about the Draft Environmental Impact Statement for the Regional Connector:

I support the regional connector and feel it will finally connect downtowns 2 (soon to be 3) light rail lines into one cohesive system. In addition the new downtown stations will enhance my use of the downtown. I support the fully underground option, I feel it will best handle the traffic flow and cause the least delays. I would use all of new stations proposed, although mostly the little Tokyo station since I visit the area often. I am wondering what would happen to the current little Tokyo station, if it would be demolished or converted into a small park. I think the later would serve the area better. The new station and 2nd and Central should be called the "Little Tokyo" station, not 2nd and Central. It wont be easy to build, but it will be worth it for the future of a cleaner Los Angeles. Easier access to a more fully connect rail system will serve as an excellent alternative the horrible experience of driving, which I tend to avoid as much as I can.

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Thanks

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

PC8

Responses to Comments from Tooley, Eric

Response to Comment PC8-1

Thank you for your comment. Support for project is noted.

Response to Comment PC8-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC8-3

The current Little Tokyo/Arts District Station would be taken out of service once the Regional Connector opens. Metro will explore possible future uses for the station or its eventual removal with input from the community.

Response to Comment PC8-4

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Response to Comment PC8-5

Thank you for your comment.

Subject: FW: [Metro.net] customer comment

Date: Tuesday, September 14, 2010 12:17 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Friday, September 10, 2010 9:55 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Morley

Last Name: Helfand

Email: mhelfand@mountsinaiparks.org

Phone: (323)769-1346

URL:

Now that Metro is finally able to get Los Angeles back "on track" after the unnecessary hiatus of rail traffic for the past several decades, the planning for "through traffic" seems to be dragging Metro down instead of giving it a boost. Case in point, the Regional Connector should have been part of the original design for the Blue and Gold (and now the Expo) Lines in the first place. We found ourselves transferring from one to another, wasting time and energy and costing more for each transfer. The time has come to give the public the entire transit plan, including rail access into (not just near) LAX airport and to once and for all create a "Master Plan" that can be adhered to and one that will make sense for all communities and transit patrons. By all means GO with the Regional Connector but look at all the upcoming plans for the Red and Purple Lines and don't make the same mistakes over again. The Orange Line will someday become a rail line, and that too, should be taken into account for proper connectability with existing lines and yet-to-be proposed lines. Congratulations on moving forward, just make sure it's going to be beneficial to all. Morley Helfand.(Arcadia, CA)

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PC9

Responses to Comments from Helfand, Morley

Response to Comment PC9-1

Metro's 2009 Long Range Transportation Plan (LRTP) serves as the long-term master plan for the transit system. The Regional Connector is being planned in a way that is consistent with other corridor projects identified in the LRTP.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:40 PM
To: Leung, Julie
Subject: FW: Public Comments

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:27 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: Public Comments

From: Aaron Furlong [mailto:aaronfurlong@sbcglobal.net]
Sent: Tuesday, September 14, 2010 1:58 PM
To: Regional Connector
Subject: Public Comments

Hello,

I live in Santa Monica and work in downtown Los Angeles. I would like to request that any Regional Connector plan include bike paths and/or spacious and well marked bike lanes. I currently commute by a bike only a few times each month. I would ride more if there were safer alternatives to what is now available. Additionally I would prefer to ride rather than take any metro option, especially when the weather outside is nice, which it usually is.

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Thank you,

Aaron Furlong

PC10

Responses to Comments from Furlong, Aaron

Response to Comment PC10-1

The Regional Connector would include bicycle lockers and racks at stations where feasible to facilitate bicycle use, as noted in Section 3.3.5.2.4 of the Draft EIS/EIR and this Final EIS/EIR. Since the alignment is entirely underground, few alterations to existing streets would occur. The Regional Connector does not include any new bike lanes along the alignment, but would not preclude the City of Los Angeles from installing bike lanes near the alignment in the future.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:42 PM
To: Leung, Julie
Subject: FW: New Little Tokyo Station

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:29 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: New Little Tokyo Station

From: Jonathan Bilski [mailto:paulrelca@gmail.com]
Sent: Tuesday, September 14, 2010 11:29 PM
To: Regional Connector
Subject: New Little Tokyo Station

Hey I use the Metro all the time I think it's foolish that the new station your trying to build will be called Second and Central instead of Little Tokyo. It'll just confuse people instead of just being Little Tokyo. Please give it the name it deserves.

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PC11

Responses to Comments from Bilski, Jonathan

Response to Comment PC11-1

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:41 PM
To: Leung, Julie
Subject: FW: Regional Connector

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:28 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: Regional Connector

From: Jose Herrasti [mailto:jherrasti@gmail.com]
Sent: Tuesday, September 14, 2010 7:48 PM
To: Regional Connector
Subject: Regional Connector

I am a resident at the Higgins building on 2nd Street between Spring Street and Main Street.
I support the city's effort to build the regional connector, however I am against the At-Grade Emphaisi LRT and the Underground Emphasis LRT.

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I support the fully underground LRT
The reason for my support of this option is that unlike the other alternatives the urban environment and fabric around the Higgins, the LA Times, the police building, the Caltrans building, the surrounding streets and neighborhood, and Little Tokio will remain as they are. The at grade option will rupture the urban fabric, splitting the neighborhood into 2 pieces at either side of the tracks.

Another concern I have is the noise of having a surface train running at street level below my window.
A third concern is the modification (increased width or removal of vehicular circulation) of 2nd street and the historical 2nd street tunnel.

A fourth concern is the effect that a surface rail track will have on vehicular circulation and traffic in the area.

I support the Fully Underground LRT
I oppose the At-Grade Emphasis LRT
I oppose tyhe Underground Emphasis LRT

Sincerely,

Jose Herrasti
Resident at 108 W 2nd Street (Higgins Building)

PC12**Responses to Comments from Herrasti, Jose****Response to Comment PC12-1**

Comment acknowledged.

Response to Comment PC12-2

Comment acknowledged. The Fully Underground LRT Alternative has been designated as the Locally Preferred Alternative.

Response to Comment PC12-3

Noise impacts associated with operation of the At-Grade Emphasis LRT Alternative were analyzed in Section 4.7, Noise and Vibration, of the Draft EIS/EIR and this Final EIS/EIR, which included analysis of noise generated from LRT vehicle pass-by, and were determined to be less than significant. Nonetheless, the Fully Underground LRT Alternative, which was designated by the Metro Board of Directors on October 28, 2010 as the Locally Preferred Alternative, would be below-grade when traveling past the Higgins Building. Therefore, noise generated from LRT vehicle pass-by would not affect residents of the Higgins Building.

Response to Comment PC12-4

After implementation of the mitigation measures listed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, the Locally Preferred Alternative would not cause modifications or adverse impacts to the 2nd Street Tunnel.

Response to Comment PC12-5

Comment acknowledged. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The Locally Preferred Alternative would operate underground. Therefore, the concern stated in this comment regarding operation of an at-grade LRT system is not an issue under the Locally Preferred Alternative.

Response to Comment PC12-6

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT and Underground Emphasis LRT Alternatives. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:39 PM
To: Leung, Julie
Subject: FW: [Metro.net] customer comment

-----Original Message-----

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:27 PM
To: Clarissa Filgioun; 'Ginny Brideau'; Roybal, Dolores; Cornejo, Laura
Subject: FW: [Metro.net] customer comment

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 14, 2010 1:36 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Kam
Last Name: Tong
Email: dtsworld@sbcglobal.net
Phone: 626 -354-8708
URL:

DEAR SIR/MADAM,
WE HAVE REC'D YOUR RECENTLY SENT FLYERS RE 'HELP US PLAN THE REGIONAL CONNECTOR', THEY ARE IN
ENGLISH, SPANISH, KOREAN, JAPANESE, CAN YOU TELL US WHY YOU DO NOT HAVE THEM IN 'CHINESE'?
REGARDS
KAM TONG

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PC13

Responses to Comments from Tong, Kam

Response to Comment PC13-1

Project materials have been translated into appropriate languages based on predominate languages spoken in the project area. Requests for additional translations can be made to Metro at:

Phone: (213) 922-7277

Email: regionalconnector@metro.net

Subject: FW: Connection to Santa Monica

Date: Tuesday, September 14, 2010 12:18 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Raquel Gonzalez [mailto:rgonzalez@lsflaw.com]

Sent: Tuesday, September 14, 2010 11:33 AM

To: Regional Connector

Subject: Connection to Santa Monica

It would be fantastic, to have a Metro connection to Santa Monica from Downtown, especially an underground one.

I am really looking forward to hear more about this project.

Kindly,
Rachel

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PC14

Responses to Comments from Gonzalez, Rachel

Response to Comment PC14-1

Thank you for your comment.

Subject: FW: [Metro.net] customer comment

Date: Tuesday, September 14, 2010 12:18 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Tuesday, September 14, 2010 8:20 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Trina

Last Name: Roderick

Email: trinarae30@hotmail.com

Phone:

URL:

Please adopt the fully underground LRT plan for the Metro Eastside to Santa Monica regional connector.] 1

PC15

Responses to Comments from Roderick, Trina

Response to Comment PC15-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: Metro Connector - DLANC

Date: Wednesday, September 15, 2010 10:51 AM

From: george.magdaleno@nmfn.com

To: Ginny Brideau <ginny@therobertgroup.com>

Hello Ginny,

I was in the audience for the Downtown Los Angeles Neighborhood Council Meeting. I live and work in downtown and use the metro every week about 4 to 5 time to get to and from Pasadena and Hollywood.

I often rather walk to the Little Tokyo Station rather than use the Pershing Square to connect to Gold Line, so I can see the appeal of a Metro Connector.

I would very much like to participate in the dialogue and planning you have for this project.

Please keep my information handy. Look forward to speaking with you personally.

Sincerely,

George Magdaleno
Strategic Financial Group -
Northwestern Mutual Financial Network
515 S. Flower St. 33rd Fl, Los Angeles, CA 90071
Office: 213-243-7041
Fax: 213-652-0636
george.magdaleno@nmfn.com
LIC#0G88986



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In the event that you cannot click on the above link, the Northwestern Mutual E-Mail Opt-out form can be found at the following URL: <https://service.nmfn.com/cbpeopt/EmailOptOut.do>.

Northwestern Mutual
720 East Wisconsin Avenue
Milwaukee, Wisconsin 53202-4797.

PC16

Responses to Comments from Magdaleno, George

Response to Comment PC16-1

Comment acknowledged. The commenter's information has been added to the list of recipients who receive updates and notices regarding the Regional Connector Transit Corridor project.

Leung, Julie

From: Regional Connector
Sent: Thursday, September 16, 2010 1:10 PM
To: Roybal, Dolores; Cornejo, Laura; Leung, Julie; 'Ginny Brideau'; 'Clarissa Filgioun'
Subject: FW: My public comment

From: John Mandel [mailto:gittes@earthlink.net]
Sent: Thursday, September 16, 2010 11:13 AM
To: Regional Connector
Subject: My public comment

The Regional Connector **MUST** be fully underground (including Little Tokyo)! It is the only option that makes sense for today and the future. That is my vote. Start tunneling!!] 1

John Mandel
685 Lucas Ave., Apt. 1009
Los Angeles, CA 90017

PC17

Responses to Comments from Mandel, John

Response to Comment PC17-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Public Comment

Date: Friday, September 17, 2010 11:20 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>

From: Rich Alossi [mailto:alossix@gmail.com]

Sent: Thursday, September 16, 2010 7:51 PM

To: Regional Connector

Subject: Public Comment

Please include this comment as part of the public commentary for the environmental reports on the project.

I understand that funding may be limited, but the 5th + Flower station is extremely important and would improve ridership and congestion in the Financial District. Please don't let this station be removed due to funding constraints. It's even more essential (serves a much larger ridership) than a 2nd/Hope station would.

1

Thank you.

--

Rich Alossi, RPR, CSR

CSR No. 13497

(213) 235-7968 phone

(213) 254-0566 fax

PC18

Responses to Comments from Alossi, Rich

Response to Comment PC18-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. This deletion of the station was done in an effort to reduce the costs of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Ridership modeling indicates that deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: Little Tokyo Station / Regional Connector

Date: Monday, September 20, 2010 11:43 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: David Egdal [mailto:david.egdal@gmail.com]

Sent: Saturday, September 18, 2010 12:58 PM

To: Regional Connector

Subject: Little Tokyo Station / Regional Connector

I am writing to ask the MTA to name the station to be built at Second and Central as part of the regional connector as the "Little Tokyo" station. The station is in the heart of one of Los Angeles true historic districts, and provides direct access to the local museums, monuments and businesses of Little Tokyo. To do otherwise is to fail to acknowledge the cultural importance of this neighborhood and the important contributions of the generations of Japanese Americans who have lived and worked here, and who still do.

1

Thanks for your consideration.

--

David Egdal

310.614.7511

david.egdal@gmail.com

PC19

Responses to Comments from Egdal, David

Response to Comment PC19-1

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Subject: FW: Input

Date: Monday, September 27, 2010 9:50 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>

From: Spencer Kassimir [mailto:spencer.kassimir@gmail.com]

Sent: Sunday, September 26, 2010 12:22 PM

To: Regional Connector

Subject: Input

I am in favor of the fully underground LRT option.

Downtown is already transit heavy with pedestrians, busses, and cars so by having any of the route at grade would severely and negatively impact the former.

1

I am also in favor of having the Flower and 4th/5th Street station because it will allow riders greater mobility around the downtown area and not just to the downtown area. My example of success with this model can be seen in San Francisco's BART. Though it goes a great distance in covering ground, once it is downtown, it makes many local stops. This encourages more people to ride as they can go more directly from the outskirts to the center while providing local transit within the area. The opposite would be Los Angeles' Union Station as it only provides one station that is not close to many of the businesses, housing, and other desirable locations in the downtown area. Eliminating this station would be a mistake as it would further congest other surrounding stations while providing less flexibility for both long and short distance ridership.

2

In regards to the 2nd Street and Hope station, it is imperative that a functional escalator and elevator system are built into its design to allow for easy access to the top of Bunker Hill and such landmark destinations as the Disney, Chandler and Ahmanson, MOCA, and other businesses that would otherwise require an extremely steep or elongated route to get to on foot. Ensuring easy accessibility to the top of the hill must be a priority that is met otherwise the station is likely to only serve a much more limited crowd walking west to Flower and Figueroa and the few that want the exercise of climbing a hill.

3

Though not an essential, I believe having extended underground connections to the eatery/mall on 6th and Flower would also provide both convenience for rider but also greater signage for using the new train. Employees of the local businesses and others that go to the underground shopping area are a great audience to using transit as they have already gone "underground" into an area that they are familiar with. It also provides a more hospitable environment with livelihood by using multi-modal and multi-use tactics for transit and retail development as seen in such cities like New York, Montreal, London, and

4

Tokyo.

4
cont'd

Finally, I believe that that Culver City to Pasadena and East Los Angeles to Long Beach should be the designated routes. However, the density and direction of people's living and working locations does fluctuate. We can see that freeways such as the 110 heading through downtown are in gridlock in part due to its design being too rigidly geared toward the specific directional flow of traffic occurring when it was built. Now, traffic is moving from different directions and it will take a lot of construction to correct this. Thus, I urge that there be greater options for flexibility in the rail structure for the regional connector to allow for such inevitable things as change.

5

As a downtown resident I do believe that these are the most important issues, unless I have missed any, that could negatively impact the success of the Regional Connector.

6

--
Spencer V Kassimir
(917)770-7041

PC20

Responses to Comments from Kassimir, Spencer V.

Response to Comment PC20-1

Comment acknowledged. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative.

Response to Comment PC20-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC20-3

Comment acknowledged. The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grande Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. The pedestrian bridge, if built as part of the Broad Art Foundation Museum or the Locally Preferred Alternative, would be ADA compliant and elevator access, built as part of the Locally Preferred Alternative, would also be provided to the station.

Response to Comment PC20-4

Metro has met with the owners of the underground shopping center at 6th and Flower Streets, and they indicated that they would prefer not to have a station entrance into their shopping area.

Response to Comment PC20-5

Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would

allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary.

Response to Comment PC20-6

Comment acknowledged. Please refer to Responses to Comments PC20-1 through PC20-5, above, for detailed responses regarding concerns raised by the commenter.

Subject: FW: FULLY UNDERGROUND OPTION

Date: Wednesday, September 29, 2010 1:07 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Brigham Yen [mailto:brighamyen@gmail.com]

Sent: Monday, September 27, 2010 11:06 AM

To: Regional Connector

Subject: FULLY UNDERGROUND OPTION

Hi Metro,

I am a resident of LA County and I fully support the **underground option** from the current 7th/Metro stop to a new underground station in Little Tokyo (2nd/Central).] 1

Also, please consider **renaming** "2nd/Central" to the "Little Tokyo Station" like we have for Chinatown.] 2

Thank you

Brigham Yen | Century 21 | DRE#01817137

482 N Rosemead Blvd | Pasadena CA 91107

M: 626.590.9105 | Blog: www.brighamyen.com <<http://www.brighamyen.com>>

PC21

Responses to Comments from Yen, Brigham

Response to Comment PC21-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC21-2

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Position Statement on the Regional Connector Transit Corridor DEIS/DEIR
(Response to Metro Staff On September 28, 2010, But No Later Than October 10, 2010)

Date: September 28, 2010

~~Company~~ Name: Individual
Carol Donato

Address: P.O. Box 220025 - Newhall, CA 91322

Telephone/E-Mail _____

Name: _____

Owner Employee Manager Other: Little Tokyo Business Patron

Metro Staff:

With respect to the Regional Connector Transit Corridor Project, we are in support of the *Little Tokyo Business Association* and the *Little Tokyo Business Improvement District* current position that:

1. **Locally Preferred Alternative:** Metro Staff's current recommended *Fully Underground LRT Alternative* as the *locally preferred alternative* is premature and this recommendation did not adequately seek out the input from the business sector. Therefore, we are cannot support the *Fully Underground LRT Alternative*, until the *Little Tokyo Business Improvement District* has completed a survey of its membership of all the build alternatives, construction impacts, mitigation issues and solutions, which require implementation and documentation in the *Final Environmental Impact Statement and Environmental Impact Report*.

1

2. **Construction Phase Mitigations:** The current DEIS/DEIR has identified substantial construction related impacts affecting our business community. Among the key concerns which has not been adequately addressed in the current DEIS/DEIR, but is not limited too, is as follows:

A. **Preservation of Japanese Business Influence and Culture:** Little Tokyo is a commercial district, which has served as a *Japanese Community Center* for decades. Little Tokyo has a large number of Japanese restaurants and other retail stores. Japanese businesses are particularly concentrated around Japanese Village Plaza on the block bounded by 1st Street, Central Avenue, 2nd Street, and San Pedro Street. The current DEIS/DEIR has identified serious construction impacts under all the build alternatives currently considered by the Regional Connector Project. Serious and real discussion needs to take place with Metro Staff and the Little Tokyo business community to preserve the *Japanese business influence and culture*.

2

B. **Business Interruption:** The current DEIS/DEIR has identified numerous construction impacts that will affect the conduct of business and impede access to the business concerns. This will result in serious economic impacts to the Little Tokyo business community. During the

3

course of construction, every effort shall be made to minimize adverse impacts, which businesses, tenants, property owners, and valued visitors/customers may encounter that prevents them from conducting reasonable business and personal activities within the Little Tokyo Community. Additional funding shall be made available for those businesses, tenants, or property owners, whose business endeavors are adversely impacted during the course of construction of the Regional Connector Project. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants, and property owners, along with those governmental agencies, having jurisdiction to make policy to resolve issues arising from adverse business interruptions during the course of construction of the Regional Connector Project.

3

C. **Replace of On-Street and Off-Street Parking:** The current DEIS/DEIR has identified serious construction impacts that will affect traffic and parking within the Little Tokyo community under all the build alternatives. Construction of the Regional Corridor Project will result in the loss of on-street parking and reduction in travel lanes. Lane closures during construction will result in temporary removal of existing on-street spaces and loading stalls. Certain construction requirements will require temporary sidewalk detours, which will impede pedestrian flow. Numerous Little Tokyo street level businesses rely upon the on-street parking spaces for their patrons and street-level pedestrian flow. With the traffic congestion and on-street parking losses, the patrons to these street-level businesses will seriously be economically impacted by customers seeking alternative communities for similar products and services. Therefore, we support the replacement of all off-street parking spaces loss through eminent domain shall be replaced. Further, all on-street and off-street parking spaces taken away during the course of construction shall be replaced.

4

The Regional Connector Transit Corridor is a major project. Construction of this project will affect current businesses and property owners with serious economic impacts, which in turn will affect the future of the Little Tokyo Community.

5

Respectfully yours,

cc: Los Angeles County Metropolitan Transit Authority
Delores Roybal Saltarrelli, Project Manager
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

Little Tokyo Business Improvement District
Wilson Liu
200 S. San Pedro Street, Suite 400B
Los Angeles, CA 90012

PC22**Responses to Comments from Donato, Carol****Response to Comment PC22-1**

Metro's outreach to and involvement with the Little Tokyo community, including the business community, has been extensive. For a more detailed description of this outreach effort, please refer to Chapter 7, Public and Agency Outreach, of this Final EIS/EIR.

Metro held public meetings during the Draft EIS/EIR process, meetings with the Little Tokyo Working Group and individual stakeholders in the Little Tokyo neighborhood, hired an independent consultant for the Little Tokyo Community Council, and performed outreach activities to gather input that ultimately led to the creation of the Fully Underground LRT Alternative. The results of the Little Tokyo Business Improvement District's survey poll on the Regional Connector Transit Corridor project are provided in Comment Letter BU20, above. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, including those suggested by the Little Tokyo community to the extent feasible, in order to minimize impacts to businesses.

Response to Comment PC22-2

Metro recognizes the significance of Little Tokyo to Japanese Americans nationwide, and expressed the community's importance in Section 4.17.2 of the Draft EIS/EIR and this Final EIS/EIR. Metro acknowledges the disproportionate adverse impacts that Regional Connector construction would have in Little Tokyo, and addresses them in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro has been working closely with the Little Tokyo community since the outset of the Alternatives Analysis process in October 2007. Metro staff have performed extensive outreach measures, as documented in Chapter 7, Public and Agency Outreach, of the Draft EIS/EIR and this Final EIS/EIR, including numerous public meetings, Japanese and Korean language interpretations, and door-to-door visits with business owners to provide information about the project and gather input. Metro will enact the measures listed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative to minimize impacts to businesses, and will coordinate activities with the community throughout the construction process. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, since publication of the Draft EIS/EIR, alignment refinements have been made to reduce construction impacts in Little Tokyo, reduce the amount of cut and cover activities, and reduce the extent of acquisitions needed on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. These refinements would reduce construction impacts near the Japanese Village Plaza by eliminating the need for cut and cover activities on 2nd Street in Little Tokyo. It is Metro's goal to help preserve the Little Tokyo community and its businesses during construction. Metro will continue to meet with the community for the duration of the project.

Response to Comment PC22-3

It is Metro's goal to minimize adverse impacts to the Little Tokyo community, including impacts to businesses. Metro will implement the mitigation measures proposed by the Little Tokyo Community Council and Little Tokyo Business Improvement District/Little Tokyo Business Association regarding business interruption shown in the Mitigation Monitoring and Reporting

Program (Chapter 8) of this Final EIS/EIR. Metro will work with a business interruption committee to serve all businesses affected by Regional Connector construction.

Response to Comment PC22-4

Metro understands the impacts that construction would have in the Little Tokyo community, and will work with the community to minimize impacts to businesses. During construction, Metro will minimize lane and sidewalk closures, and will provide adequate detours to maintain pedestrian flow. Temporary replacement parking will be provided during construction as needed to offset the impact of on-street and off-street parking removal. As part of temporary replacement parking efforts, Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction. Please refer to the Transportation Impacts and Environmental Justice sections of Chapter 8, Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative, for more information regarding construction parking mitigation measures.

Response to Comment PC22-5

Comment acknowledged. Please refer to Responses to Comments PC22-1 through PC22-4, above, for detailed responses to concerns raised by the commenter about project-related construction impacts to the Little Tokyo community. In addition, construction and economic impacts associated with the project were analyzed in Sections 4.14, Economic and Fiscal Impacts, and 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
Chad Hymel			
Organization	Organización	所属	단체
Self			
Address	Dirección	住所	주소
888. N Alameda 103			
Telephone	Teléfono	電話	전화
(512) 507-3849			
Email	Correo electrónico	電子メール	이메일
chad.hymel@yahoo.com			

Comment	Comentario	コメント	의견
I fully support the fully underground option with station entrances on 2nd + 3rd.			

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net / regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

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PC23

Responses to Comments from Hymel, Chad

Response to Comment PC23-1

Thank you for your comment. Support for the Fully Underground LRT Alternative and station entrance preferences are noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
FRANK FEDERIS			
Organization	Organización	所属	단체
Address	Dirección	住所	주소
100 S. ALAMEDA ST. #351, LA, CA 90012			
Telephone	Teléfono	電話	전화
562-858-2523			
Email	Correo electrónico	電子メール	이메일
FFGDBERIS@HOTMAIL.COM / FG_FED@YAHOO.COM			

Comment	Comentario	コメント	의견
I strongly SUPPORT THE FULL UNDERGROUND PROJECT OF THE REGIONAL CONNECTOR.			

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net / regionalconnector

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PC24

Responses to Comments from Federis, Frank

Response to Comment PC24-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, September 29, 2010 1:06 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Tuesday, September 28, 2010 4:04 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Jean

Last Name: Ho

Email: jean@vconline.org

Phone: 213-680-4462

URL:

I work in Little Tokyo, on Judge John Aiso St. between First and Temple. As someone who will be here during the construction of the project, Monday - Friday, I support the locally-preferred, fully underground alternative for the Metro Regional Connector. The other build alternatives would pose a threat to the future of the Little Tokyo community, and are not acceptable.

1

In addition, I believe it's important that Metro provide a safety net for the small businesses, nonprofit arts centers, and Little Tokyo community/cultural events affected by construction. Any construction will have a huge negative impact on these businesses and organizations that give this historic community its unique culture and identity.

2

The Metro Regional Connector will create seamless travel between different neighborhoods in Los Angeles, but Metro must make sure that it does not destroy any communities in the process.

PC25

Responses to Comments from Ho, Jean

Response to Comment PC25-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC25-2

Metro intends to work with the Little Tokyo community to support businesses, non-profit organizations, and community/cultural events throughout the construction phase of the project. It is Metro's goal to minimize the adverse impacts of Regional Connector construction, and to support community culture and identity. Targeted marketing efforts and other technical assistance are included as confirmed mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro believes that, once completed, the Regional Connector will be beneficial for the Little Tokyo community.

Metro Board and Staff,

The Regional Connector is an absolutely critical project. Please build it as quickly and safely as possible.

1

Metro staff has done a fine job identifying possible alternatives, including routing and station options, as well as involving the public. What follows are my thoughts about the project, starting with the highest priority items.

2

- **Preferred Alternative.** Please build the Fully Underground Alternative. Despite the higher cost, this alternative will result in a faster and more reliable line for all riders, with fewer impacts to the Downtown community.

- **5th/Flower Station.** Please do not remove the station at 5th/Flower. Once all the lines are running and connected, 7th/Metro Center station is going to be an increasingly busy transfer station. By contrast, the 5th/Flower station will function as a “destination station” rather than a “transfer station”. Thousands of people will enter and exit the system using 5th/Flower, reducing pressure on 7th/Metro. The new station will be more central to the Financial District, and will serve workers in City West and lower Bunker Hill as well.

3

- **7th/Metro North Entrance.** In the event that you decide to drop the 5th/Flower station, please study a new north entrance for 7th/Metro Center station. I believe this could be done by extending the mezzanine north under Flower Street to an entrance at 6th/Flower.

4

- **Station Names.** Please name the stations after the neighborhoods served, rather than after intersections. I suggest the following names:

- Station 1: **Little Tokyo**
- Station 2: **Broadway** or **Historic Core** or **Old Bank District**
- Station 3: **Bunker Hill**
- Station 4: **Financial District** or **Central Library**

5

- **Three-Track Tunnel Under Flower.** Plans call for a cut-and-cover tunnel under Flower Street. Please build this tunnel wide enough to accommodate three tracks over its entire length. I’ve seen the plans in the DEIR that call for a pocket track south of Bunker Hill station. Designing the tunnel for three tracks now will give Metro the space to accommodate future trackwork needs, such as a second pocket track north of 7th/Metro, or a passing track along the entire length. At least study how much the extra tunnel width would cost. It would be very bad if Metro did not allow for future needs, and then later had to go back and widen the tunnel, which would be very expensive and create new construction impacts.

6

- **All stations.** Please build every station with at least two entrances, and if possible, three. I understand the construction and cost issues involved with building extra entrances, but we are going to live with this subway for decades, so it's imperative the stations be done right. An excellent example of a good station is Pershing Square, with entrances on three different street corners, up to a block away from each other. Wilshire/Western, on the other hand, is an example of a station with only one (massive) portal entrance. No entrance on the south side of Wilshire, and none on the west side of Western. Entrances can't possibly be that hard or costly to build, right?

7

Thank You,

Joel Covarrubias
3610 Walnut Avenue
Long Beach, CA 90807

PC26

Responses to Comments from Covarrubias, Joel

Response to Comment PC26-1

Thank you for your comment. Support for the project is noted.

Response to Comment PC26-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC26-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC26-4

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC26-5

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Response to Comment PC26-6

The Locally Preferred Alternative includes double track beneath Flower Street, and a pocket track for the storage or reversal of trains. Metro performed a rail simulation as part of the Draft EIS/EIR process, which verified that the current design of the Fully Underground LRT Alternative would be able to accommodate the anticipated volume of trains.

Response to Comment PC26-7

The number of entrances at each station is based on ridership levels as well as community needs. Metro will integrate the station entrances into the surrounding neighborhoods through design.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, September 29, 2010 1:07 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Tuesday, September 28, 2010 11:46 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Lawrence

Last Name: Aldava

Email: lawrence.aldava@gmail.com

Phone: 310-658-6942

URL:

Hello,

I have not been able to attend the draft EIR meetings for the Downtown Connector Project due to work schedule conflicts, however I wanted to share my comments:

1

This is a very important line and will be the missing link that currently prevents our metro system from being truly regional. I strongly support the underground option and encourage Metro to maintain the proposed station at 5th and Flower Streets. The 7th Street/Metro station, while not too far away, will be very busy once it also serves as the Expo Line terminus.

2

To help relieve crowding and to better serve the financial district for workers and visitors alike, a 5th and Flower Station is needed. This also allows the downtown area, which is the largest employment center in the region to be well served by our transit network.

Thank You,

Lawrence M. Aldava

PC27

Responses to Comments from Aldava, Lawrence

Response to Comment PC27-1

Thank you for your comment. Support for the project is noted.

Response to Comment PC27-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.



Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
Les Howard			
Organization	Organización	所属	단체
Whittier College			
Address	Dirección	住所	주소
7322 Bright Av #F			
Telephone	Teléfono	電話	전화
562 754-7301			
Email	Correo electrónico	電子メール	이메일
lhoward@whittier.edu			

Comment Comentario コメント 의견

Why has the MTA not yet corrected the announcements at stations on the Gold Line through ELA?
 Since opening
 Macavilla has been pronounced Macivilla
 Mariachi Plaza has been pronounced Mariachi Plaza
 These pronunciations grate on the ear of any educated
 Angeleno and are an insult to one of the major languages of our city.

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

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PC28

Responses to Comments from Howard, Les

Response to Comment PC28-1

This comment regarding the mispronunciation of stations on the Eastside Extension portion of the Gold Line will be forwarded to Metro Rail Operations.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, September 29, 2010 1:06 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Tuesday, September 28, 2010 12:39 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Richard

Last Name: Hogge

Email: chardhogge@yahoo.com

Phone: 805-630-1786

URL:

I'm excited to see this come to fruition... and all underground!

1

I hope you can secure funding for the 5th and Flower stop as it would be very busy and convenient for commuters (serving the financial district more directly than the 7th St. Metro stop) and it would also relieve a lot of pedestrian congestion at the 7th St. Metro stop since that will probably be crazy packed during rush hour, once all lines are up and running.

2

If 5th and Flower cannot be funded, I'm wondering if you've considered building a basic "box" stop space there (non-operational), in order to leave open the option for a future stop without going over budget, or disrupting service in the future (should it get funded and built at a later date.) Or is that even feasible/cheaper?

3

PC29

Responses to Comments from Hogge, Richard

Response to Comment PC29-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC29-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC29-3

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

REGIONAL CONNECTOR HEARING

YK 9/28/10

Yukio Kawaratani -- Representing myself

The Regional Connector is a worthwhile project, but only if the Fully Underground Locally Preferred Alternative is selected by the MTA Board.

1

The Draft EIS/EIR correctly states that the Little Tokyo community, in comparison to all other areas along the route, will suffer many disproportionate adverse impacts during construction.

2

Hopefully, the Draft will be modified to include more effective mitigation measures to lesson the economic suffering and in some cases the demise of Little Tokyo businesses.

3

The Draft does not adequately address the adverse impacts that the Underground Emphasis Alternative would impose on Little Tokyo.

4

For instance, the Alameda underpass will adversely impact Little Tokyo traffic during and after construction.

5

The four surface rail tracks at 1st and Alameda will create dangerous conflicts between pedestrians, vehicles and trains.

6

The proposed pedestrian bridge will be a permanent visual blight and liability.

7

Little Tokyo pedestrian movements are all at sidewalk level. Who will want to go up 20 feet by stairs or elevator, cross the 100 feet long bridge and go down 20 feet? People will take their chances. With trains coming frequently from 4 tracks and 4 directions, some will be injured or killed.

8

These are just some of the reasons the Japanese American Community cannot accept the Underground Emphasis Alternative. I urge the MTA Board to approve the Fully Underground, Locally Preferred Alternative.

9

PC30**Responses to Comments from Kawaratani, Yukio****Response to Comment PC30-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-2

Concurrence with the Draft EIS/EIR conclusions is noted.

Response to Comment PC30-3

Mitigation measures were identified in Section 4.14, Economic and Fiscal Impacts, of the Draft EIS/EIR to reduce economic impacts associated with construction of the Locally Preferred Alternative to the Little Tokyo community. Since publication of the Draft EIS/EIR, refinements to the Locally Preferred Alternative have reduced the significance of potentially adverse economic and fiscal impacts during construction in Little Tokyo, refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR. The refinements reduce the amount of cut and cover, the need for roadway and sidewalk closures, property acquisitions, and overall disruption to businesses during construction. The refinements to the Locally Preferred Alternative have also reduced the number of privately-owned parcels that would be completely or partially acquired. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. The Locally Preferred Alternative would not have significant economic effects after implementation of mitigation. Refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR.

Response to Comment PC30-4

The Draft EIS/EIR adequately analyzed impacts to Little Tokyo as a result of the Underground Emphasis LRT Alternative in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. Please refer to Responses to Comments PC30-5 through PC30-9, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC30-5

The Locally Preferred Alternative would not include an Alameda Street underpass. The traffic lanes and pedestrian crossings at 1st and Alameda Streets would remain at-grade, as they are today.

Response to Comment PC30-6

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-7

The Locally Preferred Alternative does not include any pedestrian bridges in Little Tokyo.

Response to Comment PC30-8

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-9

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: metro

Date: Wednesday, September 29, 2010 1:04 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Christine Baisez [mailto:reinebaisez@yahoo.com]

Sent: Wednesday, September 29, 2010 10:15 AM

To: Regional Connector

Subject: metro

To whom it concerns ,

My name is Christine Baisez i live at the Higgins with my daugter(6 years old) since 2004 and we love it ,i will be very upset to get a metro line in front of our front door ,I love mass transit (we are french, public transportation are so amazing and a must to a greener healthiersocial communaute) but 'at-grade' will have very negative impacts for our building and for neighborhood traffic (congestions, deaths & serious injury...). Apart from the noise and visual impacts, 'at-grade' would mean a very high volume of train traffic along 2nd Street outside our door during peak times.

Really hope our(higgins residents and owners) concern will be taken seriously into consideration .

Cordially ,christine and Lea

1

PC31

Responses to Comments from Baisez, Christine

Response to Comment PC31-1

Comment noted. The Locally Preferred Alternative would run underground beneath 2nd Street, and no at-grade tracks would be built in front of the Higgins Building.

Subject: FW: Comment on draft EIS/EIR

Date: Wednesday, September 29, 2010 1:03 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Jorge Montijo [mailto:loft811@gmail.com]

Sent: Wednesday, September 29, 2010 10:46 AM

To: Regional Connector

Subject: Comment on draft EIS/EIR

I wish to express my strong preference for the fully below-grade option and full opposition to the at-grade alternative.] 1

Jorge Montijo

108 W 2nd St #811

Los Angeles, CA 90012

Sent from my iPad

PC32

Responses to Comments from Montijo, Jorge

Response to Comment PC32-1

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Thursday, September 30, 2010 2:09 PM

Subject: FW: Below Grade Option Please**Date:** Thursday, September 30, 2010 12:54 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli roybald@metro.net, Laura Cornejo CORNEJOL@metro.net, Leung, Julie LEUNGJ@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com**Conversation:** Below Grade Option Please

From: jEEM tAO [mailto:jeemtao@yahoo.com]**Sent:** Wednesday, September 29, 2010 1:58 PM**To:** Regional Connector**Subject:** Below Grade Option Please

To Whom It May Concern:

As a resident of the Higgins Building and a long time Downtowner, I would like to strongly urge the committee to only consider the Below Grade Regional Connector option. Traffic is bad enough in Downtown and to have above grade construction and additional interference to the traffic we must deal with is horrible. In addition, having train operation during the many needs to close off Broadway and adjacent streets due to festivals, protests, events, etc.. would be detrimental to the efficiency of this project.

1

Thank you for your time.

Nelson Lee

Higgins Building Unit Owner on 2nd Street.

PC33

Responses to Comments from Lee, Nelson

Response to Comment PC33-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: regional connector

Date: Thursday, September 30, 2010 12:53 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobergroup.com>, Ginny Brideau <ginny@therobergroup.com>

From: Steven Axelrod [mailto:steven.axelrod@gmail.com]

Sent: Wednesday, September 29, 2010 6:10 PM

To: Regional Connector

Subject: regional connector

Hello:

As a resident downtown, who lives at 108 W. 2nd, and as a metro user, I strongly urge you to make the connector fully underground. This will be the fastest, most efficient route and will gain the highest patronage. Any at-grade segment would move more slowly and would disrupt traffic flow, making downtown driving worse instead of better.

The underground choice is best for subway travelers, drivers, pedestrians, and residents. Everyone would love it.

Thanks very much,

Steve Axelrod

108 W. 2nd St., #609

Los Angeles, CA 90012

Professor of English

University of California, Riverside

PC34

Responses to Comments from Axelrod, Steve

Response to Comment PC34-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Full below grade option

Date: Wednesday, September 29, 2010 1:03 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: Travis Avitabile [mailto:tavitabile@laserpacific.com]

Sent: Wednesday, September 29, 2010 10:17 AM

To: Regional Connector

Subject: Full below grade option

Hi,

My name is Travis Avitabile and I own and live at the Higgins Building at 108 W 2nd st unit # 408. I would just like to let you know that my wife and I would strongly prefer the fully below-grade option and we are fully opposed to the at-grade alternative . As you know this will cause great stress and hardship to have all of our hard work in buying , creating, and maintaining a home in downtown LA with above ground option . Please consider our voices in this matter and choose the fully below grade station to better serve the people of downtown Los Angeles..

1

Thank You For Your Time,

Travis Avitabile

323-810-2099

Electronic Privacy Notice. This e-mail, and any attachments, contains information that is, or may be, covered by electronic communications privacy laws, and is also confidential and proprietary in nature. If you are not the intended recipient, please be advised that you are legally prohibited from retaining, using, copying, distributing, or otherwise disclosing this information in any manner. Instead, please reply to the sender that you have received this communication in error, and then immediately delete it. Thank you in advance for your cooperation.

PC35

Responses to Comments from Avitabile, Travis

Response to Comment PC35-1

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: regional connector

Date: Thursday, September 30, 2010 12:53 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobergroup.com>, Ginny Brideau <ginny@therobergroup.com>

From: Yuqiao Zhao [mailto:yuqiaozhao@ymail.com]

Sent: Wednesday, September 29, 2010 10:33 PM

To: Regional Connector

Subject: regional connector

Hello,

I have heard that the Blue Line is currently running at near-capacity, and will require very expensive upgrades in order to further increase its capacity. If trains were to run all the way to Pasadena or Azusa, these upgrades will have to be made due to the large influx of passengers. Therefore, wouldn't it make more sense to have an Eastside - Long Beach Line and a Pasadena / Azusa - Santa Monica Line? The Eastside corridor is less than 1/3 of the length of the combined Pasadena and Foothill corridors, and thus will generate far less passengers and will create a lesser strain to the Blue Line, while the newer, better designed Expo Line will not be inundated by passenger traffic from Azusa and Pasadena like the Blue Line. Also, this would create two lines of more equal distance.

1

PC36

Responses to Comments from Zhao, Yuqiao

Response to Comment PC36-1

It is Metro's goal to operate its rail lines in a manner that maximizes convenience and ridership. Ridership modeling indicates sufficient capacity on the Blue Line to accommodate changes in travel patterns caused by the Regional Connector. Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary.



Metro Regional Connector Transit Corridor Study
Draft EIS/EIR Public Hearing

Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
MARK R. JOHNSTON			
Organization	Organización	所属	단체
NARP-TRAC-PRS-			
Address	Dirección	住所	주소
4185 Van Buren St Chino CA. 91710			
Telephone	Teléfono	電話	전화
909-591-6691			
Email	Correo electrónico	電子メール	이메일
canammj@Yahoo.com			

Comment Comentario コメント 의견

(See Attached)

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

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DOWNTOWN CONNECTOR COMMENTS

From Mark R. Johnston
4185 Van Buren Street, Chino, CA. 91710

I BELIEVE THIS LINE IS EVEN MORE IMPORTANT THAN THE WILSHIRE SUBWAY EXTENTIONS, AS THIS EFFECTS 4 SEPARATE LIGHT RAIL LINES, WHILE THE SUBWAY IS BASICALLY AN EXTENTION OF 1 LINE. BECAUSE OF THIS, I ASK YOU DO WHATEVER YOU CAN TO PUSH THIS TO THE HEAD OF THE LINE. MY COMMENTS SPECIFIC TO THIS LINE ARE AS FOLLOWS:

1

1/ The fully underground option is the only one I will support and from the comments tonight, the community as well. If you use this option, you will find more support from the community as they will have to deal with construction for 3-4 years.

2

2/ Each of the existing light lines, plus the one being built have very slow sections=

>Pasadena Gold through Highland Park

>ELA Gold through the Indiana zig=zag

>Blue to Long Beach has slow street running on Washington in LA and on LB Blvd in Long Beach

>Expo is going to have slow street running on Flower in LA, and then again on Colorado Blvd in Santa Monica.

Because of this, you need to make the downtown section of the Regional connector as fast as possible- fully underground only !

3

3/ Get your mitigation measures agreed upon NOW, so the community will know what you will cover. I work insurance and proof of claim is always hard in cases like this. Small businesses are the hardest to prove loss of business/loss of use etc. Why not considering things like offering to paint their buildings or physical improvements like trees and sidewalks in lieu of cash payments? Double win, makes area look great and business gets an upgrade they may not be able to afford otherwise

4

4/ Make sure the junction at 2nd/Alameda is a “Stacked” cross-over. For example, the north and east direction on the top and the west and south direction on the bottom. Eliminates trains having to cross-over in front of each other- good for safety. Will be no outbound delays waiting for cross-over movements. Will only have to worry about inbound moves when 2 trains show up at the same time. Basically like the Wilshire/Vermont station on the Red=Purple line.

5

5/ Consider “ double stacking” in stretches of 2nd street as that street is very narrow in places. Keeps you away from the bottoms of older buildings.

6

6/ Get Eli Broads museum, the Grand Park , whatever tower/shopping mall or housing that is build, plus Disney Hall all on board with the 2nd/Hope station. Have them contribute to pedestrian connections and walk ways.

7

7/ Do not leave out Flower/4th/5th. 7th and Flower will be overloaded and this station will relieve the pressure. If you have to skip it now, build the station box and come back later with more money to finish it and open it.

8

8/ Build all stations for 4 cars. Look what happened on the Blue, You build 2 car and had to go back and build for 3. Both sections of the Gold are 3 and Expo will be also...But think for the future. What if you have to go back and go to 4 car platforms on all these lines.. Since these lines are at ground or aerial outside Downtown LA, they could be extended to 4 (admittedly expensive). But downtown is different. If you don’t do 4 now, it will almost be impossible to go back later and go from 3 to 4.

9

9/ Make sure you go with the absolutely best high-tech signaling to allow 2-3 minute headways

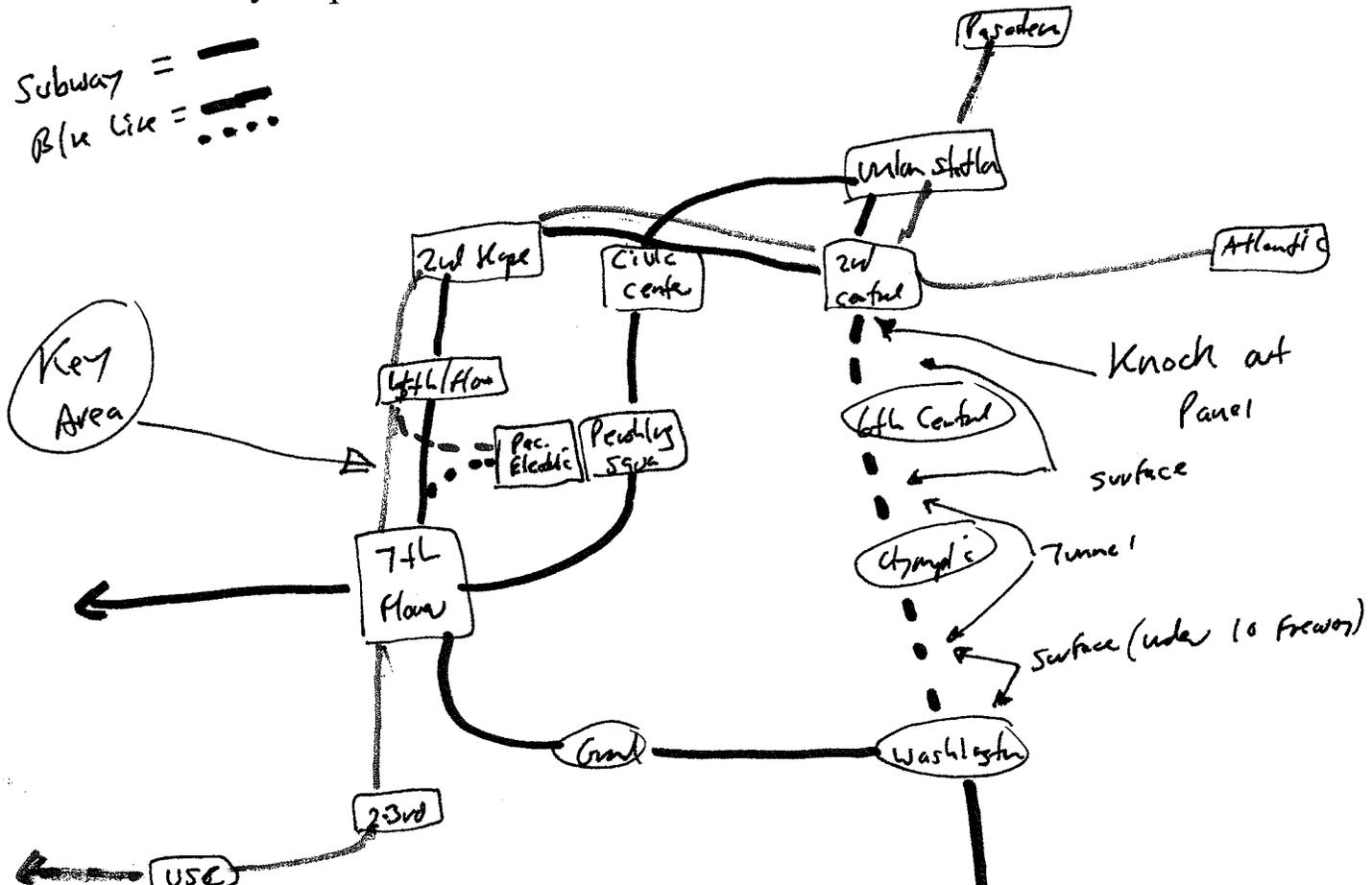
10

All the above items are pretty straight forward, common sense and I think most have been mentioned before. Now I have 2 comments a little outside the box, but will greatly affect the future of transit in downtown. A little creative, but I think will be really helpful. .

1/ Consider a connection as a stub line into the old Pacific Electric building basement. It is on the same level as the Pershing Square subway station. (PS- This idea came from the father of light rail, the gentlemen who started the SD Trolley, James Mills). My suggestion is that you can turn back blue line trains or even gold, off the main line. You can hold extra rush hour trains.. It can become another transfer point to the subway, not just 7th/flower. The Blue and Expo are going to have much higher ridership than either of the Gold Line legs, so instead of always running 3 car sets all the way to the end, you can turn back some. Plus stack up additional rush hour only sets. While you can use as storage track, it may be easier than building a 3 track pocket track under the streets when width is an issue. I believe would not be hard to accomplish, but will give you really great operational flexibility.

11

My map=

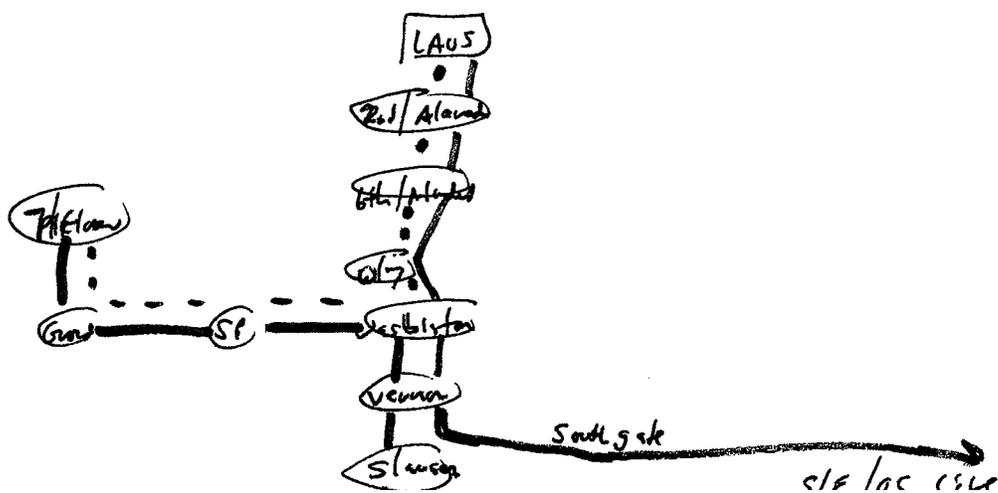


2/ My other suggestion is to build a “knock out panel” just west of the new 2nd/Alameda station in order to facilitate a line down Central Ave as the one day (and it will come) as the Blue Line shortcut to/from Union Station. Central is plenty wide for several miles south towards Olympic. At which point, a short tunnel will be needed to then align the track into the north end of the MTA owned property just north of the Santa Monica freeway where it could come up to ground level, go under the freeway and then continue right into the existing junction with the Blue at Washington. I propose stations at 6th and Central (as 6th turns into Whittier Blvd) Central and Olympic. Nice spacing between 2nd/Central and Washington/LB Blvd. This need to be coordinated with the Harbor Subdivision people who had talked about some kind of elevated line on Alameda to get to 1st/Alameda to allow the Harbor Sub Line (if build as a light rail) to get access I assume to Union Station. I see this segment as allowing=

- >alternating Blue Line trains to go direct to LA Union Station
- >East LA line passengers to transfer at 2nd /Alameda for a much quicker ride to Long Beach
- >You could bring some Gold Line trains (either Pasadena or ELA) down this line to Washington to allow West or South transfers to the Blue Line
- >Or depending on what happens with the SE corridor (the PE Orange County line study), this also could be an entry point for that project to get to Union Station by joining that line down near South Gate/Slauson into the existing Blue, then traveling up my new connection to LAUS. My map is on the ~~next~~ page.

12

pdw



I have lots of ideas and every MTA meeting I have ever gone to for all the lines, never have heard back . Do you really review all the suggestions submitted? Just interested. Thanks again for the time. This is a great project. Wish you could build it a lot faster. Thank you.

13

PC37

Responses to Comments from NARP-TRAC-PRS, Johnston, Mark R.

Response to Comment PC37-1

Support for prioritized implementation of the Regional Connector project is noted. Please refer to Responses to Comments PC37-2 through PC37-13, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC37-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC37-3

Comment acknowledged. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The east-west and north-south routes of the Locally Preferred Alternative would each operate with five minute headways during peak hours, combining to yield trains every 2.5 minutes in each direction along the Regional Connector.

Response to Comment PC37-4

Comment acknowledged. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR. The community has been involved in the refinement of the mitigation measures through meetings held during the preparation of this Final EIS/EIR. Metro has committed to other mitigation measures in lieu of cash payments to assist business in Little Tokyo.

Response to Comment PC37-5

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulation revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Homba Hongwanji Temple. Trackside signals, cab signaling, and automatic train control systems would be used to ensure the safety of the single-level junction.

Response to Comment PC37-6

Constructing tunnels stacked on top of each other would require higher-risk tunneling activities than the side-by-side tunnels identified for the Locally Preferred Alternative. Construction of the 2nd/Broadway station would also require deeper excavation in the vicinity of historic buildings in order to accommodate stacked tunnels. As such, the Locally Preferred Alternative includes side-by-side tunnels beneath 2nd Street.

Response to Comment PC37-7

The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way Connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. Metro will work with the Related Companies and the Broad Foundation to enhance the pedestrian connections at the 2nd/Hope Street station.

Response to Comment PC37-8

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC37-9

All light rail stations on the Metro Rail system can now accommodate three-car trains. Four-car trains would exceed the distance between crossings on some street-running portions of the system. As such, four-car trains are not practicable.

Response to Comment PC37-10

East-west and north-south LRT routes would each operate with five minute headways during peak hours, combining to yield trains every 2.5 minutes in each direction, with development of the Fully Underground LRT Alternative (the Locally Preferred Alternative). Adequate signaling would be incorporated into the LRT lines that would connect to the Regional Connector to achieve headway goals.

Response to Comment PC37-11

The Regional Connector alignment beneath Flower Street would not be level with the abandoned Belmont Tunnel leading to the former Pacific Electric subway terminal. The tunnel has also been severed by the foundations of high-rise buildings built since its abandonment in the 1960s. The Locally Preferred Alternative includes a pocket track between the 7th Street/Metro Center Station and the 2nd/Hope Street station, which can accommodate the need to turn back trains.

Response to Comment PC37-12

The alignment immediately west of the new underground station in Little Tokyo would be constructed using tunnel boring machine excavation. Knockout panels are not feasible in bored tunnels. Extension of the station box farther west is not practicable due to the potential for impacts to the Japanese Village Plaza parking structure. Similar alignments on Alameda Street were studied in the Metro Blue Line connection studies in the early 1990s, but were not pursued

due to a desire to serve the major activity centers in downtown Los Angeles. A potential connection between the Metro Blue Line and potential future rail service on the Harbor Subdivision was studied in the Metro Harbor Subdivision Alternatives Analysis Report.

Response to Comment PC37-13

Yes, all comments from meetings are reviewed, and all Draft EIS/EIR comments are responded to in writing.

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

1
2

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

Thank you for your consideration.

Sincerely,



Savoy Resident
Unit # 160

PC38

Responses to Comments from Salumbides, Romeo

Response to Comment PC38-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC38-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

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1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,



Savoy Resident
Unit # 263

Teresa Lim

PC39

Responses to Comments from Lim, Teresa

Response to Comment PC39-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC39-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

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1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,


Savoy Resident
Unit # 449

Young S. Yoon

PC40

Responses to Comments from Yoon, Young S.

Response to Comment PC40-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC40-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

**Little Tokyo Business Improvement District
Survey of the Regional Connector Transit Corridor Project DEIS/DEIR**

Date: 10/4/10
 Company Name: Nishi Center / Parent
 Address: _____
 Telephone/E-Mail: 323-580-3309
 Name: Anno Marie Grewal
 Owner Employee Manager Other: Nishi Center Parent

1. Locally Preferred Alternative:	<u>Support</u>	<u>No-Support</u>	
No Build Alternative	<input type="checkbox"/>	<input checked="" type="checkbox"/>	} 1
Transportation System Management Alternative	<input type="checkbox"/>	<input type="checkbox"/>	
At-Grade Emphasis Alternative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Underground Emphasis LRT Alternative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Fully Underground LRT Alternative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Preservation of Japanese Business Influence and Culture: Serious and real discussions needs to take place with Metro Staff and the Little Tokyo business community to preserve the Japanese business influence and culture.	<input type="checkbox"/>	<input type="checkbox"/>	
3. Business Interruption: Additional funding shall be made available for those businesses, tenants, or property owners whose businesses endeavors are adversely impacted during the course of construction of the Regional Connector Project. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants, and property Owners, along with those governmental agencies, Having jurisdiction to make policy to resolve issues from adverse business interruption during the course of construction of the Regional Connector Project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	} 2
4. Replacement of On-Street and Off-Street Parking: All off-street parking spaces loss through eminent domain shall be replaced. All on-street and off-street parking spaces taken away during the course of construction shall be replaced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	} 3

Please return survey form before October, 10, 2010 to:
 Little Tokyo Business Improvement District
 200 S. San Pedro Street, Suite 400B, Los Angeles, CA 90012

PC41

Responses to Comments from Grewal, AnnMarie

Response to Comment PC41-1

Thank you for your comment. It is noted that the commenter supports the At-Grade Emphasis LRT, Underground Emphasis LRT, and the Fully Underground LRT Alternatives, and opposes the No Build Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Metro has and will continue to coordinate with the Little Tokyo business community regarding the Regional Connector project.

Response to Comment PC41-2

It is Metro's goal to minimize adverse impacts to the Little Tokyo community, including impacts to businesses. Metro will implement the mitigation measures proposed by the Little Tokyo Community Council and Little Tokyo Business Improvement District/Little Tokyo Business Association regarding business interruption shown in the Mitigation Monitoring and Reporting Program (Chapter 8) of this Final EIS/EIR. Metro will work with the Regional Connector Community Leadership Council to serve all businesses affected by Regional Connector construction.

Response to Comment PC41-3

Metro understands the impacts that construction would have in the Little Tokyo community, and will work with the community to minimize impacts to businesses. During construction, Metro will minimize lane and sidewalk closures, and will provide adequate detours to maintain pedestrian flow. Temporary replacement parking will be provided during construction as needed to offset the impact of on-street and off-street parking removal. As part of temporary replacement parking efforts, Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction. Please refer to the Transportation Impacts and Environmental Justice sections of Chapter 8, Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative, for more information regarding construction parking mitigation measures.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서



Name	Nombre	名前	이름
Organization	Organización	所属	단체
Address	Dirección	住所	주소
Telephone	Teléfono	電話	전화
Email	Correo electrónico	電子メール	이메일
Comment	Comentario	コメント	의견

I FULLY SUPPORT THE FULLY UNDERGROUND OPTION AND AM IN FULL SUPPORT OF A 2ND AND 3RD RAIL STATION. THANKS FOR ALL YOUR HARD WORK!

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net / regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

의견은 반드시 2010년 10월 18일까지 접수되어야 공공 기록의 일부로 간주됩니다. 의견은 이메일로 regionalconnector@metro.net으로 보내주셔도 됩니다. 의견은 다음 주소로 우편으로 보내주셔도 됩니다: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 웹사이트 www.metro.net/regionalconnector를 방문하시면 전체 문서를 보실 수 있습니다.



PC42

Responses to Comments from Garcia, Dan

Response to Comment PC42-1

Thank you for your comment. Support for the Fully Underground LRT Alternative and 2nd/Broadway station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: A Public Comment on the Regional Connector DEIR

Date: Monday, October 4, 2010 3:13 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: John Gove [mailto:johnpgove@gmail.com] On Behalf Of John Gove

Sent: Monday, October 04, 2010 12:04 AM

To: Regional Connector

Subject: A Public Comment on the Regional Connector DEIR

Hello RC Staff,

My name is John Gove, and I am a life-long resident of the San Gabriel Valley. Presently I live in Monrovia and sometimes use the gold line to get to downtown. However, reaching the city center and historic core require a cumbersome transfer to the red line at Union Station. The delay makes driving more expedient for Main Street or 7th St. and Grand destinations. I look forward to a single seat ride from the Sierra Madre Villa station to the Broadway station or the 7th St. Metro Center. I have closely followed the Regional Connector's evolution for the past 3 years, and I'm by and large pleased with the current DEIR. However, please consider the following comments for the record.

1

1) The inclusion of the "fully underground" alternative is wonderful and the only elegant, modern solution for the RC. It shows foresight on the part of the Little Tokyo residents' who fought for it. The at-grade alternative is too cumbersome for the grid and reminiscent of the painfully slow transit already experienced on the blue line along Washington Blvd. The train portal and pedestrian bridge structure proposed in the underground-emphasis alternative are downright reminiscent of the hulking ELs of Chicago and Brooklyn. I am aware of the cost increase for going fully underground, but I consider it money well spent, offset by the potential for better development. Moving the train portals and eliminating the pedestrian bridge will leave the Office Depot block less constrained for redevelopment. Not grade-separating Alameda and not splitting the Little Tokyo station over an intersection will open the intersection for street-facing retail, generating better tax revenue and pedestrian activity. I will definitely use the underground station to get to the Lazy Ox Canteen.

2

2) I am very concerned about the connectivity of the Hope St. station to Upper Grand Ave. I have combed through the published diagrams and see scant reference to such a connection. From a single DEIR diagram, I see a "pedestrian bridge". Since there is a three-story grade difference to Hope St., I assume the diagram's depiction is an elevator at the end of the "pedestrian bridge". I have serious concerns about this under-designing. Even large capacity elevators seem to be designing for congestion. I easily imagine an event on Grand Avenue attracting more people in a concentrated time than elevators can accomodate. Escalators are essential. Perhaps the assumption is that people will simply walk up 2nd St. along Disney Hall's south wall, but that seems like bad market research. People avoid walking up hills. Angels Flight is good market research from over 100 years ago; people don't want to hike Bunker Hill. I bet I

3

would not be the only one walking up the hill thinking, "So they made a Bunker Hill stop that doesn't get you to Bunker Hill?" Prior to the DEIR, I attended an RC meeting at Lake Ave. Congregational Church and asked Metro representatives about the connection. They said they had spoken with the developer but deferred to Related Co. and the Grand Avenue Authority on the final details. Since the Broad Foundation is now leasing the most adjacent parcel, I want to know a more useful answer on the nature of the connection and when it will be implemented. Will the "pedestrian bridge" open when the line opens , or will it wait until Related Co. develops the southern parcel adjacent to the Broad Foundation museum? If it is the latter, that practically seems like saying it won't happen, since their projections for groundbreaking are repeatedly postponed.

3
cont'd

3) The proposed 5th St. station should not be eliminated. Some people suggest this station is too close, just a 1/4 mile to either station, so it should be cut to save money and speed up the transit time. This is short-sighted for two reasons. First, the 5th St. station will lessen the RC's traffic impact at the 7th St. station. Second, this Regional Connector stop is poised to provide front door service smack in the middle of the financial core next to a hotel with 1354 rooms. The job density at this stop is remarkable and more than enough to generate trips for three close stations. Some argue that these office tower jobs don't generate transit trips. That claim accurately depicts only a particular generation of workers. However, attitudes about transit are shifting between the generations, and younger generations are increasingly pro-transit, especially rail transit. For example, on a recent trip to Washington, D.C., I researched the federal redevelopment at the Suitland, just outside the district in Maryland. This major government center was initially constructed 60 years ago as an auto-centric employment hub for government departments, namely the Census Bureau, which competes among Fortune 500 companies for executives and analysts - workers comparable to any found Downtown Los Angeles. They studied their employees and found that new hires favorably viewed commuting via metro rail. Since a wave of retirement coincided with the redevelopment, the entire master plan for the redevelopment abandoned the highway and centered on the rail stop. Billions of dollars of present and future development were cast in favor of changing attitudes about rail transit. Meanwhile, the old Suitland is set to be demolished. It seems foolish for LA to do the opposite, especially when the development is already there! Yes, the station is close to 7th and cutting the station could save a whole 2 minutes of transit time, but people aren't fools, this stations is just too useful to pass up. If this generation doesn't get that, no big deal, the next one already does.

4

Thank you for all your hard work,

John

PC43

Responses to Comments from Gove, John

Response to Comment PC43-1

Thank you for your comment. Please refer to Responses to Comments PC43-2 through PC43-4, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC43-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC43-3

The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevation would be built as part of the Locally Preferred Alternative from 2nd/Hope Street station to the plaza, if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue, both of which would accommodate demand and provide access for persons with disabilities.

Response to Comment PC43-4

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. Metro agrees that the presence of enhanced rail transit would draw more riders from the nearby office towers, and believes that the pedestrian enhancement to 7th Street/Metro Center Station would improve access to businesses in the vicinity of 5th and Flower Streets. The additional information about the Suitland development is appreciated. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
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Name	Nombre	名前	이름
Organization	Organización	所属	단체
Address	Dirección	住所	주소
Telephone	Teléfono	電話	전화
Email	Correo electrónico	電子メール	이메일

M. CATMAN.

STUDENT (GEOLOGIST).

—

(310) 1039.3992

MATTHEW AND DOROTHY @ YAHOO.COM) LOWER CASE.

Comment Comentario コメント 의견

1 RIDE / 1 SEAT. GREAT. TIME IS OUR
 BIGGEST ADULTOR(S). I DO NOT FEEL OR
 SEE A GREAT NEED FOR A WHOLE-LOT-OF
 BUS / TRAIN STATION(S) / PLATFORM(S). THE MORE WALKIN'
 AND BIKE RIDIN' AND EXERCISIN' WE ALL DO,
 THE BETTER. HOPE-FULLY THIS PROJECT WILL
 HAPPEN. I BOARD 1 OR MORE TRAIN / BUS DAILY
 AND I WOULD LIKE TO GET TO AND FRO, WITH

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net / regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

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LESS STOPPING (on the public trans. sys.)

~~PRIVATE~~ AUTOS WERE BUILT TO UNDER-
TAKE THIS PROCESS BETTER. - I THINK =
😊

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cont'd

THANKS. MATTHEW.

AND I WILL BE AROUND.

😊



PC44

Responses to Comments from Aima, Matthew

Response to Comment PC44-1

Thank you for your comment.

Metro Regional Connector Transit Corridor Study
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Speaker Card

Name	Nombre	名前	이름
<i>Ruperto Mendiones</i> <i>downtown Resident</i>			
Organization	Organización	所属	단체
<i>Fully underground choice is correct. Other plans will increase congestion + force eventual conversion to underground at much greater cost.</i>			

1

Please limit your comments to two minutes. You can submit written comments.

PC45

Responses to Comments from Mendores, Rupert

Response to Comment PC45-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Comments on draft EIR Regional Connector

Date: Wednesday, October 6, 2010 9:13 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: Walker, Daniel [mailto:daniel.walker2@boeing.com]

Sent: Tuesday, October 05, 2010 4:35 PM

To: Regional Connector

Subject: Comments on draft EIR Regional Connector

We support building this downtown area Light Rail project, as proposed, ASAP to improve mobility, reduce congestion, reduce air pollution, and reduce our dependency on imported oil.

This regional connector will provide a one seat ride from Santa Monica to East LA, and from Long Beach to Pasadena / San Gabriel Valley. As overall ridership for the entire Metro rail system continues to rise, this downtown connection will be essential to avoid overcrowding and reduce total trip durations for many commuters. Let's build it right (underground option) from the beginning. Eliminating one key underground station to save money upfront is shortsighted.

This project will enhance other good Metro Light Rail extensions:

- Expo phase 2 to Santa Monica
- Gold phase 2 to Claremont / Ontario
- East LA phase 2

}

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}

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}

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Thanks and good luck,
Daniel Walker
7416 West 82nd Street
Los Angeles, CA 90045

PC46

Responses to Comments from Walker, Daniel

Response to Comment PC46-1

Thank you for your comment. Support for the project is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC46-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC46-3

Thank you for your comment.

Subject: FW: Public Comment regarding Regional Connector

Date: Tuesday, October 5, 2010 5:27 PM

From: Ann Kerman <kermana@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobergroup.com>, Ginny Brideau <ginny@therobergroup.com>

From: Jay Chen [mailto:jaychen@gmail.com]

Sent: Tuesday, October 05, 2010 5:00 PM

To: Regional Connector; Kerman, Ann

Subject: Public Comment regarding Regional Connector

Dear Ann,

I wish to state my concerns with the Metro Regional Connector underground option. Unfortunately I have not been able to attend the hearings, but I have had personal meetings with consultants for the Metro and am aware of what the plans are. My family owns the brick building on the southeast corner of First and Hewitt St. First, I would like to say that I am happy that plans are underway to make the Metro more efficient and useful for the Los Angeles community. However it is unfortunate that plans for the connector were not built into the plans for the Gold Line extension as it would have saved much time, money, and inconvenience.

1

While I am glad that the Gold Line extension was created, it has brought its share of difficulties as well, foremost being the elimination of parking. Free and metered street parking all along First St were eliminated for this project. In combination with the number of high-end condos and apartments that were built over pre-existing parking lots in the immediate vicinity (Mura, Artisan on Second, Savoy), this part of the Arts District/Little Tokyo has suffered a severe drop-off in parking options, which has been very detrimental to the lower-income individuals who reside in the area, many of whom reside in my building.

2

The plus side to all of this is the potential business and liveliness that a major transit center can bring. There are plans underway to turn the Mangrove site (kitty corner to my building) into a major mixed-use development, and to continue Hewitt St past my building and past First St all the way to Temple St. This would certainly help spark an otherwise neglected area.

3

The Regional Connector Underground Option as currently proposed would have a negative impact on this area in that it would cause trains to emerge right at the Hewitt/First intersection, thereby eliminating that cross walk, turn signal, and plans to continue Hewitt north to Temple St. It would serve to further isolate the south side of 1st Street from the north; Rose St to the west has already been shut off and privatized, and plans are underway to turn Garey St to the west into a pedestrian street. Hewitt St will soon be the only street within a two block radius to provide access to west-bound traffic on First St. To eliminate that option would be severely detrimental to the south side of First St and all of its residents.

4

I am not asking that the underground connector be eliminated, I am only asking that additional thought and engineering be evaluated to allow the new Gold Line train to emerge prior to the Hewitt/First intersection so that the intersection can be preserved. I am confident that it can be done.

5

Thank you for your consideration.

Sincerely,

Jay Chen

626-534-3544

PC47

Responses to Comments from Chen, Jay

Response to Comment PC47-1

Comment acknowledged. Please refer to Responses to Comments PC47-2 through PC47-5, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC47-2

Experience with the Gold Line Eastside Extension Phase 1 is noted.

Response to Comment PC47-3

Comment acknowledged. Metro is aware of the project and has coordinated with the owner.

Response to Comment PC47-4

Comment noted. Right turns, left turns, and pedestrian crossings on 1st Street would still be possible at Vignes Street and at Alameda Street as they are today. Both Vignes and Alameda Streets would provide access to westbound traffic on 1st Street. Metro believes that these intersections would provide adequate connections between the north and south sides of 1st Street in the absence of left turns and pedestrian crossings at 1st and Hewitt Streets.

Response to Comment PC47-5

Moving the proposed portal on 1st Street farther west is not feasible because it would create too steep of a grade for trains rising to the surface from the proposed junction beneath 1st and Alameda Streets.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, October 6, 2010 5:50 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Wednesday, October 06, 2010 12:11 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Allon

Last Name: Percus

Email: allon.percus@cgu.edu

Phone:

URL:

I am opposed to keeping the 5th & Flower station in the Regional Connector plans. It is absurdly close to the present Metro Center station, and having too many stops will slow trains down and make the line less competitive. It doesn't seem to be a wise use of resources to spend scarce transit dollars on a station that may harm the alignment more than help it.

1

PC48

Responses to Comments from Percus, Allon

Response to Comment PC48-1

Preference for the removal of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, October 6, 2010 5:51 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Wednesday, October 06, 2010 5:50 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Joseph

Last Name: Myers

Email: pslma7499@yahoo.com

Phone:

URL:

If the 5th/Flower station is going to be removed from the Regional Connector to save money, would it be possible to add an underground walkway (with above the ground exit) from 7th/Metro Center station to 5th/Flower?

Could be a good way to get people to that location easily (walking underground is convenient) without building a whole station.

1

PC49

Responses to Comments from Myers, Joseph

Response to Comment PC49-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, October 6, 2010 5:50 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Comejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Wednesday, October 06, 2010 1:46 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Rani

Last Name: Sitty

Email: rsitty@gmail.com

Phone:

URL:

I urge Metro to construct a station at 5th/Flower as part of the fully underground option for the Regional Rail Connector. Although such a station would add to the expense of the project, it will provide a great benefit to the heart of L.A.'s highrise financial district, and will be a key link in an extensive neighborhood transit network that's quickly transforming Downtown L.A. into the first Southern California community where it's truly feasible (and in fact, advantageous) to live without an automobile. Additionally, a 5th/Flower station would relieve pressure from the already-crowded Metro Center station, which will only see more congestion after the opening of the Regional Connector.

Elimination of the 5th/Flower station is not a prudent strategy to address the funding gap presented by the fully underground option. The gap is relatively minor, and elimination of the 5th/Flower station would permanently hobble Metro's flourishing rail network.

1

PC50

Responses to Comments from Sitty, Rani

Response to Comment PC50-1

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment

Date: Wednesday, October 6, 2010 5:49 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Wednesday, October 06, 2010 2:40 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Spencer

Last Name: Gross

Email: Spencer.gr@gmail.com

Phone: Spencer.gr@gmail.com

URL:

The 5th/Flower Station is too important as relief for the heavily used 7th/flower station to be dropped from the Regional Connector plans.

] 1

PC51

Responses to Comments from Gross, Spencer

Response to Comment PC51-1

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.



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Name	Nombre	名前	이름
Charles A Adelman			
Organization	Organización	所属	단체
Address	Dirección	住所	주소
6146 Eleanor Ave #107 Los Angeles CA 90038			
Telephone	Teléfono	電話	전화
1-323 (323) 460 6982			
Email	Correo electrónico	電子メール	이메일

Comment Comentario コメント 의견

On page 2-54 2.6.3, The Fully Underground LRT Alternative - Little Tokyo Variation 2 is rejected due to higher cost and concerns over its effects on the Buddhist Temple. This alternative however is the only design that can safely accommodate the projected 2 1/2 minute headways for the combined Blue/Gold LRT. Running trains this close together through a single level junction creates an over-dependence on technology always working and people not erring. All it takes is a signal failing (see Washington DC Metro Accident of last spring) or an operator

1

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Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

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Blowing through a signal (See recent BlueLine Vs MTA Bus accident or Chatsworth Metrolink accident). If we build a single level junction and run trains at 2 1/2 min headways, Murphy's law will prevail and sooner or later, 2 trains will meet with horrible results.

1
cont'd

Shortly after reading this document, I personally visited the area around the Buddhist Temple at 1st street and Vignes. While the main entrance to the temple is on 1st street, this is a pedestrian entrance only, and would not therefore be affected by having the LRT portal in the middle of the street. The parking lot entrance is on Vignes street, thus also not affected by the portal. There is a gated driveway just west of the building, that leads to the rear of the temple, however left turn access from 1st street is already blocked by the existing Goldline LRT ROW running down the middle of 1st street. Replacing this At-Grade Row with a portal will have no practical effect on the Buddhist Temple

2

The Temple may be affected by construction activities along 1st street however, but this should take no more than two years. This negative short term effect can be minimized by simply shutting down the eastside Gold Line during the construction period rather than re-routng the tracks. Given the extremely low ridership on this Line, few people would be affected by it disappearing for a few years.

PC52

Responses to Comments from Adelman, Charles

Response to Comment PC52-1

Fully Underground LRT Alternative – Little Tokyo Variation 2 was eliminated from further study due to potential impacts to the Los Angeles Homba Hongwanji Temple. A rail simulation was performed to ensure that the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be able to accommodate the Regional Connector’s projected 2.5 minute headway. Metro would use measures such as trackside signals, cab signaling, and automatic train control systems to ensure safety. Safety systems would be included to prevent train operators from passing red signals.

Response to Comment PC52-2

The Locally Preferred Alternative’s portal on 1st Street would be positioned away from the front of the Los Angeles Homba Hongwanji Temple per the temple’s request. Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to all businesses and organizations, including the Los Angeles Homba Hongwanji Temple. Metro would maintain Metro Gold Line service during the construction phase of the project, though two primary closures of the tracks around the existing Little Tokyo/Arts District station would be needed lasting up to six weeks each. Bus bridge substitution would be needed during these times. As with any existing operating lines, maintenance of tracks and overhead power lines may result in incidental service interruptions along the Metro Gold Line during construction. Metro will attempt to minimize closures and shorten the overall project construction schedule in order to reduce customer inconvenience. Additional information is provided in Section 4.18.2.6.1 of this Final EIS/EIR.

ANDREW YICK

222 S. Central Avenue, Unit #410 • Los Angeles, CA 90012 • (213) 613-1492 • andrew_yick@juno.com

October 9, 2010

Ms. Delores Roybal-Saltarelli
LA County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

Re: EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

I am a homeowner and resident of Little Tokyo. I am writing to express my strong desire that Metro choose the Fully Underground alternative.

For the past six (6) years, I have lived in Little Tokyo. I chose this section of downtown LA to live in because of its established unique community character, sense of history, and distinctive independent retail and restaurant options. I believe that any above-ground regional connector option would jeopardize the unique community character that makes Little Tokyo attractive to many visitors, current residents, and potential future residents.

1

A Fully Underground option would reduce the noise level, prevent any unnecessary tragic accidents between cars and/or pedestrians and on-coming trains. In addition, a fully underground option is aesthetically more appealing. Visible railroad tracks would create visual blight and serve as an eyesore.

Finally, please know that appealing urban neighborhoods are largely products of independent retailers and restaurants. Because these types of stores are not omnipresent, they serve as destination drivers. We cannot afford to lose these stores due to loss of revenue caused by the construction of the Regional Connect. Therefore, I urge Metro to fairly compensate these stores during the construction period so that they will emerge as continuing operations after the completion of the Metro.

2

Again, as a homeowner and resident of Little Tokyo, I urge Metro to choose the Fully Underground option.

3

Sincerely,



Andrew Yick

PC53

Responses to Comments from Yick, Andrew

Response to Comment PC53-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC53-2

Metro recognizes the important ways that independent retailers and restaurants contribute to community identity. Metro has included measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to offset impacts to businesses affected by construction. These include providing in-kind support and assistance to businesses in an effort to minimize impacts of the project.

Response to Comment PC53-3

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Fully Underground LRT Alternative**Date:** Monday, October 11, 2010 3:33 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: David Moore [mailto:mrmooresinsem@earthlink.net]

Sent: Saturday, October 09, 2010 2:16 AM

To: Regional Connector

Subject: Fully Underground LRT Alternative

I was pleased to attend the Little Tokyo presentation of alternatives last month. I support the concept of the Fully Underground LRT Alternative. I do have a question, however; will the tunnel along Second Street be built by excavating a trench and then covering, or by using the kind of tunneling machine that was used for the red line? A tunneling machine would have much less impact on the businesses in Little Tokyo.

1

Thank you. Yours,

David G. Moore

PC54

Responses to Comments from Moore, David G.

Response to Comment PC54-1

Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The tunnels beneath 2nd Street would be constructed using a tunnel boring machine, and stations would be constructed using the cut and cover method. Similar tunnel boring machine equipment was used for Red Line construction, but the technology has since advanced to yield better performance and safety. Metro agrees that tunnel boring machine excavation is generally less impactful than the cut and cover method, and has refined the Locally Preferred Alternative to maximize tunnel boring machine use. No cut and cover would occur on 2nd Street in Little Tokyo, and the tunnel under Flower Street between 3rd and 4th Streets would be excavated using a tunnel boring machine instead of cut and cover.

Subject: FW: Regional Connector on 2nd Street**Date:** Monday, October 11, 2010 3:33 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

-----Original Message-----

From: Rise Axelrod [mailto:rise.axelrod@gmail.com]

Sent: Saturday, October 09, 2010 10:27 AM

To: Regional Connector

Subject: Regional Connector on 2nd Street

I am a resident of the Higgins Building at 108 W. 2nd Street. I very much oppose the At-Grade Alternative because of the negative impacts on the neighborhood including noise and traffic congestion on 2nd street so near to my home. There is already a great deal of traffic on 2nd Street and I am concerned that an at-grade train would make the traffic congestion much worse and increase the likelihood of accidents.

1

I am very much in favor of the Below-Grade option, and often use public transportation.

Thank you,

Rise B. Axelrod

McSweeney Professor of Rhetoric and Teaching Excellence
Chair, Committee on Academic Personnel

Director of Composition

Department of English

University of California

Riverside, CA 92521

PC55

Responses to Comments from Axelrod, Rise B.

Response to Comment PC55-1

Thank you for your comment. It is noted that the commenter supports a below-grade option and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: regional connector

Date: Monday, October 11, 2010 3:34 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Steven Axelrod [mailto:steven.axelrod@gmail.com]

Sent: Saturday, October 09, 2010 12:28 AM

To: Regional Connector

Subject: regional connector

Thank you for your email.

My wife and I strongly support the fully underground option. It's much better for metro users like ourselves--and for street traffic and street ambience.

1

Thank you for your solicitation of my views.

Sincerely,

Steven Axelrod

108 W. 2nd Street, #609

Los Angeles, CA 90012

Professor of English
University of California
Riverside, CA 92521

PC56

Responses to Comments from Axelrod, Steven

Response to Comment PC56-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

October 10, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,



Japhet Hom
Savoy Resident
100 South Alameda Street, Unit #337
Los Angeles, CA 90012
(213) 709-7147 cell
Email: captk1701@aol.com

PC57

Responses to Comments from Hom, Japhet

Response to Comment PC57-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC57-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Subject: FW: 2nd & Main

Date: Tuesday, October 12, 2010 1:18 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

From: Adriana Centeno [mailto:acenteno76@yahoo.com]

Sent: Tuesday, October 12, 2010 10:57 AM

To: Regional Connector

Subject: 2nd & Main

As a home owner at 108 W. 2nd Street, Unit 204, I would like it noted that the preference of our community is to have the fully below-grade option.

We love mass transit but 'at-grade' will have very negative impacts for our building and for neighborhood traffic (congestions, deaths & serious injury...). Apart from the noise and visual impacts, 'at-grade' would mean a very high volume of train traffic along 2nd Street outside our door during peak times.

Thank you in advance for noting my preference in this matter,

Adriana Centeno

1

PC58

Responses to Comments from Centeno, Adriana

Response to Comment PC58-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Metro Connect**Date:** Tuesday, October 12, 2010 1:19 PM**From:** Regional Connector <RSC_RegionalConnector@metro.net>**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

-----Original Message-----

From: elana saviolis [mailto:elanasav@yahoo.com]

Sent: Tuesday, October 12, 2010 9:04 AM

To: Regional Connector

Subject: Metro Connect

Dear Sir or Madam:

I am the owner of a loft at 2nd and Main, facing 2nd street, and I am writing you today to tell you of my strong sentiments against the "at-grade" option for the metro connector. This will be right outside of my window, and the amount of noise it will generate will be unbearable. The street is narrow, and cars drive very fast on both Main and 2nd Streets, so I believe it could also be a very dangerous option to put this at street level. Please, for the consideration of downtown residents, please select the underground option.

1

Thank you,
Elana Santana
108 W. 2nd St. #414
Los Angeles, CA 90012

PC59

Responses to Comments from Santana, Elana

Response to Comment PC59-1

Thank you for your comment. It is noted that the commenter supports an underground option and opposes an at-grade option. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Regional Connector Transit Corridor Feedback Form [#2]

Date: Wednesday, October 13, 2010 11:50 AM

From: Ginny Brideau <ginny@therobertgroup.com>

To: Ann Kerman <kermana@metro.net>

From: Roybal, Dolores [mailto:ROYBALD@metro.net]

Sent: Wednesday, October 13, 2010 9:24 AM

To: Leung, Julie

Cc: Ginny-Marie Brideau

Subject: FW: Regional Connector Transit Corridor Feedback Form [#2]

FYI

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Tuesday, October 12, 2010 8:03 PM

To: Roybal, Dolores

Subject: Regional Connector Transit Corridor Feedback Form [#2]

Name * Fred Berk

Email (you@email.com) * fredaberk@gmail.com

Phone Number (818) 789-4372

Select a Subject * I have a suggestion

Comment * I think the only way that the Downtown Connector will be successful is to make it underground, so that the Gold Line - Blue Line route will be a true rapid transit route until it meets the street south of downtown. In every city I know of that has rapid transit, the lines go directly through the central business district without being hindered by street traffic.

1

PC60

Responses to Comments from Berk, Fred

Response to Comment PC60-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Regional Connector Transit Corridor Feedback Form [#1]**
Date: October 19, 2010 9:59:16 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Webmaster
Sent: Friday, October 15, 2010 4:50 PM
To: Regional Connector
Subject: FW: Regional Connector Transit Corridor Feedback Form [#1]

FYI,

Form results for you.

Joe A. Simpson, Jr.

Webmaster - Interactive Design and Strategy
 Creative Services
 Metro
 One Gateway Plaza
 99-19-20c
 Los Angeles, CA 90012-2952
 213.922.2353 (Phone)
 213.216.9286 (Cell)

www.metro.net
simpsonj@metro.net
webmasters@metro.net

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Tuesday, October 12, 2010 3:29 PM
To: Lam, Lan-Chi
Subject: Regional Connector Transit Corridor Feedback Form [#1]

Name *	Jason Barnes
---------------	--------------

Email (you@email.com) *	jason64128@mac.com
--------------------------------	--

Phone Number (559) 684-2798

Select a Subject * I have a suggestion

Comment * I agree with eliminating the 5th/Flower station. It is unnecessary because it is only 2 blocks from another station. It will slow the trains considerably and add expense to the project. People are not so lazy that they cannot walk two extra blocks to come to another station.

1

PC61

Responses to Comments from Barnes, Jason

Response to Comment PC61-1

Preference for the removal of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: RE: Regional Connector Transit Corridor Feedback Form [#3]**Date:** Wednesday, October 13, 2010 11:52 AM**From:** Ginny Brideau <ginny@therobertgroup.com>**To:** Dolores Roybal Saltarelli <roybald@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>**Cc:** Ann Kerman <kermana@metro.net>, Laura Cornejo <CORNEJOL@metro.net>

Dolores,

Do you know if Laura is already set up to receive the comments that come in from the feedback form? If not, is it possible to have these redirect to regionalconnector@metro.net so that they all go to the same place?

Ginny

From: Roybal, Dolores [mailto:ROYBALD@metro.net]**Sent:** Wednesday, October 13, 2010 11:04 AM**To:** Leung, Julie**Cc:** Ginny-Marie Brideau**Subject:** FW: Regional Connector Transit Corridor Feedback Form [#3]

FYI

From: Wufoo [mailto:no-reply@wufoo.com]**Sent:** Wednesday, October 13, 2010 10:51 AM**To:** Roybal, Dolores**Subject:** Regional Connector Transit Corridor Feedback Form [#3]**Name *** Aaron Kahn**Organization/Company** White & Case LLP**Email (you@email.com) *** scakahn@gmail.com**Phone Number** (323) 640-1582**Select a Subject *** I have a suggestion**Comment ***

I have recently read the suggestion that the regional connector may save money by eliminating the proposed 5th & Flower station. I write to urge Metro not to do this. I am an attorney at a major law firm in the financial district (US Bank Tower) and I ride the subway almost everyday to work from my home in Hollywood. I am a lifelong proponent of public transportation in Los Angeles. Putting another station in the financial district will help convince busy professionals that riding the rail lines are in their interests. Whether I get off the red line at 7th & Metro or at Pershing Square it is a ten minute walk to my building. That adds a significant amount of time to my commute. A station at the heart of the financial district at 5th & Flower would cut that time drastically and would convince other professionals that the system is accessible and convenient. The number of added riders who would purchase monthly passes over the years could very well help offset a large portion of the cost of building the station. I urge you to retain the 5th & Flower station.

1

PC62

Responses to Comments from Kahn, Aaron

Response to Comment PC62-1

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: Regional Connector Transit Corridor Feedback Form [#4]

Date: Wednesday, October 13, 2010 1:12 PM

From: Dolores Roybal Saltarelli <roybald@metro.net>

To: "Leung, Julie" <LEUNGJ@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Wednesday, October 13, 2010 12:43 PM

To: Roybal, Dolores

Subject: Regional Connector Transit Corridor Feedback Form [#4]

Name * Derrick Lo

Email (you@email.com) * djlo7@sbcglobal.net

Select a Subject * I have a suggestion

Comment * The 5th/Flower station MUST be built. If funding for it is out of reach, then provisions need to be made to make it easier to construct as a future infill station.

] 1

PC63

Responses to Comments from Lo, Derrick

Response to Comment PC63-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Street area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

October 13, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team’s recommendation and endorsement of the Fully Underground Alternative as the “locally-preferred” alternative.

1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,

Domino Cheung

Savoy Resident
Unit #242

PC64

Responses to Comments from Cheung, Domino

Response to Comment PC64-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC64-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Comments on Draft EIS/EIR for Regional Connector**
Date: October 14, 2010 1:01:01 PM PDT
To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, "Ginny-Marie Brideau" <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

From: grace lu [mailto:glu1688@gmail.com]
Sent: Wednesday, October 13, 2010 9:16 PM
To: Regional Connector
Subject: Comments on Draft EIS/EIR for Regional Connector

October 13, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

Thank you for your consideration.

Sincerely,

Grace Lu
Savoy Resident
Unit #108

] 1
] 2

PC65

Responses to Comments from Lu, Grace

Response to Comment PC65-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC65-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,



Jannie Oh
Savoy Resident
Unit #251

PC66

Responses to Comments from Oh, Jannie

Response to Comment PC66-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC66-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 13, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team’s recommendation and endorsement of the Fully Underground Alternative as the “locally-preferred” alternative.

1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,

Lupe Ortiz, Savoy Resident
Unit #459

PC67

Responses to Comments from Ortiz, Lupe

Response to Comment PC67-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC67-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Subject: FW: Subway Pro Comment**Date:** Wednesday, October 13, 2010 3:21 PM**From:** Dolores Roybal Saltarelli <roybald@metro.net>**To:** "Leung, Julie" <LEUNGJ@metro.net>**Cc:** Ginny Brideau <ginny@therobertgroup.com>

FYI

From: Westside Extension**Sent:** Wednesday, October 13, 2010 2:09 PM**To:** Regional Connector; Kerman, Ann; Roybal, Dolores**Subject:** FW: Subway Pro Comment

For you guys as well!

From: Wally Marks [mailto:Wally@wnmrealty.com]**Sent:** Wednesday, October 13, 2010 1:54 PM**To:** Westside Extension**Subject:** Subway Pro Comment

Let's move forward with these two projects, **Wilshire Subway and the Downtown Regional Connector**. Our traffic, our town our economy and our environment needs them all.

] 1

Thank you.

Wally Marks

WALTER N. MARKS, INC.

Helms Hall of Fame

8758 Venice Boulevard, Suite 100

Los Angeles, CA 90034

310-204-1865 (o)

310-836-2208 (f)

310-678-5524 (m)

Check out our new Helms Bakery website: www.helmsbakerydistrict.com*"If you give something away, you never lose it."*

PC68

Responses to Comments from Marks, Wally

Response to Comment PC68-1

Thank you for your comment. Support for the project is noted.

From: Regional Connector <RSC_RegionalConnector@metro.net>
 Subject: **FW: Comments Regarding Draft EIS/EIR for the Regional Connector**
 Date: October 14, 2010 1:00:38 PM PDT
 To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, "Ginny-Marie Brideau" <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

From: wktakashi@aol.com [mailto:wktakashi@aol.com]
Sent: Wednesday, October 13, 2010 9:37 PM
To: Regional Connector
Subject: Comments Regarding Draft EIS/EIR for the Regional Connector

October 13, 2010

Dolores Roybal Saltarelli, Transportation Planning Manager
 Los Angeles County Metropolitan Transportation Authority

Ms. Roybal Saltarelli:

As we approach the conclusion of the review period for the Draft EIS/EIR of the Regional Connector Transit Corridor Project, I would like to offer the following comments:

1. I fully support the concept of the Regional Connector as it is a uniquely critical component of a sorely needed rail transit system in the greater Los Angeles region.
 - a. The various light rail lines now in existence, and those that are either under construction or in the early planning stages, will serve a diverse group of communities that deserve to be connected to each other in a manner that will be the most efficient and cost effective for the large population of riders that is expected to materialize over the next generation.
 - b. Continuing to construct rail lines that do not permit "one-seat" or "one-ticket" rides to the outer reaches of the rail system not only may discourage long distance commutes, but it may create a hesitation to board a train even for shorter commutes if riders know that the ride will require a transfer(s), additional fare(s) and/or longer commute times.
 - c. The location of the Regional Connector Transit Corridor, as depicted in the Draft EIS/EIR, appears to offer the best option for the system as a whole.
2. With the conditions noted below, I can support only the Fully Underground alternative as the Locally Preferred Alternative (LPA). Any other build options are completely unacceptable as they will create environmental chaos and long-term difficulties for the Little Tokyo community. These concerns were well noted during the long community review process that was undertaken by the Metro staff prior to the release of the Draft EIS/EIR. Should the Fully Underground alternative not be selected as the LPA, I believe that the Little Tokyo community will fight the Regional Connector project with great intensity.

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My support for the Fully Underground alternative comes with the following conditions:

- a. To whatever extent possible, begin the tunnel boring from the west end of the project, near the 2nd Street/Flower Street/Hope Street intersection.
- b. Ensure that the Little Tokyo community stakeholders have a full seat at the table when developing and approving any impact mitigation measures.
- c. Ensure that the Little Tokyo community stakeholders are fully involved in the execution of the Mitigation Monitoring Plan that is created for this project.
- d. Ensure that the businesses within the Little Tokyo community are provided with a secure safety net, including:
 - i. A designated fund set aside for targeted marketing for all businesses
 - ii. Establishment of a Business Interruption Committee, composed of local businesses and property owners, that will have a direct line of contact with Metro so as to minimize business disruptions during all phases of the Regional Connector construction, and that will have the ability to ensure a timely resolution to any unforeseen problems.
 - iii. The establishment of a business compensation fund that will assist the businesses in Little Tokyo in surviving the years-long disruption that is sure to heavily affect their business operations. Many individuals within the business community are strongly advocating for the "No Build" option. A business compensation fund would help to allay the concerns of many business people.
- e. The redevelopment of the current Office Depot block (bounded by 1st Street, 2nd Street, Central Avenue and Alameda Street) must not be planned without formal and equitable input from the Little Tokyo community stakeholders.

If the Fully Underground alternative is selected as the LPA, and the cost of the project becomes excessive, I would advocate for the dropping of the station at 5th Street and Flower Street, as it may be unnecessary due to the proximity of the two flanking stations.

Thank you for accepting these comments and entering them into the official records for the review of the Draft EIS/EIR.

Wilbur Takashima

PC69

Responses to Comments from Takashima, Wilbur

Response to Comment PC69-1

Comment acknowledged. Support for the Regional Connector Transit Corridor project is noted. It is the vision of the Regional Connector Transit Corridor project to connect the spokes of the regional system and provide a “one-seat ride” from Long Beach to Montclair and from East Los Angeles and the San Gabriel Valley to Santa Monica.

Response to Comment PC69-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC69-3

Comment acknowledged. As indicated in Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, a range of durations, 2-4 months for the TBM insertion site and 24-48 months for the 2nd Street TBM tunnel, was assumed for tunneling activities at both insertion site options. These ranges are conservative estimates. Disproportionate impacts associated with each alternative were discussed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR.

The small size of the 2nd/Hope Street station site would require a substantial portion of construction staging activities to occur in the surrounding streets, necessitating longer downtown street closures and increased cut and cover activities. This would have the effect of reducing mobility downtown and could deter visitors from frequenting many downtown communities, including Little Tokyo. In addition, the 1st/Central Avenue station site in Little Tokyo would need to be used as the TBM receiving site if the tunnel boring machines are inserted at the 2nd/Hope Street station site.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site options at 2nd/Central Avenue station and the 2nd/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1st and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. The TBM would be inserted approximately 700 feet from the originally proposed 2nd/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4th Street, instead of ending at the proposed 2nd/Hope Street station. Spoils would be removed within the Mangrove property, and trucks would be routed to the east and/or north to reach the freeway, and would not pass through Little Tokyo. Section 4.18, Construction Impacts, of this Final EIS/EIR contains further detail regarding estimated construction durations, construction scenarios, and tunnel boring operations at the Mangrove property. Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR have been revised based on the new TBM insertion site in this Final EIS/EIR. A portion of the Mangrove property was identified for construction staging in the Draft EIS/EIR. Inserting the

TBM at the Mangrove property would not result in new significant impacts or substantially increase the severity of impacts previously identified in the Draft EIS/EIR.

Worksite Traffic Control Plans will be developed in coordination with the Los Angeles Department of Transportation and presented to the community prior to construction activities. Metro will provide the community with updates regarding the construction schedule prior to and during construction.

Response to Comment PC69-4

During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included meetings with the Little Tokyo Working Group, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Community input during these meetings has been taken into account in the refinement of the Locally Preferred Alternative and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8), which are presented in this Final EIS/EIR.

Response to Comment PC69-5

Please refer to Response to Comment PC69-4, above.

Response to Comment PC69-6

The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains confirmed mitigation measures that Metro will implement to address the adverse impacts of the Regional Connector. This includes targeted marketing for affected businesses during the construction phase.

Response to Comment PC69-7

Comment acknowledged. As indicated in Section 4.3 Community and Neighborhood Impacts, mitigation to reduce community and neighborhood impacts during construction of the Locally Preferred Alternative involves the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours.

In addition, Metro will create a Regional Connector Community Leadership Council, consisting of local business and property owners, to streamline Metro's communication with all communities affected by the project and respond to their concerns during construction of the Locally Preferred Alternative.

Response to Comment PC69-8

Metro intends to work with the Little Tokyo community to support businesses throughout the construction phase of the project. It is Metro's goal to minimize the Regional Connector's adverse impacts to businesses. Targeted marketing efforts and other technical assistance are included as confirmed mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro believes that, once completed, the Regional Connector will be beneficial for the Little Tokyo business community.

Response to Comment PC69-9

Metro has refined the Locally Preferred Alternative and reduced the need for acquisitions on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. Only the northern portion of the parcel would need to be acquired for the Regional Connector. Any redevelopment of this portion of the block would occur separately from the Regional Connector project, but Metro would seek formal and equitable input from Little Tokyo stakeholders.

Response to Comment PC69-10

Preference for the removal of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

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TO THE ONE I
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To: MS. DOLORES
ROYBAL
SARTARELLI

202 S. Juanita Ave., # 2-211
Los Angeles, CA 90004
Oct. 14, 2010

Ms. Dolores Roybal Sartarelli, Project Manager
Metro, One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

Subject: Comments on the Draft EIS/EIR
For the Regional Connector Transit Corridor Study

Dear Ms. Sartarelli:

This letter is primarily in support of the underground option included in the downtown connector EIS/EIR. I believe that the basic Flower-2nd Street-Alameda/1st Street light rail transit connector is of great importance in linking major parts of the LA County rail transit system, tying together the Long Beach line to Pasadena/Azusa, and Santa Monica to East LA and likely cities east-southeast of this point.

Many have said that this connector is long overdue; but with financial needs elsewhere, it has finally taken the completion (well, Expo is very close to completion of its first segment) of four major light rail spokes approaching the LA CBD from different directions to finally build up the momentum to install this major connecting link in the light rail system.

Although I have spent a few minutes during public comments at meetings discussing the future (preservation or otherwise) of the existing surface track linking Union Station with Little Tokyo and Boyle Heights, currently in use, I now conclude that the opening of the all-underground LRT connector is of far greater importance than long-term retention, for various purposes, of this Alameda Street-1st Street surface track operation. This is based on expected high levels of ridership by transit with a minimum of transfers, from and to outlying cities in the county, via the CBD connector which is expected to open in 2019.

I have a few comments on certain aspects of the downtown connector as follows; with some modifications of things I said in the recent public meetings.

STATIONS

Of the four downtown connector stations listed earlier, now I understand that one of the four (either 5th or 2nd /3rd and Flower) might have to be dropped (at least for initial operations, anyway) for reasons of available funding. Although I was rather lukewarm about the need for the 5th and Flower station at one of the public meetings, upon thinking this one through I

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now favor the 5th Street station (perhaps 5th to 6th street), in part because it would serve the main downtown library, and in part because of the steep hill linking a 2nd/3rd Street station with the Disney facility, Music Center, DWP, and so forth (I suspect many people, not just the elderly and handicapped) would prefer a small shuttle bus, which could start at 5th or 6th, to go up and down this hill.

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I support the 2nd Street station east of Bunker Hill without a specific preference between Broadway, Spring, or Main; and the 2nd-1st Street underground station for Little Tokyo.

3

POCKET TRACKS

The red/purple lines have a combined pocket track west of Alvarado, in occasional use, and are able to use the major maintenance facility east of Union Station for other such needs. The Blue Line has two end tracks along Flower north of 7th, allowing room for two x three-car trains. There has been speculation that when the Exposition Line opens, there may be inadequate storage space in this area. With the downtown connector, this may be somewhat less of a problem, although there will be trains coming in from Gold Line routes (perhaps one to receive a different color designation) from the east side of the CBD.

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My question is whether a single pocket track will suffice (for a single 3-car train or allowing two such consists in a row) in a center section south or north of 5th Street (cut-and-cover?), or whether a second center-section pocket track (bored tunnel?) would also be needed along 2nd, west of the Little Tokyo underground station?

STATION DECORATIONS/ART-WORK

This project should be a transit "showcase" in this arena. We may have an opportunity to improve over some of the station art-work in place at some of the existing rail stations, such as the Red/Purple Line from the CBD to Vermont Avenue. (Some of the Red Line stations in the Hollywood/North Hollywood sections have much more impressive station art). Improved station art has been going in at Blue Line and Green Line stations "after the fact" which is understandable; an interesting example of rather extensive science-fiction movie 'artwork', now being colorized, exists at the Blue Line level at 7th/Metro Center in the CBD (I am still occasionally photographing some of these small pictures!).

5

I have provided some comments on possible station art subjects in Appendix A as there may be some interest in it, though perhaps doesn't require major elaboration at this point in the EIS/EIR, other than reference to the "transit showcase" concept.

FUTURE STATUS OF THE PRESENT SURFACE TRACKS FROM UNION STATION TO LITTLE TOKYO AND BOYLE HEIGHTS

Although in verbal comments on the Regional Connector project I have supported retaining the present Gold Line trackage linking the east end of Little Tokyo with Union Station to the north and Boyle Heights/East LA to the east, I recognize there are a number of drawbacks to retaining this short rail link, during and after construction/completion of the downtown connector.

Partial positive features had included a maintenance link to the facility north of Chinatown (of more use to East LA runs, than future runs from the other direction); possible use as a pocket track (though it would not be as useful as a pocket track in the tunnel); possible special service runs from East LA to Pasadena without the need for passengers to transfer at a tunnel station; and the fact that the MTA does own the track in this location.

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But a negative feature would be that it may be more difficult to retain this when the double track portals north along Alameda and east along 1st are installed, with the likely widening of Alameda Street (and possibly parts of 1st Street). Retaining this surface track from north to east would likely require moving parts of the surface track to the east of the Alameda segment, possibly allowing utility of only a single track where we now have a double track with a station.

With regard to passenger transfers from what is now the Gold Line from the east, to the Gold Line north at the Little Tokyo underground station, possibly to access the Red Line or Metrolink at Union Station; I note that in Boston the MBTA regards a transfer from rail to rail to rail in their CBD area to be very common for transit riders, being much less annoying than transfers say, from bus to bus to bus. So, passenger movements using the downtown connector for transfers at the new Little Tokyo subway station, to get from East LA to Pasadena or Union Station, may be much less of a problem than I had previously thought.

7

At present, the surface station on the 1st/Alameda link east of Little Tokyo involves two car trains every five minutes (10 min. west/north and 10 min. south/east), with probably few major complaints. However, as we move on towards 2019, what would be the local reaction of pedestrians trying to cross Alameda if there are train movements here every two or three minutes, with three car trains?

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And another consideration that could impact both elimination of this surface track or its long-term retention, is how to maintain service to Little Tokyo before the portals open to the north and the east?

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It looks as though to save this surface track, it would probably have to be moved over, and probably shortened to only two car service at the surface station where the tunnel trains approach the portal/the surface near Temple at the north end of the present station. A question here is, how long it will take to construct each portal? A link from single track to

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the subway double tracks north to Union Station and east to Boyle Heights would probably require a switch to one track, with a diamond allowing the surface trains to also go over that track and switch to the other track; with improvements to the signaling system and at least gates over the westbound 1st street traffic. Do-able, but it might actually be easier to eliminate the surface link altogether.

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Although I hate to see even short rail links removed, there are always alternatives. For the period when the downtown connector tunnel portals are constructed, it may instead be possible to install a short-term bus shuttle linking the Gold Line Mariachi Plaza station with a stop at Little Tokyo (1st and Alameda), and then on to Union Station, with a stop at the Gold Line run down from Pasadena. If this were done it would be advisable to have articulated buses (maybe with two front doors in addition to double center and double rear doors), provided with traffic signal interconnects to that they would be delayed less by street traffic; and if possible even some bus lane segments to speed up service for this short term period.

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Of course, the Pasadena Gold Line service south to Union Station would not be impacted; the impacts would be on the Gold Line from East LA to the west. If this kind of service modification were implemented, it would of course be necessary to inform affected passengers that it would be only a short term solution, to be withdrawn when the LRT connector service becomes operational.

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OTHER POSSIBLE TRANSIT LINKS/CONNECTIONS

If a downtown streetcar line is installed along Broadway or a parallel street running north/south and passing the 2nd street Regional Connector station, it could be viewed as a beneficial transit link, allowing among other things a connection south to the Garment District and north to 1st Street and the Disney and Music Center facilities. I am guessing that 4-axle, 3-section low floor articulated streamlined cars would be used; though possibly also some single section, 4 axle vintage car designs. In any case, I believe with a run up the 1st street hill, all the axles should be powered so that this unique downtown service would not be impaired by a steep gradient on that hill.

13

Sincerely

Alan D. Havens
213-736-7466

202 S. Juanita Ave., # 2-211
Los Angeles, CA 90004
Oct. 14, 2010

Comments on the Draft EIR/EIR
For the Regional Connector Transit Corridor Study

APPENDIX A
STATION DECORATIONS/ART-WORK

In regard to the Regional Connector, it is possible that station art themes relating to the west side of downtown Los Angeles, including library, literary and educational subjects, among others, might be focused on at a 5th Street station; and that the 2nd Street station east of Bunker Hill and south of the Los Angeles City Hall might have art work focusing on, at least partially, themes relating to the history of the City of Los Angeles and Los Angeles County.

At one or more points on the tunnel walls between stations, the recent concept of moving lights that parallel the speed of a train could be employed, providing a little bit of interest for passengers looking out of the train windows, where it would otherwise be just blackness. I believe that this has been used in at least one transit system somewhere else in the world, I do not recall exactly where.

Of course, other kinds of stationary colored light displays could be installed in stations, not limited to neon lights and including various moving pictorial displays.

I have already suggested that the Little Tokyo underground station could warrant a variety of themes, which might include the famous Mineki Neko cats and oriental dragons, which are both good luck symbols; and some scenes from old Japan, which would include Samurai warriors in armor from the 1500's or later, and Japanese musketeers from the same period (many people don't know that they existed!). Not seen very often are crabs with "human faces" on their backs, which are revered in respect to drowned warriors after a famous naval battle of roughly the same period.

Dr. Kohei Yoshida ("Sensei Yoshida") who owned a Japanese armor and sword museum, told me years back that the Naginata, a pole with a curved blade at the end, was especially a women's weapon on ancient Japan—when their menfolk were called to local military use in Japan, the women of the villages had to defend themselves from marauding bandits on horseback, and often took up the Naginata.

Any of these natural or historical subjects, and many others including botanical themes, might be usable for station art in this location, using not a single artist, but a number of local artists especially from Little Tokyo or elsewhere in the LA area.

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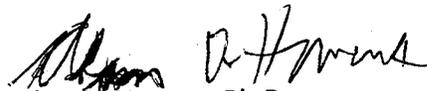
Regarding recent technology from Japan, it might be useful to display photos of the famous Shinkansen or bullet trains, for which there are at least four or five designs of electric locomotives; and also some moderately high speed narrow gauge passenger trains. The relevance to what is happening today in LA and other parts of California is obvious, as we are now looking at high speed trains operating in this state, coming right through downtown.

And, many people may have forgotten that in Los Angeles, the first modern light rail vehicles for use on our regional system were built in Japan by Sumitomo/Nippon Sharyo, after the "light rail revolution" spread from Europe to the US, Japan, and many other parts of the world. These LRVs still run on the Long Beach Blue Line, but may or may not be still in use by the time the Regional Connector will come through (they may by then be used for rush hour or special service only, or only found in a transit museum!). The one I just rode on was labeled as arriving here in 1994, still a comfortable ride after all these years.

So, another possible 'modern technology' candidate for display at the Little Tokyo station would be a model replica of one of these original Nippon Sharyo cars, with an elaborate roof-top design and the first colorful paint scheme used on the Long Beach Blue Line, which was red, two-tone blue, white, and black.

The above are possible items that might be included in light rail underground station and tunnel artwork that come to mind at present. I am not recommending any specifics, as in most cases, artistic displays will not be developed in detail until the transit facility is adopted, designed, and even after it has begun construction.

But, I recommend that likely candidates for station displays should be considered fairly early in the game as the Regional Connector is developed, with a particular focus on a number of artists and art organizations, and considerable local input.



Alan D. Havens, Ph.D.

Transit Advocate

213-736-7466

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DEAR MS. ROYAL (SARAFULL)

THOUGH I SENT THE ORIGINAL
 OF THIS 8/15, I AM
 UNSURE OF THE RELIABILITY
 OF MY LOCAL POST OFFICES
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 HARVARD HAVE BEEN KNOWN
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SO THIS ONE I AM
 HAVING DELIVERING TODAY
 TO MDA OFFICE, BY LAST
 DATE.

PLEASE CARD IF THE ORIGINAL
 A QUALITY DID GET THROUGH I
 Sam D. Hancock

PC70

Responses to Comments from Havens, Alan

Response to Comment PC70-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC70-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project. The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza if one is not already provided. However, if the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. Under either scenario, riders would be able to easily access the top of Bunker Hill.

Response to Comment PC70-3

Support for stations on 2nd Street east of Bunker Hill and in Little Tokyo is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which includes stations at 2nd and Broadway and on the northern portion of the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street in Little Tokyo.

Response to Comment PC70-4

Metro's operations staff has determined that the single pocket track underneath Flower Street would be sufficient.

Response to Comment PC70-5

Metro will work with the community to develop station artwork that enhances the transit experience for passengers and contributes meaningfully to the urban environment. One-half of one percent (0.5 percent) of the project's construction budget will be dedicated to public art.

Response to Comment PC70-6

Comment noted. The surface tracks would no longer be in service once the Regional Connector opens, and may ultimately be removed.

Response to Comment PC70-7

Comment noted. Direct Red Line transfers for passengers traveling from East Los Angeles would also be possible at 7th Street/Metro Center Station.

Response to Comment PC70-8

Rush hour Metro Gold Line headways are currently 7.5 minutes in each direction (averages 3.75 minutes combined). The surface tracks along Alameda Street would no longer be in service once the Regional Connector opens; therefore, pedestrian movements across Alameda Street would no longer be limited by passing trains.

Response to Comment PC70-9

Temporary surface track would be installed in the vicinity of 1st and Alameda Streets to allow Metro Gold Line service to run during construction.

Response to Comment PC70-10

Comment Noted. Some reconfiguration of the surface tracks around the existing Little Tokyo/Arts District Station would be needed to maintain Metro Gold Line service during construction. Portal construction would take approximately 12 to 24 months for each portal, as was shown in Table 4.18-2 of the Draft EIS/EIR and Table 4.18-1 of this Final EIS/EIR. Construction of the two portals could be done simultaneously to reduce the overall construction time. Some single tracking would be needed.

Response to Comment PC70-11

Metro would maintain Metro Gold Line service during the construction phase of the project, though two primary closures of the tracks around the existing Little Tokyo/Arts District station would be needed lasting up to six weeks each. Bus bridge substitution would be needed during these times. Bus size and configuration would be selected based on ridership demand. Metro would attempt to minimize passenger delays. As with any existing operating lines, maintenance of tracks and overhead power lines may result in incidental service interruptions along the Metro Gold Line during construction. Metro will attempt to minimize closures and shorten the overall project construction schedule in order to reduce customer inconvenience. Additional information is provided in Section 4.18.2.6.1 of this Final EIS/EIR.

Response to Comment PC70-12

Metro would inform Gold Line passengers in advance of scheduled service disruptions and provide alternate transit service.

Response to Comment PC70-13

Comment acknowledged.

Response to Comment PC70-14

Metro appreciates the detailed suggestions for station artwork. Metro will actively engage the community when developing station artwork.

October 14, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

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I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,



Christina Sein
Savoy Resident
Unit # 305

PC71

Responses to Comments from Sein, Christina

Response to Comment PC71-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC71-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 14, 2010

Dolores Roybal Saltarelli, Project Manager, Metro
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli,

Please allow me to add to my verbal remarks during Regional Connector meetings and emphatically support the "fully underground" option for the Connector. I wish Metro saw fit to adopt the suggestion of Alan Fishel to align the Connector on a much faster curve east of the the aerial structure currently used by the Gold Line at Alameda St. and the 101 Freeway. His suggestion would return the street frontage along Alameda St. to the planned residential project that would abut the current Little Tokyo Gold Line station.

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I think the relatively few people who have supported any Central Library station at Fifth and Flower Sts. do so only for personal convenience, neglecting the prime fact that the 7th/Metro station on 7th St. is indefensibly close to that proposed location. I realize that federal requirements can mandate a minimum of three stations in order to best qualify the project for funding but the proposed stations are so numerous and close together than the bulk of the Connector's riders would be better served by only a Broadway station being built. I'm sure the Connector will be quickly if not instantly so useful, so badly needed, that it would have been best to design it as only half of a total of four tracks from Alameda St. to past its 7th/Metro station junction, and all the way down to Flower St. and Washington Blvd. Maybe a pair of four such tracks would be further underground, to permit two tracks in each direction to run side by side, and best accommodate the crowds I'm sure will find it necessary to use the connector.

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The Regional Connector is so critical to making transit more useful, it would so greatly change the ability of rail transit to assume its proper and long overdue role of best moving around greater Los Angeles. It may not have been as critical to our county as the Long Beach Blue Line since the Blue Line got us to awaken to how important a responsible system of rail transit is to so large an area as metropolitan Los Angeles. Because of this vital lack that the Regional Connector would go so far to help fill, thank you most kindly for your

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significant and most welcome way you've ran the public Regional Connector meetings, it's much appreciated.

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cont'd

Sincerely,



Dave Frevele
622 S. Wall St. #A337
Los Angeles, CA 90014

PC72

Responses to Comments from Frevele, Dave

Response to Comment PC72-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC72-2

This proposal would involve additional impacts to the City of Los Angeles Department of Water and Power property, which can be mostly avoided with the Locally Preferred Alternative alignment.

Response to Comment PC72-3

Preference for the removal of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Three stations are included in order to fulfill the project goal of expanding rail transit coverage of downtown Los Angeles. Ridership modeling shows that a two-track connector would provide sufficient capacity to accommodate demand. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC72-4

Thank you for your comment.

From: Regional Connector <RSC_RegionalConnector@metro.net>
 Subject: **FW: Regional Connector Transit Corridor - opinion**
 Date: October 15, 2010 9:25:28 AM PDT
 To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, 'Ginny Brideau' <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

From: Phil Orona [mailto:porona@earthlink.net]
Sent: Thursday, October 14, 2010 8:12 PM
To: Regional Connector
Subject: Regional Connector Transit Corridor - opinion

To whom it may concern,

I am writing today to voice my opinion about the Regional Connector Transit Corridor project being planned right now by Metro. I am very concerned and dismayed to hear that Metro is even considering an above-ground option for this line.

Being a resident of downtown and a frequent patron of businesses in and around the Little Tokyo area, I can state that this above-ground option would have a very negative impact on not only traffic, but surrounding businesses as well. I have been to some of the planning meetings, and viewed the diagrams of the various route options.

The above-ground option would completely change the historic and unique look of this area, permanently degrade property value around it, and create very undesirable living conditions for neighboring residents.

As I'm sure you know, Downtown Los Angeles has in recent years undergone an unprecedented revival! More people are living in and doing business in Downtown than many ever thought was possible. Being a life-long resident of Los Angeles County, this has been amazing to witness, as well as be a part of now that I live in Downtown.

I urgently and strongly request that you consider what this great city is becoming, and still has the potential to become if the city planners do this project correctly, and consider the many concerns of its residents and businesses. We do not need additional above-ground rail systems, or anything that will give our city a more congested look and feel.

We need to consider our historic roots, and realize that our city's buildings, streets, and its unique look are what make it a place of amazement and destination that everyone wants to visit and be a part of. We should make every attempt to make improvements to transportation as non-disruptive as possible.

Please, help us keep the historic look of downtown and Little Tokyo! Please consider the long-term consequences of your decisions. And mostly, please listen to the many voices of the concerned residents and businesses of this area who want only to keep this a great city to be proud to live and work in.

I strongly feel that the above-ground option should NOT be even be in consideration, and that any amount of extra money spent to make this Metro below ground will pay off in dividends for all future residents, business, and visitors.

Thank you for reading this. I'm sure that for every one person like me who expresses this feeling in writing, there are dozens more who also feel this way without being heard.

Sincerely,

Phil Orona
 Higgins Building Resident
 porona@earthlink.net

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PC73

Responses to Comments from Orona, Phil

Response to Comment PC73-1

Thank you for your comment. It is noted that the commenter opposes an at-grade option. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Regional Connector Transit Corridor Feedback Form [#6]

Date: Thursday, October 14, 2010 8:08 AM

From: Dolores Roybal Saltarelli <roybald@metro.net>

To: "Leung, Julie" <LEUNGJ@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>

FYI

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Thursday, October 14, 2010 6:51 AM

To: Roybal, Dolores

Subject: Regional Connector Transit Corridor Feedback Form [#6]

Name * richard schumacher

Email (you@email.com) * r_a_schumacher@sbcglobal.net

Select a Subject * I have a suggestion

Comment * Given the funding situation, accept all staff recommendations for the Regional Connector Underground Option.] 1

PC74

Responses to Comments from Schumacher, Richard

Response to Comment PC74-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Comments on Draft EIS/EIR for Regional Connector (from Savoy Resident)**
Date: October 15, 2010 9:28:13 AM PDT
To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, 'Ginny Brideau' <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

-----Original Message-----
From: Lin, Susan M [mailto:susan.m.lin@boeing.com]
Sent: Thursday, October 14, 2010 1:55 PM
To: Regional Connector
Subject: Comments on Draft EIS/EIR for Regional Connector (from Savoy Resident)

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the Fully Underground Alternative that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative. I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

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Thank you for your consideration.

Sincerely,

Susan Lin
 Savoy Resident
 Unit # 430

PC75

Responses to Comments from Lin, Susan

Response to Comment PC75-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC75-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

From: Regional Connector <RSC_RegionalConnector@metro.net>
 Subject: **FW: Draft EIS/EIR Comments**
 Date: October 15, 2010 9:25:13 AM PDT
 To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, 'Ginny Brideau' <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>
 ▶ 1 Attachment, 28.5 KB

From: yukio kawatani [mailto:yklk@att.net]
Sent: Thursday, October 14, 2010 10:07 PM
To: Regional Connector
Cc: douglaskim@verizon.net
Subject: Draft EIS/EIR Comments

Dear Dolores Roybal Saltarelli

My name is Yukio Kawaratani, former Downtown Redevelopment Planner. I spoke at the Regional Connector public hearing at JANM on September 28, 2010. I emphasized the need for a compensation fund to keep Little Tokyo businesses alive during the four year construction period. I also said that the Draft EIR/EIS did not adequately address the major adverse impacts and safety concerns regarding the Underground Emphasis Alternative and why it cannot be accepted by the Little Tokyo and Japanese American communities.

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Attached are my additional comments to the Draft EIS/EIR regarding the existing Little Tokyo/Arts District Station, the starting end of the tunneling, and the Office Depot block joint development. Note: To assure receipt of my comments, I will also mail them to you.

Best --

Yukio Kawaratani, former downtown redevelopment planner
 1332 Grandridge Avenue, Monterey Park, CA 91754
yklk@att.net



[REGIONAL C...doc \(28.5 KB\)](#)

REGIONAL CONNECTOR -- DRAFT EIS/EIR COMMENTS 10/14/10

BY YUKIO KAWARATANI, Former Downtown Redevelopment Planner

LITTLE TOKYO/ARTS DISTRICT STATION

I realize the desire to keep this station in operation as long as possible.

However, there will be four or more unavoidable periodic disruptions to service:

- o During construction of the 3 way junction under the First and Alameda intersection.
- o During construction of the tracks around the First Street portal.
- o During construction of the First Street portal.
- o During demolition and reconstruction of the connecting track structure to over the 101 Highway.

I recommend providing continuous uninterrupted operation of the Little Tokyo/Arts District Station and tracks to Pasadena and East LA until the last 8 months of construction of the total project. (Note: There will be a 4 months or more stop in operation in the Station anyway).

Under this recommendation, all Regional Connector construction affecting the operation of the Station would be postponed until the last 20% of the overall project. Advantages:

- o No intermittent interruption of service to the Gold Line to East LA or Pasadena.
- o Just a little longer closure at the end of the Regional Connector project.
- o No need to purchase land from the Nikkei Center or the LADWAP.
- o Use cheaper cut and cover construction for the tunnel in the existing station area.
- o Would directly align with the existing tracks and structure going over the 101 Freeway, thereby avoiding a permanent "S" curve in the connecting tracks.

STARTING END OF THE TUNNELING

The Little Tokyo Community and especially the many businesses will already be disproportionately adversely affected during construction of the Regional Connector project.

Fairness and justice should mitigate against starting the tunneling at Second Street and Central Avenue. Little Tokyo will already suffer from the loss of businesses and property on the Office Depot block. In addition, will be the significant consequences of the enormous dirt hauling and construction materials and construction activities of the new station, Alameda and First Street junction intersection, and tunnels and portals to connect to the Pasadena and East Los Angeles lines.

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Adding to this, many trucks hauling millions of cubic feet of earth from the mile long tunnels and delivering materials for the construction of the tunnels and tracks would be an intolerable impact on Little Tokyo business that could not be adequately mitigated. With access problems discouraging customers, many of them will be forced to abandon their businesses. In a recent public meeting on the Regional Connector, many of the businesses opted for the "No Build" alternative. They are rightfully very concerned.

The Second/Third and Flower site for starting tunneling has the Central Plant landscaped area and The Flower/Hope interchange to work for tunneling and truck hauling of dirt and supplies. There are no nearby retail businesses to impact. Traffic is light except during the morning and evening rush hour. There is limited traffic during the weekends.

Flower/Hope Street could remain in operation. The interchange with Kosciuszko Way will have to be closed anyway to excavate and construct the Bunker Hill Station.

This would also be a convenient location from which to tunnel Flower Street down to the Seventh Street Station.

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OFFICE DEPOT BLOCK DEVELOPMENT

The optimum development and design of this block requires a carefully orchestrated joint development agreement. It would integrate the Station and development design to the benefit of Little Tokyo for the next 100 years.

To accomplish this desired goal, it is essential that the MTA purchase, relocate and demolish all businesses, buildings and properties on the Office Depot block.

To cater to the desire of a few property owners to retain ownership of property, buildings and businesses on the block would not be in the best interests of Little Tokyo in the short and more importantly in the long run.

The Regional Connector will require cut and cover construction for the Station, the junction under First and Alameda Streets, and the tunnel connecting them.

To try to save a few buildings, underpin them and maintain the businesses in operation during up to 4 years of construction would be folly. The uses are nearly all restaurants, including outdoor dining and surface parking. How can the contractor keep them dust, safety, vibration and noise free for four years? The contractor must secure the entire block free of contingencies and problems. Also, he can use the remainder of the block for heavy machinery, construction supply storage, offices and parking to major advantage and thereby reduce the construction cost of the Regional Connector Project.

Good coordinated development will be impossible to achieve after construction of the Station and tunnels if fragments of properties and buildings are preserved, thereby missing an opportunity and adversely impacting Little Tokyo into the future.

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This new station, with direct ties to and from the four points of the region, will be a strong economic stimulus for Little Tokyo. It needs a direct pedestrian portal to First Street, the most important street in Little Tokyo.

Development of this block with continuous street frontage retail uses along First, Second and Central Avenue is essential to integrate it in a positive way with the rest of Little Tokyo.

Development of the upper levels of the block should be primarily residential and office uses, but at a density and heights compatible with adjacent Little Tokyo development.

The block development needs to also provide and be a resource for the over all parking needs of Little Tokyo. If the site is fragmented, this essential parking will be nearly impossible to be built on the block.

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PC76

Responses to Comments from Kawaratani, Yukio

Response to Comment PC76-1

Metro intends to work with the Little Tokyo community to support businesses throughout the construction phase of the project. Targeted marketing efforts and other technical assistance are included as confirmed mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and for the Locally Preferred Alternative in Table 4.18-1 of this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years.

Response to Comment PC76-2

Impacts associated with the Underground Emphasis LRT Alternative were adequately analyzed in accordance with NEPA and CEQA in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR and this Final EIS/EIR. Safety impacts associated with the Underground Emphasis LRT Alternative were also adequately analyzed in Section 4.15, Safety and Security, of the Draft EIS/EIR and this Final EIS/EIR. The commenter mentions comments made during the public hearing held on September 28, 2010. Please refer to Responses to Comments PHA10-1 through PHA10-9, below, for detailed responses regarding concerns raised by the commenter during the public hearing. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC76-3

Metro will maintain continuous Metro Gold Line service between Union Station and East Los Angeles to the maximum extent feasible during construction. Metro would maintain Metro Gold Line service during the construction phase of the project, though two primary closures of the tracks around the existing Little Tokyo/Arts District station would be needed lasting up to six weeks each. Bus bridge substitution would be needed during these times. As with any existing operating lines, maintenance of tracks and overhead power lines may result in incidental service interruptions along the Metro Gold Line during construction. Metro will attempt to minimize closures and shorten the overall project construction schedule in order to reduce customer inconvenience. Additional information is provided in Section 4.18.2.6.1 of this Final EIS/EIR.

The Mangrove property, the vacant property at the northeast corner of 1st and Alameda Streets, would need to be acquired for tunnel boring machine staging. Cut and cover and open cut construction methods would be used for the alignment segments in the vicinity of the 1st and Alameda Streets junction. Metro would ensure operability of the connection to the bridge over the US 101 Freeway.

Response to Comment PC76-4

Comment acknowledged. As indicated in Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, a range of durations, 2-4 months for preparation of the TBM insertion site and 24-48 months for the 2nd Street TBM tunnel, was assumed for tunneling

activities at both insertion site options. These ranges are conservative estimates. Disproportionate impacts associated with each alternative were discussed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR.

The small size of the 2nd/Hope Street station site would require a substantial portion of construction staging activities to occur in the surrounding streets, necessitating longer downtown street closures and increased cut and cover activities. This would have the effect of reducing mobility downtown and could deter visitors from frequenting many downtown communities, including Little Tokyo. In addition, the 1st/Central Avenue station site in Little Tokyo would need to be used as the TBM receiving site if the tunnel boring machines are inserted at the 2nd/Hope Street station site.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site options at 2nd/Central Avenue station and the 2nd/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1st and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. The TBM would be inserted approximately 700 feet from the originally proposed 2nd/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4th Street, instead of ending at the proposed 2nd/Hope Street station. Spoils would be removed within the Mangrove property, and trucks would be routed to the east and/or north to reach the freeway, and would not pass through Little Tokyo. Section 4.18, Construction Impacts, of this Final EIS/EIR contains further detail regarding estimated construction durations, construction scenarios, and tunnel boring operations at the Mangrove property. Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR have been revised based on the new TBM insertion site in this Final EIS/EIR. A portion of the Mangrove property was identified for construction staging in the Draft EIS/EIR. Inserting the TBM at the Mangrove property would not result in new significant impacts or substantially increase the severity of impacts previously identified in the Draft EIS/EIR.

Worksite Traffic Control Plans will be developed in coordination with the Los Angeles Department of Transportation and presented to the community prior to construction activities. Metro will provide the community with updates regarding the construction schedule prior to and during construction.

Response to Comment PC76-5

Metro has refined the Locally Preferred Alternative and reduced the need for acquisitions on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. Only the northern portion of the block would need to be acquired. Consistent with the community's request that Metro minimize business acquisitions, Metro does not plan to acquire the entire block. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize dust, safety, vibration, and noise impacts throughout the construction process. Other construction staging areas farther from the center of Little Tokyo have been identified for contractor use. Metro believes that focusing construction staging activities away from the center of Little Tokyo would

reduce community impacts. Metro intends for any future development projects to be integrated with existing community businesses and resources. Preference for a station entrance on 1st Street, street-fronting retail, upper level residential and office uses, and additional parking is noted.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: [Metro.net] customer comment**
Date: October 19, 2010 10:01:20 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Friday, October 15, 2010 9:57 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Christopher
Last Name: Davidson
Email: cdmtridavidson@gmail.com
Phone: 8182818731
URL:

How will the regional connector connect with the Gold Line? 1

PC77

Responses to Comments from Davidson, Christopher

Response to Comment PC77-1

The Regional Connector would connect with the Metro Gold Line via two new portals: one northeast of Temple and Alameda Streets, and one in the median of 1st Street just east of Alameda Street. This connection was described in greater detail in Section 2.3.6 of the Draft EIS/EIR and this Final EIS/EIR.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Hiroko Yasuda
Signature

HIROKO YASUDA
Printed name

255 E 3RD ST #1412
LOS ANGELES CA 90013

Address

PC78

Responses to Comments from Yasuda, Hiroko

Response to Comment PC78-1

Metro already has some signage in English, Spanish, Japanese, and Chinese at selected stations. Metro is exploring the addition of more languages to ticket vending machines and train announcements.

Response to Comment PC78-2

Appropriate candidate mitigation measures included in Chapter 3, Transportation Impacts and Mitigation, and Section 4.15, Safety and Security, of the Draft EIS/EIR and confirmed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR include coordination with the City of Los Angeles and potentially affected transit operators, relocation of bus stops, providing alternate walkways for pedestrians around construction staging sites in accordance with Americans with Disability Act (ADA) requirements, and signage properly marking all pedestrian detour locations around staging sites in accordance with applicable local and state requirements. These mitigation measures would reduce safety impacts associated with project construction to the maximum extent feasible. As indicated in the Draft EIS/EIR and this Final EIS/EIR, safety impacts during construction of the Locally Preferred Alternative would be reduced to less than significant with incorporation of mitigation.

Response to Comment PC78-3

Comment Acknowledged. Metro will translate notices of detours or road closures into appropriate languages, which has been included in the following mitigation measure identified in Section 4.15.4.2, Safety and Security, and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR.

- Metro shall develop a Construction Mitigation Program that includes protocol for community notification of construction activities, including traffic control measures, schedule of activities, and duration of operations, with written communications to the community translated into appropriate languages.

Response to Comment PC78-4

As indicated in Section 4.5, Air Quality, and Appendix Q, Air Quality Impacts and Health Risk Assessment Technical Memorandum, of the Draft EIS/EIR and this Final EIS/EIR, the Locally Preferred Alternative would not result in adverse impacts associated with PM₁₀ or PM_{2.5} emissions during construction with implementation of mitigation.

Dust emissions and dirt track-out will be minimized during construction through compliance with SCAQMD Rule 403. Projects are required to follow all of the Best Available Control Measures described in the rule. The following are several key measures applicable to this project:

- For cut and fill at large sites, pre-water with sprinklers or water trucks and allow time for penetration.
- Apply water or stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes.
- Track-out shall not extend 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

If the disturbed surface area is five acres or more, or if the daily import or export of bulk material is 100 cubic yards or more, then at least one of the following precautions must also be taken:

- Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.
- Pave the surface extending at least 100 feet and at least 20 feet wide.
- Use a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- Install and use a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

Therefore, dust will not affect sensitive receptors adjacent to the Locally Preferred Alternative construction area. In addition, a Metro staff member will be assigned and a 24-hour hotline number will be posted on signage along the perimeter of active project construction sites to address day-to-day issues. Notices will also be sent out to adjacent property owners, which will indicate the hotline number and Metro contact and will be translated into appropriate languages.

Response to Comment PC78-5

As indicated above, a Metro staff member will be assigned and a 24-hour hotline number will be posted on signage along the perimeter of active project construction sites to address day-to-day issues. Notices will also be sent out to adjacent property owners, which will indicate the hotline number and Metro contact and will be translated into appropriate languages.

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Comments on Draft EIS/EIR for Regional Connector**
Date: October 14, 2010 1:01:32 PM PDT
To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, "Ginny-Marie Brideau" <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

From: Jenny Hur [mailto:jennyhur916@gmail.com]
Sent: Wednesday, October 13, 2010 4:17 PM
To: Regional Connector
Subject: RE: Comments on Draft EIS/EIR for Regional Connector

October 13, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

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Thank you for your consideration.

Sincerely,

Savoy Resident
Unit # 333

--
Jenny Hur

PC79

Responses to Comments from Hur, Jenny

Response to Comment PC79-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC79-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 4
- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,


Signature

JOHN MOCHIZUKI
Printed name

455 E. 3RD ST. # 1011
LOS ANGELES, CA. 90013

Address

PC80

Responses to Comments from Mochizuki, John

Response to Comment PC80-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC80-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC80-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC80-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC80-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Kikue Hirase
Signature

KIKUE HIRASE
Printed name

223 So. CENTRAL AVE. #512
LOS ANGELES
CA 90012
Address

PC81

Responses to Comments from Hirase, Kikue

Response to Comment PC81-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC81-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC81-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC81-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC81-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

PC82

Responses to Comments from Kim, Kun Ja

Response to Comment PC82-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC82-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC82-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC82-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC82-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
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- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Masumi Shinde
Signature

Masumi Shinde
Printed name

455, E. 3rd St. # 1106
LA 90013
Address

PC83

Responses to Comments from Shinchi, Masumi

Response to Comment PC83-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC83-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC83-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC83-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC83-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Downtown Los Angeles Regional Connector Project**
Date: October 19, 2010 10:00:35 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Michael Metcalfe [mailto:m.metcalfe@verizon.net]
Sent: Friday, October 15, 2010 6:05 PM
To: Regional Connector
Subject: Downtown Los Angeles Regional Connector Project

Dear METRO LA County MTA Decision-Makers:

The all-underground Regional Connector LRT alternative as currently planned, is an outstanding and, by far, the smartest option to select as the LPA. Please support the all-underground alternative. 1

Also, please doing everything possible to preserve the Fifth & Flower station. The immediate Fifth & Flower Street neighborhood contains an extraordinarily high concentration of potential ridership in the office towers, job centers & work place destinations. Together with the major hotels, conference facilities, retail & restaurant activity, as well as the great civic spaces around & within the Central Library and Bunker Hill, it would be a major mistake, and a probable loss of ridership, to cut out the Fifth & Flower Street station. Please keep it in the all-underground plan. 2

Thank you for late reminder to comment.
 And thank you for creating what will be an outstanding, and as I like to call it, a "synergistic" addition to the entire regional transportation system. 3

Sincerely,
 Michael S. Metcalfe
 Principal

METCALFE ASSOCIATES

Urban Design

Development Planning

1421 Pandora Avenue

Los Angeles, CA 90024

Ph/Fax: 310-474-6418

Email: m.metcalf@verizon.net

PC84

Responses to Comments from Metcalfe, Michael

Response to Comment PC84-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC84-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC84-3

Thank you for your comment.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Kmija
Signature

MIJA KOH
Printed name

455 East 3rd Street #1112
LOS ANGELES CA 90013
Address

PC85

Responses to Comments from Koh, Mija

Response to Comment PC85-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC85-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC85-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC85-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment P85-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Nobuko Iki
Signature

NOBUKO IKI
Printed name

223, S Central Ave #101
LA CA
90012
Address

PC86

Responses to Comments from Iki, Nobuko

Response to Comment PC86-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC86-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC86-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC86-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC86-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

→ 
Signature

NORIKO MOCHIZUKI
Printed name

455 E. 3RD ST. APT. 1611
LOS ANGELES, CA 90013
Address

PC87

Responses to Comments from Mochizuki, Noriko

Response to Comment PC87-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC87-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC87-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC87-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC87-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

From: "Kerman, Ann" <KERMANA@metro.net>
Subject: **Fw: Public Comment Metro Regional Connector Project**
Date: October 18, 2010 7:10:13 AM PDT
To: "ginny@therobergroup.com" <ginny@therobergroup.com>, "Clarissa@TheRobertGroup.com" <Clarissa@TheRobertGroup.com>, "Leung, Julie" <LEUNGJ@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>



From: Robert Volk [mailto:rdv@volkproperties.com]
Sent: Friday, October 15, 2010 05:25 PM
To: Regional Connector
Cc: Kerman, Ann
Subject: Public Comment Metro Regional Connector Project

My family has owned land in Little Tokyo for over 125 years. In fact my Great Uncle, James Davies, was the person who subdivided the SW corner of 1st and Alameda as well as much of what is Little Tokyo today..

Over the years, Little Tokyo has had its ups and downs. The greatest low point came in 1942 when the Japanese Americans were sent to Detention Camps. After World War II, the Japanese Americans gradually returned to this community. Thanks to their tenacity and hard work, the Little Tokyo economy has gradually prospered in spite of having a major portion of the land taken for Parker Center and other City facilities.

A major step forward was the creation of the Little Tokyo Community Redevelopment Project by CRA over 35 years ago. Under CRA auspices the west side of Little Tokyo has flourished thanks to such projects as the construction of the Sumitomo Bank Building and the New Otani Hotel. However, the east side continued to anguish. Central Avenue was all but vacant until it was widened about 15 years ago between 1st and 2nd Streets. Now with the construction of the Japanese American National Museum, the Office Depot project, numerous restaurants and a variety of condominium and apartment projects, this area is flourishing.

The MTA proposal to take all of the Block bounded by 1st, Alameda, 2nd and Central for the Metro Regional Connector will be devastating to all of Little Tokyo. It will totally disrupt traffic for the 4 plus years of construction. Small merchants will not be able to survive the lost business and revenues for this long a period. The statement was made in one of the meetings that typically less than 50% of businesses survive the completion of such a major construction project.

WHY MUST THIS ETHNIC COMMUNITY BE SACRIFICED JUST SO THAT SOME FUTURE COMMUTERS WILL NOT TO MAKE ONE TRANSFER?

Robert D. Volk

PC88

Responses to Comments from Volk, Robert D.

Response to Comment PC88-1

The information about the history of the Little Tokyo neighborhood is appreciated. The refined Locally Preferred Alternative presented in Chapter 2 of this Final EIS/EIR avoids acquisition of approximately half of the block bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue in response to community input received during the Draft EIS/EIR process.

Refinements have also been made to eliminate cut and cover activities on 2nd Street and begin tunnel boring machine operations on the Mangrove property instead of at 2nd and Central. These refinements would reduce impacts to businesses and result in less traffic congestion during construction. Metro will work with the community throughout the construction period to minimize impacts to businesses, and believes that the mitigation measures presented in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR will offer adequate protection for businesses. Metro will implement these mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative to support the Little Tokyo community while achieving the project purpose of eliminating transfers from the light rail system.

The statement that typically less than 50 percent of businesses survive large-scale construction projects appears to be misinformed. No Metro project has ever resulted in such business losses.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 4
- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,

Sakiko Nishimura
Signature

SAKIKO NISHIMURA
Printed name

455 E. 3RD ST, 713
Los Angeles, Ca. 90013
Address

PC89

Responses to Comments from Nishimura, Sakiko

Response to Comment PC89-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC89-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC89-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC89-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC89-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Sanak Chang
Signature

SAN OK CHANG
Printed name

267 S. San Pedro St # 222
LOS ANGELES CA 90012

Address

PC90

Responses to Comments from Chang, San Ok

Response to Comment PC90-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC90-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC90-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC90-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC90-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,


Signature

SANG SOO KOH
Printed name

455 East 3rd Street #1112
LOS ANGELES CA 90013
Address

PC91

Responses to Comments from Koh, Sang Soo

Response to Comment PC91-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC91-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC91-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC91-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC91-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
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- 4. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 4
- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,


Signature

Simon S. Yoon
Printed name

455 E. 3rd St, #1012
L.A., CA 90013

Address

PC92

Responses to Comments from Yoon, Simon S.

Response to Comment PC92-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC92-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC92-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC92-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC92-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

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- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,

Suk Hee Kim
Signature

SUK HEE KIM
Printed name

855 E 8rd St # 916
L.A. CA 90013
Address

PC93

Responses to Comments from Kim, Suk Hee

Response to Comment PC93-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC93-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC93-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC93-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC93-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 4
- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,


Signature

TADAO SAKAMOTO
Printed name

455 E. 3RD ST. APT. 313
LOS ANGELES CA. 90013

Address

PC94

Responses to Comments from Sakamoto, Tadao

Response to Comment PC94-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC94-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC94-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC94-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC94-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

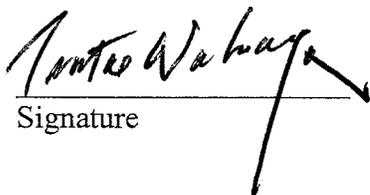
Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 4
- 4. Please let the seniors know where and how to complain during construction when something come up.] 5

Signed,



Signature

TSUTAE WAKAYAMA
Printed name

455 E. 3RD ST. APT. 1614
LOS ANGELES, CA 90013

Address

PC95

Responses to Comments from Wakayama, Tsutae

Response to Comment PC95-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC95-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC95-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC95-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC95-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

- 1. Seniors want all the station signs and instructions in various languages/ English, Spanish, Japanese, Korean, including ticketing machines. Also the announcements of approaching train in Japanese and Korean will] 1
- 2. As residents of Little Tokyo and senior citizens, we want enforcement of the safety of Alameda St and 1st or 2nd during the construction years. Especially handicap access, rerouting bus route, detour, and please consider that a little bump on the street could be very crucial for seniors and disabled people. Also please post or announce the re-routing or road closures in Japanese and Korean in a timely manner..] 2
- 3. Seniors want to be able to have good air quality during construction. If they won't be able to open windows because of the dust, seniors want metro to install AC or air filters.] 3
- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,

Yae Koobana
Signature

YAE KOOBANA
Printed name

349E, 1ST ST #3C
LA CA 90012
Address

PC96

Responses to Comments from Obano, Yaeko

Response to Comment PC96-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC96-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC96-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC96-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC96-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

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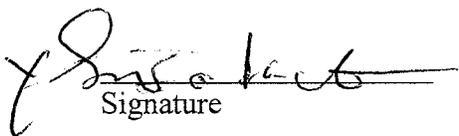
Dolores Roybal Saltarelli,
Project Manager, Metro,
1 Gateway Plaza, MS 99-22-2,
Los Angeles, CA 90012

October 15, 2010

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- 4. Please let the seniors know where and how to complain during construction when something come up.] 4
- 5.] 5

Signed,


Signature

FUMIKO SAKAMOTO
Printed name

455 E. 3RD ST. APT. 313
LOS ANGELES, CA. 90013

Address

PC97

Responses to Comments from Sakamto, Yoshiko

Response to Comment PC97-1

Comment acknowledged. Please refer to Response to Comment PC78-1, above.

Response to Comment PC97-2

Comment acknowledged. Please refer to Response to Comment PC78-2, above.

Response to Comment PC97-3

Comment Acknowledged. Please refer to Response to Comment PC78-3, above.

Response to Comment PC97-4

Comment Acknowledged. Please refer to Response to Comment PC78-4, above.

Response to Comment PC97-5

Comment acknowledged. Please refer to Response to Comment PC78-5, above.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: [Metro.net] customer comment**
Date: October 19, 2010 10:01:47 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]
 Sent: Saturday, October 16, 2010 7:30 PM
 To: Regional Connector
 Subject: [Metro.net] customer comment

Comment from

First Name: Jaime
 Last Name: Altamirano
 Email: j.altamirano.jr@gmail.com
 Phone:
 URL:

Ms. Dolores Roybal-Saltarelli
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of Ist and Alameda Street, I would like to formally support the Fully Underground Alternative that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

I also want to voice my concerns about construction, traffic, and related impacts on

1

2

residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures, as well as compensation to small businesses that will be affected.

2
cont'd

Thank you for your consideration.

Sincerely,

Savoy Resident
Unit #168

PC98

Responses to Comments from Altamirano, Jaime

Response to Comment PC98-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC98-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative with the goal of supporting businesses throughout the construction phase. This will include targeted marketing efforts and other in-kind assistance. Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction in order to preserve the accessibility of the neighborhood during construction. Metro will minimize street closures, and will maintain access to businesses throughout the construction process.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:41 PM
To: Leung, Julie
Subject: FW: *This does affect you & your unit*

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:28 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: *This does affect you & your unit*

From: Jonno Agnew [mailto:jonno.agnew@sbcglobal.net]
Sent: Tuesday, September 14, 2010 6:13 PM
To: higginsbuilding@yahogroups.com
Cc: Regional Connector
Subject: *This does affect you & your unit*

For those new to the building (or needing a reminder), two important meetings are scheduled for the **Metro's Regional Connector** light-rail plan.

This project involves study of three build alternatives for light rail along second street (at Main) and therefore would directly impact the Higgins Building, your investment and/or quality of life. The three alternatives are: Fully underground; At-Grade and Underground emphasis.

The Higgins Lofts homeowners association, as well as other community groups in Little Tokyo, have all repeated urged (in writing and in person) that the project be built as a subway (Fully underground), rather than run at-grade (street level) in front of the building. However, I believe we need **sustained community involvement to maximize the chances of a good outcome for the building and the community.**

The first meeting is being held at the **Japanese American National Museum**, 369 E 1st St in Little Tokyo on **September 28, 6:30pm - 8pm**. The second meeting is being held at the Los Angeles Police Headquarters, 300 W 1st St. in the **Deaton Auditorium** (across the street from the Higgins), on **October 4, 11:30am-1pm**.

If you cannot attend either of these dates in person, I urge you to write a letter or email outlining your views and **support of the fully underground option** so that it becomes part of the permanent record:

email: regionalconnector@metro.net or

mail: Dolores Roybal Saltarelli, Project Manager
Metro
One Gateway Plaza, 99-22-2
Los Angeles, CA 900012

Finally, to mix my transportation metaphors and throw Joan Springhetti under the bus (so to speak), may I suggest if you have questions, that Joan is an excellent person to contact on this subject. She's been leading the charge and is very informed about this topic.

I the hopes of someday going down an escalator to catch the subway, yours,

1
cont'd

Jonno Agnew (President of the Board)
Higgins Lofts
108 W 2nd St #906
Los Angeles, CA 90012

PC99

Responses to Comments from Higgins Lofts, Agnew, Jonno

Response to Comment PC99-1

Comment acknowledged. Metro looks forward to ongoing coordination with the Higgins Building.

From: Stacie Chaiken [mailto:stacie.chaiken@gmail.com]
Sent: Sunday, October 17, 2010 02:00 PM
To: Regional Connector
Cc: Kerman, Ann; Ginny Brideau <Ginny@TheRobertGroup.com>; Greg Fischer <greg.fischer@lacity.org>; Jan Perry <Jan.Perry@lacity.org>
Subject: Comments on Regional Connector - PLEASE CONFIRM RECEIPT

To whom it may concern:

PLEASE CONFIRM YOUR RECEIPT OF THIS EMAIL

I am writing to add my comments to those of the Higgins Building Board of Directors and Higgins residents with regard to the EIR for the Regional Connector.

I am a resident of the building, and served until February of 2010 as the Chair of the Architecture and Design Committee of the Board of Directors. In that role, I have been in conversation with MTA Community Relations Director Ann Kerman and the Planning Committee about the project for a couple of years. I am also part of the team that put together the application for the Higgins' Historic Landmark designation in 2007, and am in conversation with both the City's Office of Historic Resources and the Los Angeles Conservancy, both of whom serve as consultants and important advocates for the building.

1

I conclude that the EIR, as presented, is inadequate and request that it be redone to more thoroughly and accurately address the following issues:

1. Concern about plans on which you base predictions about the effect of proposed construction on the Higgins Building

To my knowledge, no one from the EIR team or the MTA has entered the building or made true inspection of the building. The building is one hundred years old this year, and plans for the building, in terms of where our basement, sub-basement, and foundation lie sub-surface, have on more than one occasion proved unreliable.

2

I strongly request an on-site review of the building, so that your estimates of how the underground drilling will effect our foundation are based on actual and current measurements. Once those exact measurements have been made, I request that the EIR contain precise distances from Higgins property—above- and below-surface—that drilling and/or construction is intended.

I also request that an adequate contingency fund be included in the project in the event of damage to the Higgins Building, so that when the unexpected does occur, we are not mired in court suits to get the funding for whatever repairs may be necessary. The contingency fund should be large enough that, should the building be destroyed by your project, or made unlivable, there will be fair compensation to homeowners, who will need to find somewhere else to live.

2. Concern about proposed removal of the Wilcox Building at the corner of Second and Spring, and staging of construction directly adjacent to the Higgins Building

We live here. We have endured, for the past four years, the demolition of the former CalTrans building and construction of the LAPD headquarters across the street and the demolition and construction of the LAPD carport on Main Street, south of the building. Now we are looking at another major construction project that will further decay our quality of life and property values,

3

not to mention the threat to the infrastructure of this historic site.

There is a large parking lot on Second Street, between Spring and Broadway that would make far more sense to me as a staging site than the lot immediately adjacent to our home.

Please, figure out a way to keep the construction far, far away from the Higgins Building.

3
cont'd

3. Challenge to the EIR finding that the Higgins Building is not eligible for National Registry

The Office of Historic Resources and the LA Conservancy, as well as our own research, has led us to believe otherwise. Please cite specifically what disqualifies the Higgins Building from that designation, and what that disqualification means to you.

Please provide us with a basis for the finding that we are ineligible for National Registry status.

I am sending in a separate email our application for Landmark status, in the event that your EIR team did not review it.

4

4. Request for funding for independent assessment of potential damage to the Higgins Building

I request that the MTA provide funding for an assessment of potential Regional Connector construction damage to the Higgins Building by an independent expert in the restoration and preservation of historic buildings.

5

5. Reiteration of request for construction mitigation funding for the Higgins Building

In January 2010, Higgins HOA Board Members Martin Berg, Cheryl McDonald and I met with members of the Regional Connector Planning Committee, MTA's Ann Kerman, and Ginny Brideau, and Lambert Giessinger (Historic Preservation Architect, Historic Resources) in the Office of Historic Resources at City Hall.

We discussed possible approaches to financial mitigation for the blow to our building — in the best of all circumstances — of the prolonged construction of the Regional Connector.

First, we discussed the possibility of MTA funding prophylactic stabilization of the building's facade in anticipation of the drilling. The building is old, and its facade ornamentation already fragile.

We also spoke about the one percent of the total cost of the project that is mandated for use for public art and the precedent set in Portland, Oregon (whose mid-city transit system serves as model and promise here) that public-art funding be used for the preservation and restoration of historic buildings. In addition to mitigation funding for essential preservation, we would like some of that public-art funding to be dedicated to cosmetics and restoration of this grand old building, standing proudly and prominently in our Civic Center.

The effect on the building of the project, as currently proposed, is far greater than we were led to expect, with the proposed demolition of the Wilcox Building and Higgins-adjacent staging. We request a continuation of the conversation about mitigation as soon as possible.

6

s t a c i e c h a i k e n

the higgins building
los ángeles 90012
310.713.8841

www.staciechaiken.com
blog: [staciechaiken.wordpress.](http://staciechaiken.wordpress.com)

HISTORIC-CULTURAL MONUMENT APPLICATION



photo © 2006 Brad Buckman

Higgins Building

At the corner of 2nd and Main in Los Angeles, California

HIGGINS BUILDING

HISTORIC-CULTURAL MONUMENT APPLICATION

Los Angeles Cultural Heritage Commission

200 N. Spring Street, Room 66. Los Angeles, California, 90012. (213) 978-1183

IDENTIFICATION

- 1) **Name of proposed monument:** The Higgins Building
- 2) **Street address:** 108 W. 2nd Street, Los Angeles, CA 90012
- 3) **Assessor's parcel numbers:** From 5149 006 010 through 5149 006 151
- 4) **Legal description:** Lot 1, Tract 53327
- 5) **Range of addresses:** Residential: 108 W. 2nd Street, # 201-215, 301-315, 401-415, 501-515, 601-615, 701-715, 801-815, 901-915, 1001-1015.
Commercial: 108 W. 2nd Street, #101, 102, 103, 104, 105, 106, 107, 108
- 6) **Owners:** Private ownership, 135 individual residences and 7 commercial spaces.
Present use: Residential and commercial. Original: Offices and commercial.

DESCRIPTION

- 7) **Architectural style:** French Renaissance influences
- 8) **Architectural description of building:** (Attached)
- 9) **Construction:** 1909-1910 factual
- 10) **Architect, designer or engineer:** Architecture by A.L. Haley; engineering and architecture by A.C. Martin.
- 11) **Contractor or other builder:** MA Rowland and Kenneth Pruess (concrete), A. Barmann (steel), San Francisco Cornice Company (doors and windows), B.V. Collins (tile and marble), H.J. McGuire (excavation)
- 12) **Dates of enclosed photographs:** 1910, 1916, 1941, 1959, 2006
- 13) **Condition:** Good
- 14) **Alterations:** Ground-level storefronts have been altered by original and subsequent owners; basement levels and the rooftop have been modified. Upper 9 floors have been converted from offices into residential with 231 units combined into 135
- 15) **Threats to site:** none known
- 16) **Site:** original

SIGNIFICANCE

18) **Historic and architectural importance:** The Higgins Building, located within the downtown historic district, is an important early example of monolithic concrete construction in a high-rise building. It is also important for the role it played in the cultural and civic development of Los Angeles.

19) **Sources:** (Attached)

20) **Preparation of application:** Date: Dec. 4, 2006.

Prepared on behalf of the Higgins Lofts Homeowners Assn. by:

Stacie Chaiken
108 West 2nd St. #507, LA, CA 90012
phones: 310 450 1312, 310 713 8841
stacie.chaiken@gmail.com

Joan Springhetti
108 W. 2nd St. #613, LA, CA 90012,
phones: 213 621 7895, 714 271 6612
jspr@myloft.net

HIGGINS BUILDING

ARCHITECTURAL DESCRIPTION

The Higgins Building is a 10-story monolithic concrete high-rise constructed in 1909-1910 with architectural details in the French Renaissance style. It is rectangular in shape – 120 feet facing Main Street, 160 feet facing 2nd Street – and has a flat roof. At its center is a light well that brings sunlight and air to the interior.

Its clean lines, visible structural columns and architectural belts at the second and eighth stories distinguish the exterior. Large 6-foot-by-8-foot windows occur in pairs and indicate the original office configurations. The exterior is fully detailed on three sides; capping the building is a deep cornice and crown of white lights designed to show off the building and its electrical power plant in the sub-basement.

The building's support columns, beams, walls, floors and roof are all constructed of poured concrete reinforced with steel rebar; architectural details on the exterior and interior are also of poured concrete. After pouring forms were removed, all walls were finished with an additional coat of cement. To make the building fireproof, all wood doors and window frames were clad in zinc sheeting – a detail that remains one of the building's most distinctive. Narrow channels left at the interior edges of the concrete floors held the only exposed wood in the entire building: tack strips so carpets could be secured.

The lobby is finished in Italian marble, as is the bottom half of most hallway walls. Two staircases, including the one leading from the lobby, are also marble-finished. Hallway and lobby floors are in small black and white mosaic tile with a Greek key border; elevator doors and stair railings are of ornamental metal.

Although the Higgins Building has undergone a number of modifications since its initial construction and suffered losses to vandals during a period of disuse, its architectural integrity remains intact.

HIGGINS BUILDING

ARCHITECTURAL AND CULTURAL SIGNIFICANCE

The Higgins Building, named for the man who built it, Thomas P. Higgins, is an important example of early monolithic concrete construction in a high-rise building. It set a new height record in Los Angeles for concrete, then considered unproven for tall buildings. Every element of the Higgins was designed to be fireproof – and it was engineered to withstand earthquakes. Years ahead of when electricity would be offered as a utility in Los Angeles, the Higgins had a self-contained electrical power plant in its basement. In addition to advancing the use and acceptance of concrete construction, the building launched the engineering and architecture legacy of A.C. Martin and led its primary architect, A.L. Haley, to another major concrete project, the Lanterman House in La Canada, which is on the National Register of Historic Places. The tenants who occupied the Higgins Building – from attorney Clarence Darrow to the leadership of the Catholic diocese – helped shape the cultural life and civic spirit of the city.



When Thomas Patrick Higgins arrived in Los Angeles in 1902, he had money to spend – a fortune made in the copper mines of Arizona. He was born July 12, 1844, in Ireland, near Boyle, County Roscommon. He came to the United States at about age 20, first doing iron mining in New York, then lumbering in Wisconsin.

He was one of only a handful of settlers – all hardscrabble prospectors – in Bisbee, Ariz., when he arrived there in 1877. By the time he left Arizona for Los Angeles, he was nearly 60 and had made his mark on that state’s economy and landscape. Ready to settle in a new home and invest in still-young Los Angeles, he took cash from the sale of mine holdings and began investing in real estate.

One of his early projects was the Bisbee Hotel on East 3rd Street. Now known as the St. George Hotel, it was recently restored as housing for the homeless. As construction on the Bisbee was wrapping up in 1903, Higgins bought a large parcel just a block away, across the street from St. Vibiana’s Cathedral. He paid \$200,000 cash for the lot on the southwest corner of 2nd and Main.

It was where Higgins was determined to make a lasting impression in Los Angeles by constructing an office and retail building that would be architecturally unrivaled. It would tower over its surroundings, be “absolutely fire and earthquake proof” – a timely selling point given the devastation in San Francisco – and make the best use of modern technology.

Higgins hired architect A.L. Haley and engineer A.C. Martin to make his building a reality – and the three men collaborated to create what would quickly be considered one of the best examples of monolithic concrete construction in the United States. At a time

when steel, brick and wood were the standard, Haley and Martin pushed the accepted limits of concrete – the material that would eventually become and remains favored for construction of nearly all types, including the world’s very tallest skyscrapers.

In an embrace of another new technology, the basement of the Higgins Building contained one of the earliest electrical generating stations in Los Angeles. The city would not put up its first power pole until 1916. In the Higgins, six years earlier, massive boilers and two four-valve engines – one connected to a 75-kilowatt electric generator, and one to a 50-kilowatt electric generator – formed a power plant that Haley described as “the most complete found in any Los Angeles building.”

The list of advertised amenities included hot and cold running water in each office, electric lights, steam heat, purified water (sent through filters as it entered the building), telegraph and telephone service and three high-speed passenger elevators.

After construction was well underway, Higgins decided that he needed to build higher than the originally planned 8 stories – he was not to be outdone by an emerging plan for a 10-story building at 2nd and Broadway.

Taking the Higgins two stories higher meant getting the city to change its ordinance limiting the height of concrete buildings. A few years earlier – over the objections of brick, steel and stone men who had been petitioning to have concrete construction outlawed – the city council adopted a policy that allowed for the use of concrete within strict limits. Then, in 1910, with the Higgins half-built, Haley made an impassioned and successful case for raising the height limit to 133 feet – a decision the Los Angeles Times would characterize as “radical” and that generated a fierce debate in the architectural community.

To accommodate the greater height, Martin reengineered the building to stiffen the walls from the fourth story upward. So impressed with the building was The Architect and Engineer of California that it featured the Higgins in an 18-page spread in its April 1910 issue – with construction photos, diagrams and detailed specifications on the concrete process.

In a Jan. 2, 1910, article in the LA Times, Haley describe the many benefits concrete held for Los Angeles: “Reinforced concrete construction is made economical from the fact that material can be obtained from the local market, while the best structural steel can be manufactured ... only by the heavy rolling mills of the East. There is also a great time saving in this kind of building. The fourth and fifth floors of the Higgins building, for example, were built complete within a period of twenty-eight days.” In short, this was the material that would allow Los Angeles to quickly and efficiently build itself into a great city.

His partner in the design of the Higgins, Albert Carey Martin, had arrived in Los Angeles in 1904 as a new engineering graduate from the University of Illinois. When the Higgins was completed in 1910, Martin was just 30 years old and made a name for himself with his concrete work on the project. Nearly a century later, the engineering and architecture

firm he launched – and would be joined in by his sons – still bears his name. “You can’t envision Los Angeles without their work,” said Ken Starr, state librarian and urban planner, in a 1997 magazine article. “They are among the half-dozen architectural firms that over the past 100 years have given us the major buildings of Los Angeles, the city in its public dimension.” Martin headquartered his company in the Higgins for 35 years – and worked there on plans for such landmarks as Grauman’s Million Dollar Theater (1917), St. Vincent de Paul Roman Catholic Church (1925) and Los Angeles City Hall (1928). By the time of Martin’s death in 1960, his firm had worked on some 1,500 building projects – and cemented its reputation with innovative use of concrete.

The architect on the Higgins Building – Arthur L. Haley – was 45 years old and already established for his commercial and residential work in the city. Born in Malone, N.Y., in 1865, he had been designing buildings in Los Angeles since at least 1899, in particular downtown apartment buildings and residential hotels that helped build the city’s housing stock. Many featured his patented invention – “The Sanitary Concealed Metal Wall Bed” – which is credited with altering the layout of thousands of apartments on the West Coast.

In 1904 he built a large home for the president of the LA City Council – the Pomeroy Powers Residence at 1345 Alvarado Terrace. Today, it is a Los Angeles Historic-Cultural Monument and elegantly houses a drop-in center for the homeless. The year after Haley finished the Higgins Building, he was commissioned to build a fireproof home for Dr. Roy Lanterman, a refugee from the San Francisco earthquake and fires. The house, restored to its original condition, is recognized as one of the earliest homes of poured concrete in the region. Open to the public, it houses a museum on La Canada history.

Despite his remarkable achievements, several years after work on the Higgins Building was completed, Haley’s career became marred by charges of investor fraud – and by bankruptcy. He is believed to have left the city, perhaps for the Seattle area.



When the Higgins Building opened in the last half of 1910, it quickly became the cultural center that its millionaire developer had imagined. It was the place to see and be seen – and by an eclectic mix. Attorneys, businessmen, socialists, clerics and chess champs would all walk its halls.

The Chess and Checker Club of Southern California was founded in the Higgins; the Women’s Progressive League made it its headquarters and held luncheons on the rooftop. The first piece of mail delivered by regularly scheduled aerial post – sent Sept. 9, 1911, from England – arrived 17 days later, addressed to J.A.S. Furlonge, 411 Higgins Building. The Assn. of Liquor Dealers helped spearhead the fight against prohibition from the Higgins; the volunteer City Cleaning Bureau sought to clean up vacant lots.

Among those who set up offices on the 9th floor was criminal defense attorney Clarence Darrow, who came in from Chicago to defend the McNamara brothers, charged in the deadly Oct. 1, 1910 bombing of the Los Angeles Times. The brothers were spared the

death penalty after Darrow advised them to plead guilty. The case was not over for Darrow, however, who was forced to stay in Los Angeles to defend himself against charges he bribed a juror. After two lengthy trials, he was found not guilty. The bombing of The Times and its aftermath were pivotal events in the labor history of Los Angeles – and the case was pivotal in the life of Darrow. By the time he left LA, his reputation was tarnished and his health fragile. His most famous case, the Scopes Monkey Trial, would not come for another 14 years, but his trials in Los Angeles, personally and in court, had a dramatic impact on him.

Job Harriman, a labor attorney and a national leader in the socialist movement, had already set up his offices in the Higgins when Darrow came to town. Harriman would serve as co-counsel in the bombing case and the Higgins became the defense team's headquarters. Harriman, the onetime vice presidential candidate on the Eugene Debs ticket and candidate for governor of California, would run nearly successful campaigns (in 1911 and 1913) to become socialist mayor of Los Angeles. It was also in the Higgins that he developed his plans for a socialist community, Llano del Rio Colony, which was established in 1914 in the Antelope Valley. It struggled and eventually moved to Louisiana, but is considered one of the most important utopian colonies in the American West. Harriman died in Los Angeles in 1925.

Many early tenants in the Higgins Building were lawyers and investors, but its star became the General Petroleum Co. — a highly successful independent firm that would become one of the precursors to Mobil Oil. After starting in a single small office in 1911, it quickly took command of the 10th Floor and eventually occupied nearly the entire building. General Petroleum had refineries and pipelines throughout the area and is credited with the find in 1936 of the last major oil reserve in the LA Basin.

The Higgins served as the Chancery Office for the Catholic Diocese of Los Angeles and Monterey for nearly two decades. With the arrival of Bishop John J. Cantwell in 1917, the chancery moved from a house next to St. Vibiana's to the 8th floor of the Higgins – overlooking the cathedral.

Despite Thomas Higgins' grand vision for the north end of downtown, the focus of development began shifting to the south and west. He did not live to see the turn, however – he died March 15, 1920, at age 76.

Higgins, who never married, was eulogized as a major contributor to the cultural and social life of the city. He readily lent his support to causes Irish and Catholic. Despite his extensive mining wealth and real estate holdings, his home at 12th Street and Magnolia Avenue was large but unimposing. He supported charities in Los Angeles and Arizona, and prided himself in funding college educations for numerous young men he saw as deserving. And, before and after his death, he supported his extended family and their descendents, many in Ireland and a number of whom settled in California.

Higgins is buried in Los Angeles, at Calvary Cemetery, alongside his sister and other relatives in a family mausoleum – designed in 1904 by A.L. Haley.



In 1949, the Higgins Building underwent a major shift: General Petroleum and its signature symbol – the Pegasus – moved out and into a brand-new building at 6th and Flower. The Higgins Estate, which still operated out of the Higgins Building, called it quits that year, too, liquidating its real estate and other holdings.

The Higgins Building was sold for about \$1 million to the County of Los Angeles, which was looking for a new headquarters for its Bureau of Engineering. It was given a new name: the Los Angeles County Engineering Building – which is how many in Los Angeles remember it. After more than 25 years of overseeing construction projects large and small from one of the city’s strongest buildings, the county determined that the department needed more modern quarters and pulled up stakes in 1977.

Abandoned to the elements for the next two decades, the Higgins became such a painful eyesore that it was the subject of a 1997 article in the LA Times Magazine, “The Building That Time Forgot.” Its windows gone and doors boarded up, only pigeons, human trespassers and vandals visited it.

When its future seemed bleakest, the Higgins Building was sold – in 1998 for just over \$1 million – and it began life again.

It became one of the first of what would be many adaptive reuse projects that have helped to revitalize downtown. Its original name reclaimed, the Higgins Building reopened in 2003 with its 231 offices converted into 135 residences and its 7 ground-level commercial spaces ready for new enterprises.

It had survived, in good times and terrible ones, and as its builders had intended – resistant to fire and earthquakes. Today, it is filled with homeowners and businesses drawn to its architecture and history – and to bringing new energy to downtown at the turn of a second century.

HIGGINS BUILDING

SOURCES

The Architect and Engineer of California, Pacific Coast States. (April 1910), “A 10-story Monolithic Reinforced Concrete Building.” (LA Public Library) *Attached*

Los Angeles City Directories. (LA Public Library) 1911-1940

Los Angeles Times. “Big Sale of Copper Mines” (May 10, 1903); “Second and Main Street Corner Sold” (July 18, 1903); “Would Prohibit Concrete Buildings” (Oct. 23, 1905); “Hollow-Block Men Agitated” (Oct. 30, 1906); “May Reach 10 Stories,” (Dec. 26, 1909); “Great Cement Deposits of Southland to Provide Material for Skyscrapers of Future” (Jan. 2, 1910); “Half Million Dollar Block at Second and Main” (June 23, 1909); “Believes in North End” (Jan. 16, 1910); “Going Higher. Higgins Building Will Have Ten Stories” (March 2, 1910); “New Ordinance Knocks Old Act Topsy-Turvy” (May 27, 1910); “Are Buildings to Go Higher?” (April 3, 1910); “Players Form a Chess Club” (Dec. 11, 1910); “Women’s Progressive League Inaugurates Plan for New Organization” (March 17, 1912); “Mail Here by Aerial Post; (Sept. 29, 1911); “Haley Makes Hot Reply” (Feb. 26, 1911); “Great Philanthropies by Late Thomas Higgins Bared” (March 19, 1920); “Albert C. Martin Sr., 80, Noted Architect, Dies” (April 10, 1960); “A Socialist Who Was Almost Mayor” (Oct. 31, 1999), and other articles.

Los Angeles Times Magazine. “The Trials of Clarence Darrow,” by Geoffrey Cowan (May 16, 1993); “The Building that Time Forgot” by Ed Leibowitz (Aug. 17, 1997)

Thomas P. Higgins family records, shared by Moira G. Bailis (grand-niece) and Thomas P. Higgins (great grand-nephew), including Higgins Estate records, 1914-1949.

The Longford (Ireland) Leader. “A Great Irishman, The Wonderful Life Story of the Late Mr. Thomas Higgins, Millionaire, Mine Owner” (April 3, 1920)

USC Libraries. USC Family Magazine, “Building Los Angeles” by Linda Arntzenius (Fall 1997); “Plugged In: The History of Power in Los Angeles” (published online)

Who’s Who on the Pacific Coast, 1913. (LA Public Library) A.L. Haley

Port of Los Angeles. The California Petroleum Co., a history of the LA port

Encyclopedia of California’s Catholic Heritage. Msgr. Francis J. Weber (2001)

American Utopia: a brief history of Llano del Rio Cooperative Colony. Produced by Louisiana Public Broadcasting.

Lanternman House. Archival information on concrete home and architect A.L. Haley

LA Department of Building and Safety. Building permits for Higgins Building

HIGGINS BUILDING

IMAGE KEY PLAN

#1. Thomas P. Higgins (1844-1920). 1916 portrait of namesake. Courtesy Moira G. Bailis.

#2. Postcard. Higgins Building promotional postcard published @ 1908 by Newman Postcard Co. Courtesy Thomas P. Higgins.

#3. At 8 Stories. Architectural sketch and article introducing plans for 8-story Higgins Building. Published June 23, 1909, Los Angeles Times.

#4. At 10 Stories. Architectural sketch and article announcing Higgins Building height will increase to 10 stories. Published Jan.16, 1910, Los Angeles Times.

#5. First-Floor Plan. Plans by architect A.L. Haley for lobby and commercial spaces in Higgins Building. Published in Architect and Engineer of California, April 1910.

#6. Typical Floor Plan. Plans by architect A.L. Haley for offices on floors 2-10 of Higgins Building. Published in Architect and Engineer of California, April 1910.

#7. Sub-basement Plan. Plans by architect A.L. Haley for power plant in sub-basement of Higgins Building. Published in Architect and Engineer of California, April 1910.

#8. Power plant. 1910 photo of one of the engines in the power plant in sub-basement of Higgins Building. Published in Architect and Engineer of California, April 1910,

#9. Construction. 1910 photo looking west from 2nd Street, the Higgins Building as 8th and 9th stories are being added. USC Digital Archives/Ticor.

#10. Clarence Darrow and Job Harriman. 1910 or 1911 photo of co-counsels in defense of McNamara brothers, accused of bombing the Los Angeles Times. Darrow, standing at center, and Harriman, seated at left, had offices in the Higgins Building. Also shown are attorney Joseph Scott, Mrs. Ortie McManigal (whose husband was among the accused) and three children. USC Digital Archives.

#11. General Petroleum era. 1941 photo of Higgins Building during period it was headquarters of General Petroleum Co. Photo by Art Streib. Published Jan. 29, 1941, Herald Examiner. (USC Digital Archives/Herald Examiner).

#12. County Engineering Building. 1959 photo taken from Main Street shows back of renamed Higgins Building during period it was owned by Los Angeles County and housed the Engineering Department. (USC Digital Archives/LA Examiner)

#13. Adaptive Reuse. Sept. 12, 2006 view from 2nd and Main after offices converted to residential lofts and Higgins Building name restored. Photo by Brad Buckman.

HIGGINS BUILDING

ADDITIONAL MATERIALS

Compact Disc. CD contains the photographic images and text of this application.

“A Ten-Story Monolithic Reinforced Concrete Building,” by **A.L. Haley.** The architect’s account of the specialized concrete construction methods used in the Higgins Building. Published in *The Architect and Engineer of California*, April 1910. Los Angeles Public Library Archives.

“The Building Time Forgot,” by **Ed. Leibowitz.** An account of the history of the Higgins Building when its future was bleakest. Published *Los Angeles Times Magazine*, August 17, 1997.

PC100**Responses to Comments from Chaiken, Stacie****Response to Comment PC100-1**

Comment acknowledged. Please refer to Responses to Comments PC100-2 through PC100-6, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC100-2

A comprehensive pre-construction survey of the Higgins Building will be performed prior to construction to document the building's condition and verify construction plans. This will be done after the Final EIS/EIR process has been completed; therefore, inclusion of this level of detail in the environmental document will not be possible. Findings of the pre-construction survey will be shared with the homeowners association. Metro will request permission to place vibration monitors in the building to ensure that vibration from the tunnel boring machines does not exceed acceptable thresholds and cause damage to the building. Metro will verify any damage to the building that occurs as a result of Regional Connector construction and restore the building to its pre-construction survey condition. Metro will compensate homeowners should temporary displacement be necessary as part of such repairs. Funding for this type of contingency is included in the financial plan presented in Chapter 6 of this Final EIS/EIR.

Response to Comment PC100-3

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

Response to Comment PC100-4

Metro reviewed the background research and other information on the Higgins Building including the application for California Landmark Status. As indicated in the historic property inventory form, the building is eligible for the California Register due to its association with Job Harriman and Clarence Darrow. Background research did not indicate that the building is eligible for the National Register under Criterion B for its association with these individuals. Although the building had tenants who were noted for their involvement with the development of the oil industry in California, background research did not indicate that the Higgins Building is the location of significant events relating to those activities, therefore the building is not eligible for the California Register under Criterion 1 or the National Register under Criterion A. Due to the loss of its integrity of design, workmanship and materials from alterations, the building was recommended as not eligible for the California Register under Criterion 3 or the National Register of Historic Places under Criterion C. The State Historic Preservation Officer reviewed the inventory form and concurred with Metro's determination on June 1, 2010. No additional information has been presented to indicate that the building is eligible for the National Register.

Response to Comment PC100-5

Metro will hire a qualified contractor to perform a pre-construction survey of the Higgins Building, including analysis performed by an architectural historian or historical architect who

meets the Secretary of Interior's Professional Qualification Standards, as indicated in Section 4.12.1.4.3 of the Draft EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR.

Response to Comment PC100-6

Appropriate mitigation measures identified in Section 4.7, Noise and Vibration, of the Draft EIS/EIR, which have been refined and confirmed in Section 4.7 and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, would preserve the pre-construction condition of the Higgins Building. With implementation of mitigation, construction-related vibration impacts to historic buildings and sensitive buildings (Category I, II, III, IV buildings as defined in Table 4.7-4) would be reduced to less than significant. Metro has performed an additional vibration study, and concluded that no impacts to the Higgins Building would occur after mitigation. The results of this study are presented in Section 4.7, Noise and Vibration, of this Final EIS/EIR. The alignment would provide operational benefits including higher train speeds, more efficient operations, and better access to Upper Grand Avenue for passengers. Given that the Locally Preferred Alternative would not impact the Higgins Building, funding for restoration of the Higgins Building would not be required. However, Metro will explore funding options for restoration of historic buildings in the future as part of a separate project.

During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included the Higgins Building HOA, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Community input during these meetings has been taken into account in the refinement of the Locally Preferred Alternative and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8), which are presented in this Final EIS/EIR.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Regional Connector draft EIS/EIR comment**
Date: October 19, 2010 9:58:31 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Bobby Garza Jr [mailto:bobbygarzajr@yahoo.com]
Sent: Monday, October 18, 2010 5:40 PM
To: Regional Connector
Subject: Regional Connector draft EIS/EIR comment

Ms. Dolores Roybal-Saltarelli
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

I am a resident of Savoy, the condominium complex on the corner of 1st and Alameda streets, and I would like to add my name to the list of residents and community members who support the fully underground alternative for the regional connector. I would also like to state that I am against the other options (Above-ground and underground emphasis), including the no-build alternatives.

As a regular transit rider, I am very excited about this project and I understand its importance. I am, however, concerned about the impact that the construction will have on the Little Tokyo community. So far, I am pleased with the communication between Metro and the Little Tokyo community. Metro seems to be listening to our concerns. I hope that the lines of communication will remain healthy and open during the construction phase.

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Thank You

Bobby Garza
100 S. Alameda St. #371
LA, CA. 90012

PC101

Responses to Comments from Garza, Bobby

Response to Comment PC101-1

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the No Build, At-Grade Emphasis LRT, and Underground Emphasis LRT Alternatives. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC101-2

Metro will continue coordinating with the Little Tokyo community during construction of the Locally Preferred Alternative. A community outreach plan will be developed to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Metro will also coordinate with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: There are several points I wish to make on the Regional Connector EIR.**
Date: October 19, 2010 9:56:00 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: brady westwater [mailto:bradywestwater@gmail.com]
Sent: Monday, October 18, 2010 11:57 PM
To: Regional Connector
Cc: Ginny-Marie Brideau
Subject: There are several points I wish to make on the Regional Connector EIR.

There are a number related points I wish to make on the Regional Connector EIR. First, any new fixed rail improvement needs to be accompanied with new development that will make the system more productive. This is particularly true during non-rush hours and on nights and weekends.

That is why the land surrounding this proposed Second Street Station should be considered an unique opportunity to remove and rebuild the redundant existing infrastructure, repurpose the greatly under-utilized land, relocate the Sempra facility, remove the barriers between the parts of Bunker Hill presently separated by a maze of roads, bridges, underpasses and awkwardly shaped, inaccessible patches of green and find a way to create new transit destinations, enhance the existing cultural destinations and create economic development by creating greater opportunities for cultural tourism.

The obstacle to this happening though is the single biggest flaw of the present plan - the lack of a vision for a greater master plan for the area. And the greatest obstacle to creating that plan is the assumption that the present patchwork of barely used roads that crisscross the site should remain untouched and the digging of the trenches for the subway and the station should take place incrementally rather than the wholesale excavation of the site - with a temporary loop road making the necessary connections and first

rationalize the streets and possibly even platform over some of them to create both real park space and opportunities to fulfill existing cultural needs.

The first primary need is lack of a building for MOCA to house its permanent collection. The Geffen is great for larger temporary shows and the building on Grand is a wonderful - though small - place for either touring shows or the permanent collection. But it is far too small to house even a fraction of the already existing permanent collection. And since the Broad Collection - across the street - will have one of the world's greatest collections of mid to last 20th Century Art - with many artists collected in depth - it is imperative that it be located by the permanent collection and that the permanent collection remains on Grand avenue. But since it can not be expanded for a variety of reasons - then a site must be found - or created - that is adjacent to both MOCA and the Broad.

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This site can also fulfill another cultural problem. MOCA's photography collection is still developing. However - the Getty has a world class collection and that is the only contemporary art form they collect. The Getty also has a deed restriction that they can never add even one square foot to the Brentwood Campus - making it impossible for them ever to build a new museum there. And as it has often been suggested that the Getty also have a museum in a more urban setting - what better place than to complement the MOCA collection as the Broad Collection will soon do

Lastly, if the financial district station is removed - it needs to still have the elevator proposed for that station to still be built to better bring pedestrians on up to the top of Bunker Hill to better connect the flats with the top of the hill.

2

--

Brady Westwater
213-804-8396

PC102

Responses to Comments from Westwater, Brady

Response to Comment PC102-1

Metro will work with the community to determine re-use of construction staging areas after construction is completed. In doing so, Metro hopes to create destinations compatible with transit use. Suggestions for improvement of the Bunker Hill area are noted. Roadway reconfiguration in the vicinity of the 2nd/Hope Street station would occur as part of the Regional Connector project. Metro is committed to minimizing construction impacts. All station facilities would be made accessible to persons with disabilities using features such as elevators and ramps as needed.

Response to Comment PC102-2

The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza, as required to accommodate persons with disabilities, if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue.

Subject: Regional Connector Draft EIR comments

Date: Monday, October 18, 2010 1:11 AM

From: Hank Fung <hank@bleeble.org>

Reply-To: "hank@bleeble.org" <hank@bleeble.org>

To: "ray.tellis@dot.gov" <ray.tellis@dot.gov>, Dolores Roybal Saltarelli <roybald@metro.net>, Regional Connector <RSC_RegionalConnector@metro.net>

Dear Mr. Tellis and Ms. Roybal-Santelli:

I agree with MTA's staff recommendation that the Locally Preferred Alternative remove the 5th and Flower station, as it is two to three blocks to other rail stations (downhill if one walks in the right direction) and would increase the cost significantly. However, I do not share the same thought about the fully underground option as the LPA. The underground emphasis option is sufficient to relieve the vast majority of impacts to the Little Tokyo community at a much lower cost. The difference in cost can be used to provide goodwill for businesses, acquire properties that would be impacted or for construction staging, etc. while, in the long term, the community will grow around the at-grade crossing at Alameda under the underground emphasis option. I prefer the Los Angeles Street Option due to a reduced impact on existing businesses on Broadway and the distance between the stations to the east and west. Also, the Broadway station is very close to the Red Line station, and the Regional Connector should provide more access to Downtown, not just to similar locations as today.

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If the LPA selects the Fully Underground option, then MTA staff should create a Benefit Assessment District for the area within a reasonable surrounding distance from the at-grade intersection removed and require those property owners to approve a property tax increase to pay for the undergrounding of the 1st/Alameda intersection, which my understanding will cost tens of millions of dollars and additional construction time. If the property owners fail to approve this tax, then the underground emphasis option provides most of the travel time benefits as the fully underground option, eliminates a confusing station at 1st/Alameda for downtown customers, and the underground emphasis option should be the LPA following this vote.

3

Also, there needs to be flexibility to select options for train routing other than the proposed East LA-Santa Monica and Pasadena-Long Beach routes. Perhaps trip travel patterns show something differently. In any event, the EIR should not constrain future operational configurations.

4

Finally, the estimated service frequency in the EIR is too optimistic (Chapter 2). The EIR projects a peak hour headway of 2.5 minutes along the Regional Connector. it is my understanding that LADOT has constrained the number of trains that are allowed to operate on the surface sections of the Blue/Expo Lines between the portal south of 7th Street/Metro Center and Washington Boulevard, where the Expo and Blue Lines diverge. Chapter 2 also presupposes one option for Eastside Extension Phase II over another, through the use of the term "I-605" - as far as I know, only the SR-60 option has a I-605 option. The terminology should be used as the existing proposed termini options, which are South El Monte (Peck Road/SR-60) and Whittier (Washington/Greenleaf?).

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In addition, on some sections of Appendix I, it is indicated that "Portions of this appendix have been intentionally left blank. This

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information is available from Metro upon request." What is this information? Why is it left blank? A brief description of the information omitted would be helpful in evaluating the completeness of the EIR. If the concern is privacy, all comenters' names, addresses, and phone numbers if they chose to provide them are in the scoping reports and incorporated in the EIR, so I fail to see why any information needs to be omitted, especially in an electronic copy where there is an unlimited amount of space available.

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Sincerely,

Hank Fung, P.E.

PC103

Responses to Comments from Fung, Hank

Response to Comment PC103-1

Preference for the removal of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC103-2

Thank you for your comment. Support for the Underground Emphasis LRT Alternative and station preference is noted. It is also noted that the commenter does not support the Fully Underground LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC103-3

Metro has used benefit assessment districts to fund rail transit projects in the past, but this is not part of the current financial plan, as summarized in Chapter 6 of the Draft EIS/EIR. The introduction of the Fully Underground LRT Alternative into the Draft EIS/EIR was done to offset the potential disproportionate adverse impacts that the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative would have in Little Tokyo. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC103-4

The proposed routings for the Regional Connector service are from East Los Angeles (eventually I-605) to Santa Monica and from Pasadena (eventually Montclair) to Long Beach. The tracks would be constructed in a way that allows train movements from Pasadena to Santa Monica and from East Los Angeles to Long Beach.

Response to Comment PC103-5

The Regional Connector is designed to accommodate 2.5 minute headways, independent of any headway restrictions in place on other parts of the Metro Rail system.

Response to Comment PC103-6

Both the SR 60 LRT Alternative and Washington Boulevard LRT Alternative for the Eastside Extension Phase 2 would terminate in the vicinity of I-605. No Locally Preferred Alternative designation has occurred for the Eastside Extension Phase 2 project yet; therefore, "I-605" was used in the Regional Connector Draft EIS/EIR as an approximate terminus that applies to both build alternatives for the Eastside Extension Phase 2 project.

Response to Comment PC103-7

The information omitted from Appendix I, Agency Coordination and Public Involvement, and Appendix G, Final Scoping Report, of the Draft EIS/EIR are the sign-in sheets used during various outreach meetings held for the project. The sign-in sheets contain attendee's personal information and it is customary to omit sign-in sheets when circulating environmental documents to protect an individual's personal information.

Joan Springhetti
108 W. 2nd Street
Los Angeles, CA 90012
Oct. 18, 2010

Dolores Roybal Saltarelli,
Metro Project Director
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli,

I am writing to express my concerns about the impact of noise from construction of the proposed Regional Connector Transit Corridor on the residents of the Higgins Building. The Higgins Building faces 2nd Street on the route of the proposed project and is very near the site of a proposed station. It is my home and home to 134 other families.

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The report fails to address this issue in terms of expected noise levels, hours of operation and cumulative impact. Additionally, in assessing existing noise levels at the location of the building, it used an estimate from other locations in the area rather than taking actual measurements. I contest that assumption.

2

How does this project propose to stay within the city and county standards for construction noise?

3

How does it reconcile with the Federal Transit Administration's report on noise and vibration and the special protections it affords historic properties, including the Higgins Building, and passive parks, including the community park next to the LAPD Headquarters?

4

CITY ORDINANCE:

41.40 LAMC- Construction Noise

- Engaging in construction, repair, or excavation work with any construction type device, or job-site delivering of construction materials without a Police Commission permit;
- Between the hours of 9:00 p.m. and 7:00 a.m.;
 - In any residential zone, or within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday;
 - In a manner as to disturb the peace and quiet of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

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SEC. 111.03. MINIMUM AMBIENT NOISE LEVEL.

(Amended by Ord. No. 156,363, Eff. 3/29/82.)

Where the ambient noise level is less than the presumed ambient noise level designated in

this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter.

**TABLE II
SOUND LEVEL “A” DECIBELS**

(In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.)

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

City, county and federal laws governing noise and vibration were designed to safeguard the health and well-being of the city’s people and buildings. It is critical that they be adhered to, especially with a project of this scope and duration.

Sincerely,

Joan Springhetti

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PC104

Responses to Comments from Springhetti, Joan

Response to Comment PC104-1

Section 4.7, Noise and Vibration, and Appendix S, Noise and Vibration Technical Memorandum, of the Draft EIS/EIR, Supplemental EA/Recirculated Draft EIR Sections, and this Final EIS/EIR identified construction activities, relevant construction equipment, and construction-related noise levels for each build alternative. As indicated in Chapter 2, Alternatives Considered, of the Draft EIS/EIR and this Final EIS/EIR, construction schedules would be established with community input and consideration of community activities.

Section 4.19, Cumulative Impacts, of the Draft EIS/EIR and this Final EIS/EIR summarized cumulative impacts for resource areas where an alternative would result in a considerable contribution. Since none of the build alternatives would result in a considerable contribution to cumulative noise impacts during construction, cumulative noise impacts were not discussed in detail in this section. Appendix GG, Cumulative Impacts Technical Memorandum, of the Draft EIS/EIR discussed cumulative noise impacts associated with construction of each alternative. As indicated in Section 4.7, Noise and Vibration, of the Draft EIS/EIR, Supplemental EA/Recirculated Draft EIR Sections, and this Final EIS/EIR, with implementation of potential mitigation, construction of the Fully Underground LRT Alternative (the Locally Preferred Alternative) would not contribute to potentially adverse cumulative noise or vibration impacts.

Response to Comment PC104-2

Comment acknowledged. Noise levels at the Higgins Building were estimated based on nearby measurements because existing noise levels at the Higgins Building could not be accurately measured due to construction at Saint Vibiana and on Main Street, as indicated in Section 4.7, Noise and Vibration, of the Draft EIS/EIR and this Final EIS/EIR. Additionally, estimation of noise levels is acceptable by the FTA Transit and Vibration Impact Assessment when buildings have exposure to the same noise sources.

Response to Comment PC104-3

The Regional Connector project is located in the jurisdiction of the City of Los Angeles and would not need to be consistent with goals of the County of Los Angeles noise standards as the project is located outside the County's jurisdiction. Construction of the Locally Preferred Alternative would be consistent with the goals of Section 41.40(a) of the Los Angeles Municipal Code. As indicated in Section 4.7, Noise and Vibration, of this Final EIS/EIR, typical types of Best Management Practices (BMPs) the contractor can use to be consistent with the goals of applicable local ordinances include, but are not limited to, the following:

- Placement of temporary noise barriers around the construction site;
- Placement of localized barriers around specific items of equipment or smaller areas;
- Use of alternative back-up alarms/warning procedures;

- Higher performance mufflers on equipment used during nighttime hours; and
- Portable noise sheds for smaller, noisy, equipment, such as air compressors, dewatering pumps, and generators.

Response to Comment PC104-4

As indicated in Section 4.7, Noise and Vibration, and Appendix S, Noise and Vibration Technical Memorandum, of the Draft EIS/EIR and this Final EIS/EIR, the noise and vibration impact analysis for this project is based on criteria defined in the *FTA Transit Noise and Vibration Impact Assessment* (USDOT 2006). CEQA does not provide quantitative thresholds for a substantial noise impact or a significant adverse vibration impact. This analysis applies FTA criteria to determine the threshold for significance. The Los Angeles Municipal Code section 41.40(a) does not set acceptable noise level limits for either daytime or nighttime construction activities.

Construction noise and vibration were analyzed using the procedures presented in the *FTA Transit Noise and Vibration Impact Assessment*. This document includes FTA guidance on minimum safe distances between construction equipment and buildings based on the types of construction equipment and the category of a building. The most conservative minimum safe distance was used to analyze vibration impacts to sensitive and historic buildings in the vicinity of construction activities, including the Higgins Building. Metro has performed an additional vibration study, and concluded that no impacts to historic resources would occur after mitigation. The results of this study are presented in Section 4.7, Noise and Vibration, of the Supplemental EA/Recirculated Draft EIR Sections and this Final EIS/EIR.

Response to Comment PC104-5

As indicated in Section 4.7, Noise and Vibration, of this Final EIS/EIR, construction of the project would be consistent with the goals of Section 41.40(a) of the Los Angeles Municipal Code. The Regional Connector project is located in the jurisdiction of the City of Los Angeles and would not need to be consistent with the goals of the County of Los Angeles noise standards as the project is located outside the County's jurisdiction. In addition, the ambient noise levels measured in the project area were higher than the presumed ambient noise level designated in Section 111.03 of the Los Angeles Municipal Code. Therefore, the presumed ambient noise levels were not used.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Draft EIS/EIR**
Date: October 20, 2010 3:17:30 PM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

Jennifer

Jennifer Gill
 Communications Assistant
 Constituent Programs
 Metro - Regional Communications Department
 One Gateway Plaza
 Los Angeles, CA 90012

213-922-4224 (O)
 213-922-8868 (F)

-----Original Message-----

From: Jorge Montijo [mailto:loft811@gmail.com]
Sent: Monday, October 18, 2010 5:00 PM
To: Regional Connector
Subject: Draft EIS/EIR

I wrote previously in support of the all underground option and in opposition to both of the other options. Upon careful review, I realized that two properties on the SE corner of Spring and 2nd Streets are scheduled to be demolished and used for staging. I am strongly opposed to the demolition of these buildings. Tenants in those buildings such as the Southland Credit Union and the 2nd Street Cigar and Gallery are important members of our community and it would be a huge loss to most stakeholders in the area if these businesses were closed or moved. I understand the need for a staging area and suggest the open lot at 2nd and Broadway be used since construction on the Federal Court Building is not scheduled to begin for a few more years.

Further, as a stakeholder in this immediate area for the last 8 years, I and my neighbors have endured the construction of the Cal Trans Building, the demolition of the previous Cal Trans offices, the construction of the new PHF, the remodeling of Saint Vibiana's,

and the construction of two parking lots adjacent to Vibiana's.

While I'm willing to support the construction of the Regional Connector in close proximity to my home, I am extremely displeased that building demolition and staging will be taking place at a mere 5 meters from my property. It is inconceivable that sound levels during construction will be remotely near the range permitted by Los Angeles code. I will gladly perform a demonstration for the Board as to what actual sound levels will be for the duration of construction (I provided this service to the City Council during EIR review for the PHF.)

There are many stakeholders in this area, but none will be affected more than residents, and much of that inconvenience can be avoided by staging further from residences and closer to businesses. Please reconsider the demolition of the two buildings on Spring Street, just south of 2nd Street.

Jorge Montijo
108 W 2nd St #811
Los Angeles, CA 90012
626.222.4593

Sent from my iPad

1
cont'd

PC105

Responses to Comments from Montijo, Jorge

Response to Comment PC105-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

October 18, 2010

Dolores Roybal Saltarelli, Project Manager
 One Gateway Plaza, MA 99-22-2
 Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

As Metro completes its Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Regional Connector project, I urge that the Fully Underground Light Rail Transit (LRT) Alternative be adopted as the project's Locally Preferred Alternative (LPA). This alternative will provide for the fastest travel of light rail trains through Downtown Los Angeles. This will be key as the Regional Connector must meet the both the goals of 1) providing access to Downtown destinations and of 2) providing means for crossing through Downtown to reach destinations elsewhere in the county.

1

As a fully-grade separated facility, the Regional Connector will not only provide fast travel, but also reliable travel. Given that our light rail lines will combine to reach headways as low as 2.5 minutes along the Regional Connector, it will be critical to keep trains moving efficiently to prevent delays to the rest of the light rail network. A predominantly at-grade Regional Connector would introduce significant variability in train performance, much like the street-running portion of our current light rail lines do, and would be inadequate for handling high-frequency service.

2

It is regrettable that between 12th Street and Washington Boulevard along the existing Blue Line, trains will run at-grade with vehicular traffic for the foreseeable future. This will be a limiting element of the Regional Connector and our entire light rail network as long as it remains in its current configuration. I recommend strategies for improving this segment of track be studied as soon as possible and incorporated into the Regional Connector project. Possible strategies could include improved signal timing, signal priority, street closures, and grade separation.

3

Reliability and travel times will also be limited by the configuration of the Regional Connector junctions at 1st Street and Alameda Street and at Washington Boulevard and Flower Street. Unfortunately, the Washington/Flower junction is currently being constructed as part of the Exposition Line project as a flat junction, as opposed to a flying junction. Operationally, a flat junction will impose strict limitations on the movements on trains through the junction because southbound Blue Line trains cannot pass through the junction at the same time as northbound Expo Line trains. Schedules for trains in opposing directions will therefore have to be coordinated. Delays in one direction of trains will therefore not only propagate to other trains in the same direction but also to trains in the opposite direction.

4

Internally, Metro studied "Little Tokyo Variation 2," an alternative including a flying junction at 1st/Alameda, much like at the Wilshire/Vermont station, instead of the otherwise planned flat junction. I strongly encourage that the Fully-Underground Alternative Variation 2 be adopted to ensure reliable operation of light rail trains through the Regional Connector for decades to come. In the future, the Washington/Flower junction could also be upgraded to a flying junction by adding a flyover for northbound Expo Line movements.

In addition, I also recommend that the 5th/Flower station be retained in the project LPA. When both the Expo Line and the Regional Connector are in place, we will see a drastic increase in riders traveling through the 7th Street/Metro Center station. Even now, the station sees crush loading on its trains and platforms. The 5th/Flower station is therefore critical to serving passengers in the Financial District, who would otherwise turn to the 7th Street/Metro Center station. The Financial District is also

5

among the densest portions of the county in terms of employment density and is certainly deserving of a station on its own merits.

5
cont'd

Thank you for your consideration.

Sincerely,
Justin Walker

PC106

Responses to Comments from Walker, Justin

Response to Comment PC106-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC106-2

Support for a fully grade-separated alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC106-3

The Regional Connector would connect to the existing Metro Blue Line tracks at 7th Street/Metro Center Station, and trains on both the North-South Line and East-West Line would use the existing at-grade tracks on Flower Street between 12th Street and Washington Boulevard. The Regional Connector would not preclude improvement from being made to these at-grade tracks as a possible future project.

Response to Comment PC106-4

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulations revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Hampa Hongwanji Temple. The Regional Connector would not preclude the Washington/Flower junction from being converted to a two-level junction as a possible future project.

Response to Comment PC106-5

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: Regional Connector draft EIS/EIR comments**Date:** Monday, October 18, 2010 10:51 AM**From:** Paul Yeh <paulyehster@gmail.com>**To:** Regional Connector <RSC_RegionalConnector@metro.net>**Cc:** Susie Tae <eatms2@gmail.com>, Bobby Garza <bobbygarzajr@yahoo.com>, Sidney Wang <shwang12@gmail.com>

Ms. Dolores Roybal-Saltarelli
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street and Chair of the Savoy MTA Committee, I like to formally support the **Fully Underground Alternative** that was added into the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative. 1

One issue I had with the draft was that a letter from the Savoy HOA against the first two build alternatives submitted in the fall of 2009 included over 200 signatures and they were not included or mentioned in the appendix of the draft document. I have had our HOA manager submit that document again in case it is missing so it is either included or cited in the final EIS/EIR. 2

Other continuing issues include my concerns with construction, traffic, and impacts on residents as the project moves forward. I am very concerned for the businesses in Little Tokyo as they add to the quality of life in my neighborhood and are the livelihood of many independent mom-and-pop operations. I ask the MTA to continue to work in protecting the vibrancy of this community through mutual cooperation and adequate mitigation measures. 3

Thank you for your consideration.

Sincerely,

Paul Yeh

Savoy Resident/Savoy MTA Committee, Chairperson

Unit # 203

<http://www.pyehdesign.com>

--

Paul Yeh Design Inc.

100 s alameda st unit 203
los angeles, ca 90012

714.458.9728

PC107

Responses to Comments from Savoy MTA Committee, Yeh, Paul

Response to Comment PC107-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC107-2

Comment acknowledged. The Final Scoping Report, which was included as an appendix (Appendix G) in the Draft EIS/EIR and this Final EIS/EIR, summarized the CEQA/NEPA scoping process through the close of the NOI/NOP scoping period, May 11, 2009. The signed petitions were submitted after the close of the scoping period, which is why they were not included in the Scoping Report and thus not included in the Draft EIS/EIR. However, Comment Letter CN10, which includes the signed petitions, is included in this volume of the Final EIS/EIR.

Response to Comment PC107-3

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Comments on Draft EIS/EIR for Regional Connector**
Date: October 19, 2010 9:57:06 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Sidney Wang [mailto:shwang12@gmail.com]
Sent: Monday, October 18, 2010 9:27 PM
To: Regional Connector
Subject: Comments on Draft EIS/EIR for Regional Connector

October 18, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

] 1

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

] 2

Thank you for your consideration.

Sincerely,

Sidney Wang, Savoy Resident
Unit # 408

PC108

Responses to Comments from Wang, Sidney

Response to Comment PC108-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC108-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 18, 2010

Ms. Dolores Roybal-Saltarelli
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy at the corner of 1st and Alameda Street and a member of the Savoy MTA Committee, I like to formally support the Fully Underground Alternative that was added into the Draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

1

However, I have several concerns with the Draft EIR/EIS discussion and analysis, particularly as they relate to Underground Emphasis Alternative. By minimizing any impacts from the Underground Emphasis Alternative, the document does not disclose many of the concerns the community raised to prompt the addition of the Fully Underground Alternative. These differences between the Underground Emphasis, and Fully Underground Alternative, are important to document to all stakeholders and decisionmakers as part of this process. A few examples of such discussion are included below:

2

- Potential impacts to Community and Neighborhoods (Section 4.3.3). Table 4.3-4 lists "Physically Divide Community" as a potential impact, and "None" for each Alternative. While "Physically Divide Community" is not defined in this Section, the fact that "none" is concluded for the Underground Emphasis Alternative is in direct conflict with the fact that the grade separation of Alameda Street between Temple Street and 2nd Street, creates a physical barrier between the Little Tokyo and Arts District communities. The need for a pedestrian bridge to cross the intersection of 1st and Alameda Streets only further emphasizes the need for a safe means to cross a physical barrier between communities.

3

- Mitigation measures for Community and Neighborhoods (Section 4.3.4). Additional mitigation measures should be added to address the phasing of construction tunneling along 2nd Street, and the fact that impacts to the Little Tokyo community will be far greater should tunneling work begin on the easterly end of 2nd Street. Stronger language should also be adopted in these measures to provide both clarity to the

4

community and future construction contractors of the importance of these mitigation measures. Such stronger language could include:

Develop a community outreach plan to notify local communities of construction schedules, road and sidewalk closures, and detours. Coordinate with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events **to the greatest extent feasible**. **Strongly** consider limiting construction activities during special events **where feasible**.

4
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Erect barriers and provide security personnel during construction to minimize trespassing and vandalism. Barriers **should** be enhanced with artwork and attractive design features where possible.

- Potential impacts to Visual Resources (Section 4.4). Figure 4.7 depicts significant properties along 1st Street between Judge John Aiso and Central Streets. However, Table 4.4-2 describes operational impacts to Scenic Resources as less than significant. The analysis fails to discuss the pedestrian bridge (approximately two stories in height above grade) may significantly impact the scenic resources of the Little Tokyo historic buildings from an easterly approach or view.

5

I also have general concerns with deferring many construction-related mitigation measures to be developed in the future. If the extent of these construction measures are not included within the analysis of impacts for the original project, how can it be presumed that these future construction mitigation measures will be effective in mitigating such impacts? How will the impacts of these proposed construction mitigation measures be analyzed?

6

Other minor corrections include:

- Figure 4.4-3: Photo is actually of the 1st Street corridor, and not 2nd Street

7

I ask that MTA continue to work the Savoy community and Little Tokyo community to ensure protection of the vibrancy of this community through mutual cooperation and acceptable mitigation measures.

8

Thank you for your consideration.

Sincerely,

Susan Tae
Savoy Resident/Savoy MTA Committee Member
Unit # 376

PC109

Responses to Comments from Tae, Susan

Response to Comment PC109-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC109-2

As required under NEPA and CEQA, mitigation must be identified which could reduce significant impacts. Chapter 2, Alternatives Considered, of the Draft EIS/EIR discussed the reasons for the addition of the Fully Underground LRT Alternative. The Executive Summary of the Draft EIS/EIR and this Final EIS/EIR contains a summary comparison of the alternatives considered, which includes the Underground Emphasis LRT and Fully Underground LRT Alternatives, and a summary of unavoidable impacts associated with each alternative. Please refer to Responses to Comments PC109-3 through PC109-8, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC109-3

As indicated in Section 4.3, Community and Neighborhood Impacts, and Appendix O, Community and Neighborhood Impacts Technical Memorandum, of the Draft EIS/EIR and this Final EIS/EIR, the Underground Emphasis LRT Alternative would not physically divide an established community. Automobiles, pedestrians, and bicycles would still be able to cross the alignment at roadway intersections to access the communities to the north and south. At the intersection of 1st and Alameda Streets in the Little Tokyo community, an automobile underpass would facilitate movement of traffic on Alameda Street by allowing it to travel below the intersection without stopping and, thus, enhancing community mobility. In addition, an optional overhead pedestrian bridge structure would maintain pedestrian and bicyclist access to the north and south sides of Alameda Street and enhance mobility. The Underground Emphasis LRT Alternative would not create a barrier that would impede vehicle, bicycle, or pedestrian access. Vehicle, bicycle, and pedestrian access at the intersection of 1st and Alameda Streets would be maintained as indicated above. Therefore, this alternative would not physically divide a community and impacts would be less than significant. Nonetheless, the Underground Emphasis LRT Alternative is not the designated Locally Preferred Alternative and will not be studied further.

Response to Comment PC109-4

2nd Street in Little Tokyo is no longer under consideration as a potential site for beginning tunnel boring machine operations. Metro intends to insert the TBM from the Mangrove property, located at the northeast corner of 1st and Alameda Streets, away from the community's key business areas. Appropriate mitigation measures presented in the Draft EIS/EIR are candidate measures for further refinement, and are worded as such. The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains confirmed mitigation measures with more definitive wording and explicit assignment of monitoring responsibilities. These mitigation measures will be confirmed in the Record of Decision.

Response to Comment PC109-5

Impacts to scenic resources in light of the portal area structures for the Underground Emphasis LRT Alternative were discussed in Section 4.4.3.4.2 of the Draft EIS/EIR and this Final EIS/EIR. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which would not have a pedestrian bridge in Little Tokyo.

Response to Comment PC109-6

Mitigation measures identified in the Draft EIS/EIR were not deferred. If any of the build alternatives resulted in significant impacts, mitigation was identified in Chapters 3 and 4 of the Draft EIS/EIR and this Final EIS/EIR to reduce impacts to the maximum extent feasible. In addition, any mitigation measure that could result in an indirect impact was identified in Chapters 3 and 4 of the Draft EIS/EIR. Until a Locally Preferred Alternative is designated by the lead agency, the mitigation measures identified in the Draft EIS/EIR are considered candidate measures. Once a Locally Preferred Alternative is designated, appropriate mitigation measures are refined based on the alternative chosen as the Locally Preferred Alternative and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Response to Comment PC109-7

Comment acknowledged. The title of Figure 4.4-3 has been revised to accurately describe the location of the photo as follows.

Figure 4.4-3. 2nd 1st Street Corridor and the Los Angeles Times Building**Response to Comment PC109-8**

Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the Little Tokyo community, including the Savoy residents, during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Subject: Regional Connector Draft EIR/EIS Public Comment

Date: Monday, October 18, 2010 2:02 AM

From: Tobias Parkins <tobias0087@gmail.com>

To: Regional Connector <RSC_RegionalConnector@metro.net>

To be included in the Public Comment record for the DEIR/EIS for the Regional Connector:

Dear Ms. Roybal Saltarelli

First, please let the record show my support for the Regional Connector project and it's goals, and the accelerated construction in the 30/10 Initiative.

1

Second, I support the Fully-Underground Alternative for adoption as the Locally Preferred Alternative along with the following recommendations:

2

1. Metro should keep the 5th/Flower st. Station in the LPA.

With the addition of the Expo line soon, and the new ridership created by the Regional Connector, foot-traffic at the 7th St. Metro Center station is going to exceed the capacity of the station, reaching unmanageable levels. The 5th/Flower station will be able to relieve some of the foot traffic, as people traveling to destinations closer to 4th and 5th street will be able to de-board at the new station instead of walking from 7th st. Furthermore, there are several important destinations that would be easily accessible from the 5th st. station, including the Bonaventure Hotel and the Central Library. As a cultural note, it would be a very significant gesture to have our Central Library directly connected to the rail system. This would also mean that students coming from colleges along the rail system, including CSU Long Beach, Citrus College, Santa Monica College, California Institute of Technology, Pasadena City College, and, most importantly, USC, would have a direct, one-seat ride from their respective schools to Los Angeles's most important Library. Although this station is quite close to its neighbor stations, since this is the very dense Downtown Area, having very close station spacing is not a detriment, but in fact a benefit. Since this project will be one of the most important for the LA, and already has a very low cost effectiveness number, there is no reason to be stingy. We should not let a slight lack of money now cause us to have an inadequate transportation system for hundreds of years to come. Metro should seek any way possible to make up the cost of this station, including

3

- value engineering
- phasing the opening of portals
- adopting a slower construction schedule (by as much as a year or 2)
- allowing for public-private partnerships to fund the station
- allowing private businesses to buy development rights to place retail inside stations
- delaying funding and installation of art
- selling advertising rights
- cutting back on advertising for the project
- leverage savings created by 30/10 plan for use on this project
- identify any other ways to cut costs
- identify any other sources of additional revenue

The 5th and Flower station, which should be named the "Central Library" station, will be an important part of the rail network for the county, and is worth taking some extra measures to ensure its existence.

2. Metro should study a way to improve operations at the junctions joining the two branches of the Gold line, and the Blue and Expo Lines.

Due to the use of flat junctions instead of flying junctions, operations at these 2 junctions must be precisely timed in order to ensure on-time performance on both directions of both the North/South and East/West lines. Metro should work to secure funding in the future to convert these junctions to flying junctions (grade-separated) to prevent left-turn motion of opposing trains.

4

3. The name of the 2nd and Central station should be the "Little Tokyo" station.

This should be done to preserve the cultural identity of the neighborhood.

5

Thank you to your team and staff for all of your hard work
Sincerely,
Sam Levey

PC110**Responses to Comments from Levey, Sam****Response to Comment PC110-1**

Thank you for your comment. Support for the project is noted.

Response to Comment PC110-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC110-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. This enhancement is in proximity to destinations such as the Central Library and the Bonaventure Hotel. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. Though the cost-effectiveness index for the project is favorable, Metro will continue to seek additional funds and ways to reduce the costs of the project to bring them in line with allocated funding levels. Metro believes that the Locally Preferred Alternative with an enhanced pedestrian walkway to 7th Street/Metro Center Station would adequately serve the transportation system. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC110-4

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulations revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Homba Hongwanji Temple. The Regional Connector would not preclude the Washington/Flower junction from being converted to a two-level junction as a possible future project.

Response to Comment PC110-5

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Regional Connector**
Date: October 20, 2010 9:30:52 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>
▶ 1 Attachment, 190 KB

Jennifer

Jennifer Gill
Communications Assistant
Constituent Programs
Metro - Regional Communications Department
One Gateway Plaza
Los Angeles, CA 90012

213-922-4224 (O)
213-922-8868 (F)

From: Interurbans [mailto:afishel@interurbans.com]
Sent: Tuesday, October 19, 2010 11:15 PM
To: Regional Connector
Subject: Regional Connector

Mrs. Dolores Roybal Saltarelli

I along with so many others strongly support the Regional Connector and want to see it built ASAP. The MTA plan after its most recent modification is much improved but the First and Alameda section design needs to be reworked. The MTA design requires several 10 mph curves as well as the use of the current bridge over the I 10 freeway which also has curves requiring slow speed operation. With this new

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design the overall speed can be increased by more than double between the Broadway Station and the Union Station stop. This design provides many advantages over the MTA design with the cost being about the same but will provide a much better and more user friendly design when the project is complete. The biggest advantage of this design will be the almost total lack of disruption during construction to the community west of Alameda and fast easy travel over the entire connector..

1. There are no grade crossings.
2. There are no 10 mph curves. All curves are for 35 mph or faster.
3. The Station is conveniently located and requires minimal area disruption during construction with no taking of historical buildings. The Office Depot and mini mall would not have to be taken.
4. The Junction under First St East of Alameda would be separated.
5. The new elevated structure over the 101 and Commercial St could be built in conjunction with the Los Angeles Union Station Run through and the California High Speed Rail projects that will also need to span the 101 and Commercial Streets.
6. The curve on the new line from Union Station to First street will be below ground and will take only a few underground parking spaces of the New Center to be built at the North East corner of first and Alameda.
7. The negative side of this alignment would be the taking of the two

story parking structure at Ducommun and Garey St. and the taking of the 30 foot eastern section of the DWP property north of Temple. Everything else would be underground.

8. During construction a temporary bypass and station could be built on the present parking lot at the north east corner of First and Alameda with a minimum disruption of service. The connection at Union Station would also require minimal service disruption.
9. The boring machines could be placed for drilling on the DWP property and dirt removal could also take place there to avoid any disruption to the Little Tokyo community. The boring machine should be able to make the radius curve from south to west and under First Street to the new Little Tokyo Station site and under the parking lot built on the former AT&SF right of way for a gentle curve onto Second Street. The subway section would begin in the DWP lot and go under Temple St just east of the 500 Temple Building and west of the parking structure to curve from Banning and west of the Nishi Hongwanji Buddhist Temple to the junction under First Street.
10. The current Little Tokyo Station at First and Alameda would remain in use as a turn back for trains on the Foothill extension that would not be continuing west to Culver City and Santa Monica.
11. Any passengers that would want to go to or from Union Station, Pasadena and East from East First Street would have a simple cross platform transfer at the new Little Tokyo Station.

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cont'd

The 5th & Flower and 2nd and Broadway Stations need to be part of the original design, but if funding is not available then the underground station “boxes” should be built with the line and the stations can then be added later “as needed”. The same goes for the Crenshaw station on

3

the Purple line when it is built.

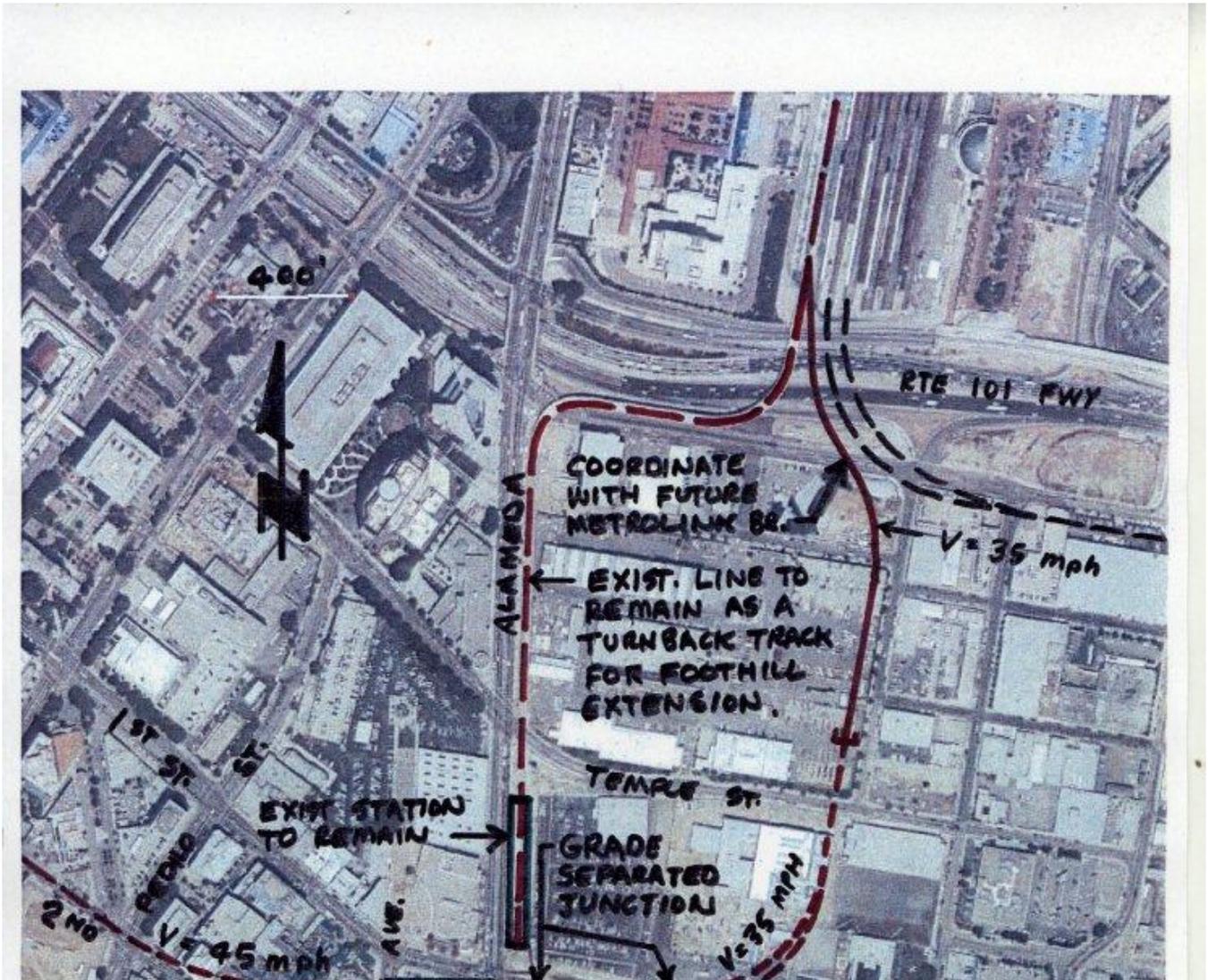
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cont'd

Please consider this design for all of the all of the reasons shown and when this project is complete you and all involved can look back and be proud and not have to apologize for a design that is less than it could or should have been.

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Thank you for my consideration

Alan Fishel





STATION SHELL AVOIDS HISTORICAL BUILDINGS
ON CENTRAL AVE.
BORED TUNNEL UNDER EXIST. BUILDINGS

CONCEPT BY ALAN FISHEL

PC111

Responses to Comments from Fishel, Alan

Response to Comment PC111-1

Thank you for your comment. Support for the project is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC111-2

As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the alignment in Little Tokyo has been refined to increase curve radii and allow for higher speed train operation through the curves. The refinements would also reduce cut and cover excavation within Little Tokyo and increase tunnel boring machine use, thereby reducing impacts to the community. The Regional Connector would connect to the existing bridge over the US 101 Freeway, but would not preclude improvement from being made to this bridge as a possible future project. The design shown in the comment would involve greater impacts to the City of Los Angeles Department of Water and Power facilities, which the Locally Preferred Alternative alignment would avoid. Metro appreciates the submission of the detailed conceptual alignment.

Response to Comment PC111-3

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project. The proposed Metro Purple Line extension is part of the separate Westside Extension project.

Response to Comment PC111-4

Comment acknowledged. Please refer to Responses to Comments PC111-1 through PC111-3, above, for detailed responses regarding concerns raised by the commenter.

Subject: FW: Support of Fully Underground Alternative for the Light Rail Regional Connector

Date: Monday, October 11, 2010 3:34 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobergroup.com>, Clarissa Filgioun <clarissa@therobergroup.com>

From: Barbara Broide [mailto:bbroide@hotmail.com]

Sent: Saturday, October 09, 2010 12:11 AM

To: Regional Connector

Cc: Litvak, Jody Feerst; Jay Greenstein

Subject: Support of Fully Underground Alternative for the Light Rail Regional Connector

To the Metro Regional Connector Team and Metro Staff:

Please accept this email as a letter in support of the Fully Underground Alternative for the Downtown Light Rail Regional Connector. This alternative appears to be the most cost-effective and long-term alternative to support the needs of Downtown Los Angeles City/County as well as the other regions throughout the County that will benefit from this Connector. This is in many ways a "missing link" to the downtown transit puzzle and worthy of the investment of resources needed to make its construction and completion possible.

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Thank you for your consideration.

Sincerely,

Barbara Broide
President, Westwood South of Santa Monica Blvd. HOA

PC112

Responses to Comments from Westwood South of Santa Monica Blvd. HOA, Broide, Barbara

Response to Comment PC112-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Regional connector question.

Date: Tuesday, September 14, 2010 12:16 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: J. Russell Brown [mailto:dlanc.jr2brown@gmail.com]

Sent: Wednesday, September 08, 2010 7:50 PM

To: Regional Connector

Subject: Regional connector question.

This is the public info that is listed concerning the Regional Connector project.

Questions? If the project is listed as 1.32 billion and the latest numbers I see are 1.24 billion, why is this project short money and the 5th and Flower station may need to be omitted?

The list below shows the entire budget accounted for. Is the local funding not taken care of?

Regional Connector (links local rail lines)

\$ 1,320 total costs

\$ 160 Minimum Measure R

\$ - additional

\$ 160 Total

\$ 708 Feds

\$ 186 state

\$ 266

b Local funding

FY 2014-16 FY 2023-25

b. Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.

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Words Of Wisdom

Teamwork divides the task and doubles the success.

The art of being wise is the art of knowing what to overlook. William James

"The best way out is through." Robert Frost

"The line that is straightest offers the most resistance." Leonardo DaVinci

"Genius is eternal patience." Michaelangelo

J. Russell Brown
President DLANC
Downtown Los Angeles Neighborhood Council
DLANC.jr2brown@gmail.com
Cell 213-999-0379
Home 213-687-0898

ATTACHMENT A

Proposed One-Half Cent Sales Tax for Transportation

Outline of Expenditure Categories

Sunsets in 30-Years: Fiscal Year (FY) 2010 - 2039
(millions)

Subfund	Program	% of Sales Tax (net of administration)	First Year Amount	10-Year Amount	30-Year Amount
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process	35%	\$ 241	\$ 2,930	\$ 13,790
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 21	\$ 251	\$ 1,182
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2%	\$ 14	\$ 167	\$ 788
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20%	\$ 138	\$ 1,675	\$ 7,880
Operations	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ 34	\$ 419	\$ 1,970
Operations	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ 138	\$ 1,675	\$ 7,880
Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.)	15%	\$ 103	\$ 1,256	\$ 5,910
TOTAL PROGRAMS		100%	\$ 689	\$ 8,373	\$ 39,400
1.5% for Administration			\$ 11	\$ 127	\$ 600
GRAND TOTAL			\$ 700	\$ 8,500	\$ 40,000

PC113

Responses to Comments from Downtown Los Angeles Neighborhood Council, Brown, J. Russell

Response to Comment PC113-1

The \$1.32 billion figure represents the budgeted cost of the project in year of expenditure (escalated) dollars. \$1.24 billion would be the projected cost of the four-station alternative in 2009 (non-escalated) dollars, which is equivalent to \$1.44 billion in escalated dollars as was shown in Table 6-1 of the Draft EIS/EIR. This indicates a desire to bring the projected cost of the project in line with the budgeted amount. The financial information in the Draft EIS/EIR included the Measure R allocation to the Regional Connector.

Subject: FW: Support of Fully Underground Alternative for the Light Rail Regional Connector

Date: Monday, October 11, 2010 3:34 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: sealnbear@aol.com [mailto:sealnbear@aol.com]

Sent: Friday, October 08, 2010 10:44 PM

To: Regional Connector

Cc: bartreed1951@gmail.com; jerardwright@gmail.com; esirgen@usc.edu; Bob@fogl.us; darrclarke@gmail.com

Subject: Support of Fully Underground Alternative for the Light Rail Regional Connector

To the Metro Regional Connector Team and Metro Staff:

I support the Fully Underground Alternative for the Downtown Light Rail Regional Connector as the most cost-effective and long-term alternative to support the needs of Downtown Los Angeles City/County as well as the other regions throughout the County that will benefit from this Connector.

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Ken Alpern

President, The Transit Coalition

PC114

Responses to Comments from The Transit Coalition, Alpern, Ken

Response to Comment PC114-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.



Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
TOSHIO "TERRY" HANDA			
Organization	Organización	所属	단체
JACCC			
Address	Dirección	住所	주소
244 S. San Pedro St., L.A., CA 90012			
Telephone	Teléfono	電話	전화
213-626-3067			
Email	Correo electrónico	電子メール	이메일
kanlaca@gmail.com			

Comment	Comentario	コメント	의견
<p>I support the fully underground alternative, subject to (only) clarification of "cut & cover" (I object to all other alternatives.) and confirmation of availability/non-availability of existing parking.</p>			

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

의견은 반드시 2010년 10월 18일까지 접수되어야 공공 기록의 일부로 간주됩니다. 의견은 이메일로 regionalconnector@metro.net으로 보내주셔도 됩니다. 의견은 다음 주소로 우편으로 보내주셔도 됩니다: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 웹사이트 www.metro.net/regionalconnector를 방문하시면 전체 문서를 보실 수 있습니다.



PC115

Responses to Comments from Japanese American Cultural and Community Center, Handa, Toshio “Terry”**Response to Comment PC115-1**

It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the other alternatives. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

A description of cut and cover operations is provided in Chapter 2, Alternatives Considered, Section 4.18, Construction Impacts, and Appendix K, Description of Construction, of the Draft EIS/EIR and this Final EIS/EIR. Cut and cover entails a construction shoring system, excavating down from the ground surface, placing a temporary deck over the excavated area, constructing the underground facilities beneath the deck, and then backfilling and restoring the surface once the facilities are completed. Temporary concrete decking can be placed over the cut immediately following the first part of excavation (at about 12 to 15 feet below ground surface) to allow traffic to pass above. Once the deck is in place, excavation and internal bracing would continue to the required depth. Once the desired construction is completed inside the excavated area, the deck would be removed, the excavation would be backfilled, and the surface would be restored permanently. Refinements have been made to the Locally Preferred Alternative since publication of the Draft EIS/EIR. These refinements would reduce the extent of cut and cover activities and associated street lane and sidewalk closures. Chapter 2, Alternatives Considered, of this Final EIS/EIR identifies locations where cut and cover would occur during construction of the Locally Preferred Alternative.

Chapter 3, Transportation Impacts and Mitigation, and Section 4.2, Displacement and Relocation, of the Draft EIS/EIR identified the number of on-street and off-street parking that would be removed during construction and operation of each alternative, respectively. Chapter 3, Transportation Impacts and Mitigation, and Section 4.2, Displacement and Relocation, of this Final EIS/EIR identifies the number of on-street and off-street parking that would be removed during construction and operation of the Locally Preferred Alternative, respectively.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
HOWARD NISHIMURA			
Organization	Organización	所属	단체
LITTLE TOKYO COMMUNITY COUNCIL + TOKYO VILLAGE HOA			
Address	Dirección	住所	주소
222 S. CENTRAL AVE #208 L A CA 90012			
Telephone	Teléfono	電話	전화
213-305-7630			
Email	Correo electrónico	電子メール	이메일
hinishimura@msn.com			

Comment Comentario コメント 의견

AS SCHEDULES FOR CONSTRUCTION ARE DETERMINED PLEASE KEEP THE OWNERS AND ^{BUSINESS} STOCK OWNERS INFORMED AND THE EFFECT THAT THE STREET TRAFFIC AS WELL AS PEDISTALIAN TRAFFIC WILL BE EFFECTED AND FOR HOW LONG.

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Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイトwww.metro.net/regionalconnectorを閲覧してください。

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PC116

Responses to Comments from Little Tokyo Community Council & Tokyo Villa HOA, Nishimura, Howard

Response to Comment PC116-1

Appropriate candidate mitigation measures included in Section 4.3, Community and Neighborhood Impacts, of the Draft EIS/EIR and confirmed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR includes development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Metro will continue to coordinate with the community during project construction.

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

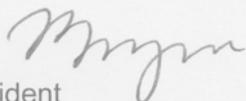
As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

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I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

Thank you for your consideration.

Sincerely,



Savoy Resident
Unit # 468

MYUNGHEE BYUN

PC117

Responses to Comments from Byun, Myunghee

Response to Comment PC117-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC117-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Responses to Public Hearing Comments

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHA1		Fishel	Alan
PHA2	Japanese Chamber of Commerce	Okamoto	Mike
PHA3	Little Tokyo Business Association and Little Tokyo Business Improvement District	Liu	Wilson
PHA4		Kay	Greg
PHA5		Adelman	Charles
PHA6		Havens	Alan
PHA7		Zablen	Nathan
PHA8	Los Angeles Homba Hongwanji Temple	Briones	William
PHA9	Little Tokyo Community Council	Watanabe	Bill
PHA10		Kawaratani	Yukio
PHA11	Historic Downtown Business Improvement District of the L.A. City Chapter	Brown	Russ
PHA12		Covarrubias	Joel
PHA13	Downtown Los Angeles Neighborhood Council	Berman	Patti
PHA14	Electric Railway Historical Association	Frevele	Dave
PHA15		Westwater	Brady
PHA16		Springer	Jay
PHA17	Nikkei Center, LLC Project	Kaji	Jon
PHA18	The Spice Table	Luu-Ng	Kim
PHA19	GetFit Little Tokyo	Yamaguchi	Jayson
PHA20	California Japanese American Community Leadership Council	Nishio	Alan

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHA21	Koraku Group, Inc.	Yamauchi	Hiroshi
PHA22	Fugetsu-Do Confectionery	Kito	Brian
PHA23		Kerr	John
PHA24	Gold Line Washington Alignment Advocacy Group	Howard	Les
PHB1	Fixing Angelenos Stuck in Traffic	Norton	Hilary
PHB2		Grace	Roger
PHB3	Metropolitan News Enterprise	Bobigian	Vahn
PHB4		Grace	Jo-Ann
PHB5	Metropolitan News Enterprise	Philibosian	Robert
PHB6	Suehiro Café, Inc.	Suzuki	Kenji
PHB7		Havens	Alan
PHB8		Berg	Martin
PHB9	The Transit Coalition	Reed	Bart
PHB10		Springhetti	Joan
PHB11		Miyoshi	Ellen
PHB12	Koraku Group, Inc.	Yamauchi	Hiroshi
PHB13		Sachs	Arnold
PHB14	Little Tokyo Business Association and Little Tokyo Business Improvement District	Liu	Wilson
PHB15		Wright	Jerard
PHB16	Central City Association	Chavira	Tracey
PHB17	Historic Downtown Theater	Brown	Russell

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHB18		Garza	Don
PHB19	Shabu Shabu House Restaurant	Maruyama	Yoshi
PHB20		Baisez	Christine

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COUNTY OF LOS ANGELES
REGIONAL CONNECTOR TRANSIT CORRIDOR PUBLIC HEARING
DOLORES ROYBAL-SALTARELLI, PROJECT MANAGER

In the Matter of:)
)
METRO REGIONAL CONNECTOR TRANSIT)
CORRIDOR)
_____)

TRANSCRIPT OF PROCEEDINGS
Los Angeles, California
Tuesday, September 28, 2010

Reported by:
DANA JACOBS
CSR No. 13499
Job No:

25 B5710NCO

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COUNTY OF LOS ANGELES
REGIONAL CONNECTOR TRANSIT CORRIDOR PUBLIC HEARING
DOLORES ROYBAL-SALTARELLI, PROJECT MANAGER

In the Matter of:)
)
METRO REGIONAL CONNECTOR TRANSIT)
CORRIDOR)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at
the Japanese American National Museum,
369 East 1st Street, Los Angeles, California,
commencing at 6:30 p.m. on Tuesday,
September 28, 2010, reported by DANA JACOBS,
CSR No. 13499, a Certified Shorthand Reporter
in and for the State of California.

1 APPEARANCES :

2

3 DOLORES ROYBAL-SALTARELLI
4 PROJECT MANAGER

5 ANN KERMAN
6 COMMUNITY RELATIONS

7 CHRIS KOMAI
8 PUBLIC INFORMATION OFFICER
9 JAPANESE AMERICAN NATIONAL MUSEUM

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11	Mr. Liu	23
12	Mr. Kay	25
13	Mr. Adelman	26
14	Mr. Havens	27
15	Mr. Zablen	28
16	Mr. Briones	29
17	Mr. Watanabe	30
18	Mr. Kawaratan	31
19	Mr. Brown	33
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	Mr. Kaji	41

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1 Los Angeles, California, Tuesday, September 28, 2010

2 6:30 p.m.

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5 MS. KERMAN: Good evening, everybody. Can you hear me
6 in the back? I'd like to thank you all for coming
7 tonight. This is a very, very exciting moment for us
8 because we reached a milestone on this project, and we'll
9 be talking more in detail about that milestone.

10 But in order to get to that milestone, it was
11 really because of community involvement and lots and lots
12 of meetings and lots and lots of time spent by a variety
13 of individuals, and I'd like to thank the community for
14 allowing us to get to this day, which is the public
15 hearing for the regional connector.

16 Among those community organizations that were so
17 instrumental in making this happen were the Little Tokyo
18 Community Counsel, the Little Tokyo Service Center, the
19 Buddhist Temple, the Japanese Chamber of Commerce, the
20 Downtown Los Angeles Neighborhood Council, the Lincoln
21 Heights Neighborhood Council, the Historic Cultural
22 Neighborhood Council and many others.

23 So I would like to take this moment, before we
24 get any further, to thank the community and all of you

25 that are here today for allowing us to get to this moment,

1 for allowing us to get through the process that included
2 our alternatives analysis and, today, our Draft EIS/EIR
3 process.

4 I'd like to bring up Chris Komai, who is with the
5 Japanese American National Museum to welcome you all here
6 today. This is their facility. They're our host.

7 And Chris, if you could step forward.

8 MR. KOMAI: That's great. I didn't know any of my
9 family was here. I'm Chris Komai. I'm the public
10 information officer for the Japanese American National
11 Museum, and we did want to welcome you all to our
12 facility.

13 You're in the George and Sakaye Aratani
14 Central Hall of our pavilion, which opened in 1999.
15 It's interesting because this year is the year of
16 anniversaries, so it's the Japanese American National
17 Museum's 25th anniversary since its incorporation back
18 in 1985.

19 What's interesting about that is if you had known
20 us in 1985, no facility, no endowment, one staff member
21 sitting at the local Merit Savings Bank here, but because
22 we were a community-based organization, we were able to
23 galvanize the support of our community and the greater
24 community here in Los Angeles, renovate the former

25 Buddhist temple behind you, the Nishi Hongwan, former

1 Buddhist Temple there, and here, this pavilion, which
2 actually was a \$45 million project.

3 All of that has made it possible to do what its
4 founders wanted, which is to have public gatherings like
5 we're having today. We think, here at the museum and
6 certainly within our community, that the most important
7 thing that we can do is get together and discuss what are
8 the important issues of the day.

9 Now, before we get on to the meeting, I have just
10 one thing. I noticed we're being streamed tonight. Isn't
11 that right? And for those of you who are watching, we
12 invite you to come to Little Tokyo, come to the
13 Japanese-American National Museum, come here because
14 there are times when you can come and share in our
15 community as well.

16 The space that we're in right now, we have
17 Target's Free Family Saturdays, most months, and like the
18 word says, it's free. You can come, even on the Gold Line
19 because the station is right across the street from us
20 over here, and there are many activities that we have
21 here, Nisei Week, New Years and things like that for you
22 where we can all come, and we all invite you to come to
23 them.

24 The last thing I wanted to say is that speaking

25 of anniversaries, today we celebrated the 10th anniversary

1 of Little Tokyo Community Council, ten years in which our
2 community has tried to work together, not just in
3 Little Tokyo, but in the greater area.

4 In this hearing here, in this meeting, this is
5 really an example of how that should work. Here we're
6 dealing with a very important process, but the most
7 important thing is that we have a place and an opportunity
8 for us to meet and talk about those issues.

9 So thank you all for coming. Welcome. If any
10 of you want to come any other time, come and see me.

11 Thank you.

12 MS. KERMAN: Thank you so much, Chris, and we do
13 appreciate your hospitality.

14 Well, let's get started. Good evening. Welcome
15 to this public hearing on the Regional Connector Transit
16 Corridor Project Draft EIS/EIR. My name is Ann Kerman.
17 I'm Metro's constituent program manager for this project
18 and tonight I will be facilitating the meeting, and I
19 will also be acting as your hearing officer.

20 Is there anyone in need of translation
21 assistance? If so, if you would please advise our
22 registration in the back, and I would also like our
23 interpreters to make that announcement. Alex. Thank you
24 very much.

25

Before we begin, I do want to introduce you to

1 the project manager of this project. You'll be hearing
2 from her shortly, and that's Dolores Roybal-Saltarelli.
3 Dolores, if you could stand up. Diego Cardoso, who is the
4 executive officer from our planning department. Diego.

5 We have several people here from Metro and our
6 consultant team, and we're all wearing these badges.
7 To everyone in that group, I'd like to introduce you
8 individually, but I want to move it along. Please wave
9 your arm, and you can speak to any of us later. We are
10 here until 8:00 tonight, and after the formal
11 presentation, we'll still be here to take your comments
12 and questions.

13 Well, tonight's meeting is a formal process in
14 the environmental review of the connector project, and we
15 have a legal obligation to make sure that we hear your
16 comments on the Draft EIS/EIR. We're here tonight to hear
17 from you, and we want to give everyone a chance to speak.

18 Now, because this is a formal process and formal
19 public hearing, we will not be answering your questions,
20 but we will certainly be recording every comment, every
21 question. We have a court reporter here this evening,
22 and she will be taking note of every word.

23 You may comment on the Draft EIS/EIR at tonight's
24 the meeting during our formal comment session, or you may

25 fill out a comment card. You may also mail us a letter or

1 send us an E-mail. All public comments must be received
2 by 5:00 p.m. on October 18th.

3 As this is a formal NEPA/CEQA process, I now need
4 to provide you with the following statement: The Regional
5 Connector Transit Corridor Studies Draft Environmental
6 Statement and Environmental Impact Report was released on
7 September 3rd, 2010 along with the notice of availability
8 and notice of intent to hold public hearings.

9 To comply with the National Environmental Policy
10 Act, NEPA, and the California Environmental Quality Act,
11 CEQA, Section 15087, the Federal Transit Administration,
12 FTA, and the Los Angeles Metropolitan Transportation
13 Authority, METRO, have prepared a draft environmental
14 impact statement, environmental impact report. FTA is the
15 lead agency for the purposes of NEPA, and METRO is the
16 lead agency for the purposes of CEQA.

17 A notice of availability and an intent to hold
18 public hearings was published in the Federal Register,
19 State of California Clearinghouse, Los Angeles Times,
20 La Opinion, Nikkan San, and filed with the Los Angeles
21 County Clerk and the California State Clearinghouse.
22 The notices were published on September 3rd, 2010.

23 Copies of the Draft EIS/EIR are available for
24 public review between September 3rd and October 18th, and

25 are located at the following venues: The Los Angeles City

1 Public Library, Central Library, Little Tokyo Branch
2 Library, Chinatown Branch Library, the Von Kleinschmidt
3 Center at the University of Southern California, the
4 Pasadena Central Library, East Los Angeles Library,
5 Culver City Library, Santa Monica Library and of course,
6 Metro's library, the L.A. County Metropolitan
7 Transportation Authority Agency's library on our 15th
8 floor.

9 In addition, electronic copies of the document,
10 i.e., CDs, were distributed by mail to participating
11 agencies, listed owners of properties identified in the
12 document, local elected officials and additional
13 interested stakeholders.

14 Display ads about the public hearings were
15 published in Our Weekly, Eastside Sun, Downtown News,
16 Korea Times, Korea Daily, blogdowntown, Japanese Daily,
17 Nikkan San, The Rafu Shimpo and the Pacific Citizen.

18 Copies of the press release about the release of
19 the Draft EIS/EIR were sent to a distribution list of over
20 50 media organizations. The Draft EIS/EIR and information
21 about the hearing is posted on Metro's Web site,
22 www.metro.net.

23 Information about the release of the Draft
24 EIS/EIR and the hearings were also printed in brochure

25 form and widely distributed on Metro buses and trains as

1 well as hand delivered at key locations in the study area.

2 In addition, brochures that we commonly called
3 "Take Ones" were sent by U.S. Mail to a list of over
4 65,000 contacts in the project study area. The statement
5 information was also sent electronically to a distribution
6 list of 1,725 mailings.

7 All of these materials included information about
8 how to find the Draft EIS/EIR as well as more information
9 about the Regional Connector Transit Corridor study on the
10 Web. Affidavits of publication and copies of detailed
11 mailing lists are available upon request.

12 And now for the fun part. I would now like to
13 bring up our project manager, Dolores Roybal-Saltarelli
14 and invite her to begin her presentation.

15 MS. ROYBAL-SALTARELLI: Good evening everyone. Thank
16 you very much for taking the time to attend this public
17 hearing. My presentation is going to be brief. We're
18 here this evening to listen to you, to document your
19 comments on the draft environmental document and with
20 that, I'll get started.

21 Regional connector is one of seven projects that
22 is a part of the Measure R projects that are moving
23 forward and is part of our 2035 plan. The purpose and
24 need of the regional connector is to improve public

25 transit service and mobility, directly connect the Metro

1 Gold, Blue and future Expo Line, improve rail travel times
2 and reduce transfers by providing a one-seat ride between
3 Azusa and Long Beach and Santa Monica and
4 East Los Angeles and provide increased high-capacity
5 transit coverage of Downtown Los Angeles with the new
6 stations.

7 Our need: Continued growth in population and
8 transit demand, both in downtown and across the region
9 transit system expansion, will also bring more riders into
10 downtown. The existing rail system requires multiple
11 transfers for many trips, both local and regionally.

12 Project overview: As I mentioned earlier, the
13 regional connector will be connecting the Metro Blue,
14 Gold and Expo Line; will provide a one-seat ride for travel
15 between Azusa and Long Beach and Santa Monica and East L.A.
16 and ultimately provide an efficient manner to travel
17 through the downtown as well as the rest of the region.

18 Project development: We initiated this process
19 in '07 with alternative analysis where we looked at 36
20 alternatives. It was the end of that process that
21 recommended two build alternatives that will be a part
22 of the draft, and we initiated the draft environmental
23 document in January of 2009.

24 Due to all of your hard work and participation,

25 we're now at the conclusion of the draft, and we're here

1 to listen to your comments and ultimately continue to
2 study through the final environmental document, which
3 will be initiated in November.

4 Project progress: When we started in '07,
5 this study did not have any potential funding. With the
6 passage of Measure R, we do have some Measure R funds
7 dedicated to this project. We also initiated the draft
8 in January of 2009.

9 We've been working extensively with the
10 communities in the project study area. We've also been
11 able, in that process through the Little Tokyo community,
12 to include an additional alternative that's a part of
13 the draft.

14 We've also been able to look at extensive
15 potential mitigation measures that were also included in
16 the draft and ultimately have been able to release that
17 in the draft environmental document that was released
18 on September 3rd, which many of you have received.

19 The draft environmental document has five
20 alternatives that need to be analyzed. The No Build.
21 What will the project study area be like without the
22 project in place? The Transportation System Management
23 alternative. That is the project that uses the comparison
24 of what you could do without building permanent

25 infrastructure, and the three build alternatives. The

1 at-grade emphasis light-rail alternative, the underground
2 emphasis alternative, and the fully underground light-rail
3 transit alternative that is included in the -- excuse me.

4 This is interesting. I apologize. I guess all
5 of the maps are like this. My apologies. It didn't look
6 this way 30 minutes ago. Luckily for us, we do have the
7 three build alternatives on the board, and the TSM
8 alternative. What we're recommending is two additional
9 bus routes essentially to connect 7th Street/Metro to
10 the existing Little Tokyo/Arts District station.

11 The next alternative, which is the at-grade
12 alternative is connecting the 7th Street/Metro station to
13 the existing Little Tokyo/Arts District. And many of you
14 have seen this alternative before. What's important to
15 know -- oh, there we are. Thank you.

16 As I was saying, connecting 7th Street/Metro
17 Center station to the existing Little Tokyo/Arts District
18 station. What's unusual about this alternative is that
19 50 percent of it is underground. That's what you see
20 in purple, because ultimately you're connecting
21 7th Street/Metro, which is an underground station, to
22 an as to be completed at, possibly, 1st and Alameda.

23 The next alternative is the underground emphasis
24 alternative, which, as stated in the alternative analysis

25 document, is about 94 percent underground. Again, leaving

1 7th Street/Metro, underneath Flower, underneath the
2 2nd Street tunnel, and underneath 2nd Street, moving
3 west towards Little Tokyo with an at-grade connection at
4 1st and Alameda to connect to the Little Tokyo/Arts
5 District station.

6 The fully underground alternative is exactly
7 the same alignment, except where it differs is in the
8 Little Tokyo area. Instead of connecting to the existing
9 Little Tokyo/Arts District station, we now have a station
10 located at 2nd and Central. You're now underneath 1st and
11 Alameda, and it includes two portals, one north of Temple
12 and one between Alameda and Hewitt to connect to the
13 existing at-grade Gold Line.

14 The fully underground alternative has four
15 stations, one at 5th and Flower to access the Financial
16 District, one at 2nd and Hope to access Bunker Hill, one
17 at 2nd and Broadway and the fourth at 2nd and Central.

18 As Ann mentioned earlier, there's various ways
19 for you to submit comment, either at this evening's public
20 hearing -- we will have a second one on October 4th. You
21 can also submit comments to me in writing and via our
22 website as well as our E-mail.

23 There are two big important meetings that are
24 coming up in this project. We'll be going to the

25 Measure R Project Delivery Committee on October 21st at

1 9:00 a.m., if you'd like to attend and provide comment.
2 The same item will be going towards our Metro Board
3 scheduled for October 28th at 9:30.

4 With that, that concludes my presentation, and
5 we're here to listen to you and to document your comments
6 on the draft environmental document.

7 MS. KERMAN: Thank you, Dolores.

8 As we quickly set up to take your comments, I did
9 see that Kim Tachiki came in, and we'd like to thank her
10 for representing Congresswoman Lucille Roybal-Allard.

11 Thank you, Kim. We have so appreciated all the
12 support that we've had from her office and other
13 electives, so I did want to mention that.

14 So as we quickly set up to take your comments,
15 please note that the format for tonight's hearing does not
16 include dialogue or our response to your statements or
17 questions. If you would like to speak, we request
18 that you fill out a speaker card, and you can turn them
19 into the registration desk. If you don't have a speaker
20 card and would like one, raise your hand, and we'll be
21 sure to get you one.

22 The purpose of this hearing is for Metro to
23 receive your comments and input on the Draft EIS/EIR. As
24 I mentioned earlier, this hearing is part of the formal

25 NEPA and CEQA process. Your statements will become part

1 of the public record and will be addressed in the final
2 document, which we currently expect to release in the
3 summer of 2011.

4 In addition to oral testimony received tonight,
5 all written comments will be addressed in the final
6 EIS/EIR. So you have an option of speaking tonight or
7 providing your comments by mail, E-mail or filling out
8 a comment form and submitting it at tonight's meeting.

9 All comments will be addressed with equal
10 attention. All comments will be communicated to the Metro
11 Board and to the FTA and ultimately the Metro Board and
12 FTA will use the final EIS/EIR containing your comments
13 and our responses in making their final decision on the
14 regional connector project, including an adoption of
15 a locally preferred alternative.

16 When you're called to the microphone, before you
17 begin your statement, if you could please state your name
18 clearly for the record. You have two minutes, and we'll
19 have a time clock up on the screen and four minutes if you
20 require translation.

21 If you have a prepared statement, we encourage
22 you to leave that with a member of our staff, and as I
23 said earlier, oral and written comments will be considered
24 equally.

25

In order to fit your comments into the public

1 record, your comments must be received by Metro before the
2 close of the comment period, which we mentioned is
3 October 18th. Comments, again, may be submitted via
4 E-mail, mail, et cetera, and we'll repeat that at the end
5 of the meeting.

6 And at this point, this is your time. We're going
7 to turn it over to you.

8 Ginny, do you have some comment cards? I'm going
9 to call you up three at a time so you can be prepared.
10 The mic is in the center of the room, and our first
11 speaker is Alan Fishel, followed by Mike Okamoto,
12 representing the Japanese Chamber of Commerce and then
13 Wilson Liu, representing the Little Tokyo Business
14 Association, Little Tokyo BID.

15 MR. FISHEL: Good evening. My name is Alan Fishel.
16 I've been following this project from the very beginning,
17 and I want to comment on Dolores and the staff for doing
18 one heck of a job in a very short time. The services were
19 certainly put together not just so it's possible that the
20 underground route would be the only selection.

21 The original route that was picked was not all
22 that good, but thanks to the community here and their
23 oversight, the route was changed for Alameda to be
24 underground, fully underground, and that's a great job.

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25 You guys have done one heck of a job.

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1 But I think that -- I know the Alameda/1st Street
 2 intersection could be improved considerably. The present
 3 design requires four 50-mile an hour curves, slow into
 4 the stations, slow out of the station, and the overall
 5 design is not done by people who are really familiar
 6 and use transit, and the lines need to be straight.

7 And there is a way of having a much faster,
 8 much straighter, much better way of handling the 1st and
 9 Alameda intersection, and also the ability to have the
 10 station literally between Alameda and 2nd and Central,
 11 so it would be very easy for access.

12 It's a much better location for community, for
 13 this community, to be able to have access to 1st Street
 14 and the Little Tokyo community along 1st Street, so the
 15 overall design can be improved just a little bit for about
 16 the same amount of cost, but the impact will be very,
 17 very different, and the outcome would be ideal.

18 I prepared a map to show how it's going to be
 19 done. It's in the hands of the staff here, and I urge you
 20 to look at the possibilities of making this a better line.

21 MS. KERMAN: Thank you, Mr. Fishel.

22 Mike Okamoto, followed by Wilson Liu, followed by
 23 Greg Kay.

24 MR. OKAMOTO: Good evening. My name is Mike Okamoto

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25 with the Japanese Chamber of Commerce. I spent a very

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1 quiet afternoon in the library flipping through the pages
2 of the EIS/EIR. It's a lot, seven volumes. It's a lot of
3 pages, and through looking at those, I fully support the
4 fully underground alternative.

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5 But at the same time, I noticed that with the
6 at-grade option, 11 out of 18 intersections in the morning
7 and 15 out of 26 intersections will be adversely impacted
8 traffic-wise. Also, the underground emphasis option has
9 two out of three intersections in the morning and three
10 out of seven intersections in the peek evening hours that
11 would be adversely impacted, and these numbers are really
12 scary, and I don't think this is less than significant;
13 this is pretty significant.

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14 Also, when we look at the no build option, there
15 was 69,000 tons, metric tons, of greenhouse gas reduction,
16 which is a significant amount. Just to visualize it,
17 it's a football field with a six- or seven-story building
18 filled with water. That's how much 69,000 tons of
19 greenhouse gas is. That's in terms of water as a weight,
20 and with the no build option, we will be losing the
21 chance to reduce that much greenhouse gas emission.

3

22 So as a responsible citizen, I think it is
23 important for us to look into the future generations.
24 Just like the glass door of this room shattered into

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25 pieces yesterday, and that's because of the unusual heat.

1 MS. KERMAN: Thank you, Mike.

2 MR. OKAMOTO: Thank you very much.

3 MS. KERMAN: Wilson Liu, representing Little Tokyo
4 Business Association, followed by Greg Kay, followed by
5 Wilson Liu, representing the Cherry Land Company.

6 MR. LIU: I'll try to consolidate all four of my
7 presentations here, but I don't want to deal with it in
8 my time. Otherwise --

9 MS. KERMAN: I wanted to break you up a little bit.

10 MR. LIU: My name is Wilson, and I'm currently up here
11 now representing two entities, the Little Tokyo Business
12 Association and the Little Tokyo Business Improvement
13 District. I have a joint statement from both the
14 association and the BID, which is our position, which is
15 dated September 28, 2010.

16 Metro staff. On May 1st 2009, Little Tokyo
17 Business Association submitted to
18 Dolores Roybal-Saltarelli their support for the
19 underground emphasis alternative with the station location
20 at 2nd Street, between Los Angeles and San Pedro Street,
21 along with the list of concerns with mitigating measures
22 that will be implemented and documented in the final
23 environmental impact statement, the final impact report.

24 In light of the current efforts by the

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25 Little Tokyo Community Council and the Nikkei Center

1 developers, the property owners of businesses on
2 1st Street, Alameda Street, 2nd Street and Central Avenue
3 and adjacent property owners, businesses, non-profits and
4 residences adjacent to the intersection of 1st and Alameda
5 Streets, Metro staff expected a fully underground
6 alternative to be designated as a locally preferred
7 alternative in the current Draft EIR.

8 The Little Tokyo Business Association and the
9 Little Tokyo Business Improvement District has never taken
10 formal action on the fully underground alternative. In
11 light of the additional fully underground and the release
12 of the Draft Environmental Impact Report, the Little Tokyo
13 Business Association, the board of directors and the
14 advisory board need to revisit the build alternatives,
15 construction impacts and mitigation issues, solutions
16 which require implementation and documentation in the
17 final EIS/EIR.

18 On September 22nd, both boards held joint
19 sessions, which we have identified four particular issues
20 that are really important to us. We, at this point on
21 the locally preferred alternative as far as the board is
22 concerned, have rescinded support for the underground
23 alternative pending --

24 MS. KERMAN: Thank you, Wilson. Is your

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25 representation of these other companies a continuation

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1 of that letter, or are they separate letters?

2 MR. LIU: It is. If you will allow me, I would like
3 to submit them to you now.

4 MS. KERMAN: Absolutely.

5 MR. LIU: I will waive all the rest of the time.

6 MS. KERMAN: Okay. We'd be delighted. Thank you.

7 Next, Greg Kay, followed by Charles Adelman,
8 followed by Alan Havens.

9 MR. KAY: Hello. My name is Greg Kay, and I was
10 delighted to see the addition of the all underground
11 alternative. I think that's the only thing that makes
12 sense, as far as having two separate lines traveling on
13 the same route, which should not have grate crossings.

14 The only thing that I don't like about the
15 alternative is the lack of service to the central city.
16 It seems that that's a little neglected. I thought I
17 remembered an alternative that had a station between
18 San Pedro and Los Angeles, but it seems to me it's
19 important to build also for the future, where future
20 development might occur, rather than concentrating on
21 where it already is.

22 Thank you very much.

23 MS. KERMAN: Thank you, Mr. Kay.

24 Charles Adelman, followed by Alan Havens,

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25 followed by Nate Zablén.

PHA5

1 MR. ADELMAN: Hi. My name is Charles Adelman. I'm an
 2 L.A. native and used to work in Little Tokyo many years
 3 ago. Now I work all over the place, including down in the
 4 L.A. Live area.

5 Two comments. Generally, this is the only
 6 project being considered by any agency for downtown that
 7 will actually improve mobility in the downtown area,
 8 provided that we do the entirely underground option. L.A.
 9 is too dense to be running trains down the middle of the
 10 street, and especially not in that kind of a way.

11 My second comment is a more technical thing. An
 12 alternative that was considered and rejected, which would
 13 be a variation on it, which would make the junction over
 14 here at Alameda over/under rails, rather than two tracks
 15 side-by-side. The over/under is the only way to create
 16 a safe junction for two and a half minute headway trains.

17 Side-by-side means that the train making the turn
 18 is going to be crossing the other track with the potential
 19 for two trains colliding in the event that either the
 20 signals fail or the driver misses the signal. And as we
 21 know, both of those things have been known to happen.

22 Just recently, an MTA Blue Line train plowed into
 23 a bus because the driver of the train missed the signal.
 24 There was an event in Washington, D.C. earlier this year,

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25 I think it was, that they had a big Metro accident because

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1 the signals failed.

2 Thank you.

3 MS. KERMAN: Thank you, Mr. Adelman.

4 Alan Havens, followed by Nate Zablen, followed by
5 William Briones, representing the Los Angeles Buddhist
6 Temple.

7 MR. HAVENS: My name is Alan Havens. I'm a train
8 advocate, retired from Skagit Transit. I fully support
9 MTA's fully underground LRT alternative. I can accept
10 a real opinion on what's done at the 5th Street and Flower
11 station. I would note that it might better facilitate
12 a center pocket track between 6th and 3rd, something like
13 that.

14 I recommend in addition to the Little Tokyo
15 underground station, maintaining the Watts line, the
16 existing Union Station as well. I support the surface
17 track in some way, shape or form for the following
18 reasons: One, for maintenance connections.

19 Two, for possible use of additional pocket
20 tracks.

21 Three, it might facilitate some special events
22 running between Pasadena and East L.A.

23 Fourth, in the future, if we get that line
24 out to Whittier -- I might mention Norwalk -- it might

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25 let some trains to go directly to the station, and

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1 fifth, looking real far into the future, if the
2 60 Freeway service might be capable, I think we'd have
3 to use something like this, this surface track, to go to
4 Union Station without congesting the main downtown
5 connector with too many LRT lines.

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6 MS. KERMAN: Thank you, Mr. Havens.

7 Next, Nathan Zablen, followed by Bill Watanabe.

PHA7

8 MR. ZABLEN: Good evening. I'm Nate Zablen. I'm
9 a member of the Southern California Transit Advocates, but
10 I'm speaking for myself. Generally, I support the all
11 underground alternative. I think that's the best way to
12 connect these lines because downtown has a lot of traffic,
13 and there's going to be a lot of interruptions, so it's
14 important so you can build up kind of a good speed on the
15 train, so it's best if they go underground.

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16 As far as the exact location of the station, I'm
17 not a resident of Little Tokyo, so I would definitely
18 defer to the residents of Little Tokyo and the business
19 people in exactly how that station should be built. For
20 those people, though, that live in the other parts of
21 Los Angeles County, it's one way to connect.

2

22 We have a lot of rail in L.A., but it doesn't
23 really connect, so here it is, giving people the
24 opportunity who live in the northern part of the county,

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25 live in Azusa, Pasadena and go all the way to Long Beach.

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1 And those people who live in East L.A. can now go to
2 Santa Monica.

3 At the present time, we really don't connect.
4 We've got all of these lines, but we have to transfer,
5 so it really is inconvenient. This could really be a
6 breakthrough. I only hope that there is funding for it,
7 and it has to be done.

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8 Thank you very much.

9 MS. KERMAN: Thank you, Mr. Zablen.

10 William Briones, representing the Los Angeles
11 Nishi Buddhist Temple, followed by Bill Watanabe, followed
12 by Yukio Kawaratan.

13 MR. BRIONES: Good evening. I'm William Briones. I'm
14 one of the ministers at the Los Angeles Homba Hongwanji
15 Temple.

PHA8

16 This afternoon at the LTCC meeting, there was
17 a vote, and I'll let Bill Watanabe give the results, but
18 we are part of LTCC. Our temple is located on the corner
19 of Vignes and 1st Street, right pass the 1st Street
20 bridge, right there.

1

21 We've been impacted by light-rail, and it was
22 inconvenient, but now it's very nice. We enjoy the train
23 being our neighbor. However, we are concerned with the
24 portal that is being planned to be put on 1st Street. We

25 do have property that goes to the end. I believe it's

1 Garey Street and then Hewitt, so our property line ends at
 2 Garey, and the plan is to bring the portal to Hewitt.
 3 Hopefully, that portal does not infringe on our property.
 4 We just built a new building, and that is our concern.

5 Otherwise, we are in total favor for the
 6 underground light-rail, as Bill Watanabe will attest to.

7 MS. KERMAN: Thank you so much, Reverend.

8 Bill Watanabe, representing the Little Tokyo
 9 Community Council, followed by Yukio Kawaratan and then
 10 Russ Brown.

11 MR. WATANABE: My name is Bill Watanabe, and I'm
 12 currently the chair of Little Tokyo Community Council, and
 13 also I'm the executive director of Little Tokyo Service
 14 Center, and I also happen to chair Little Tokyo Historical
 15 Society.

16 The Little Tokyo community has had a number of
 17 meetings throughout the past few months. Many, many
 18 meetings, many discussions, looking at all the
 19 alternatives, looking at all the different ways that we
 20 could consider the community and its impact.

21 And today at the Little Tokyo Community Council
 22 meeting, we did approve a letter, which will be sent to
 23 Dolores, and you should be getting it, but I'd like to
 24 just touch on some of the main points.

PHA8
cont'd

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cont'd

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PHA9

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25

Number one: We support the fully underground

PHA9
cont'd

1 option. We feel that that's the best one, and we'd like
 2 to have the Metro Board consider that. We feel that 1st
 3 and Alameda and the treatment of it as proposed originally
 4 divides the community having Alameda being such a busy,
 5 big road with all of this traffic to go underground with
 6 bridges, we just felt it was not feasible.

1
cont'd

7 We want to urge the boring of the subway under
 8 2nd Street be done from west to east. In my mind, there's
 9 a big hole where the state building used to be. It seems
 10 like the idea was to put a bunch of dirt in there.

2

11 We feel that Metro has given us a great start in
 12 terms of meeting with us, discussing with us. The
 13 community would like to continue that process, to be
 14 a part of the discussions and decision making from here on
 15 out in terms of the decisions by the Board and also to ask
 16 for mitigation to minimize or compensate for business
 17 losses.

3

18 Thank you very much.

19 MS. KERMAN: Thank you, Bill.

20 Yukio Kawaratan, followed by Russ Brown, followed
 21 by Joel Covarrubias.

22 MR. KAWARATAN: That's pronounced Kawaratan.

23 The regional connector is a worthwhile project,
 24 but only if the fully underground locally preferred

PHA10

1

25 alternative is selected by the MTA Board. The Draft

PHA10

cont'd

1 EIS/EIR correctly states that the Little Tokyo community,
 2 in comparison to all other areas along the route, will
 3 suffer many disproportionate adverse impacts during the
 4 construction.

2

5 Hopefully, the draft will be modified to include
 6 more effective mitigation measures to lessen the economic
 7 suffering, and in some cases the demise of Little Tokyo
 8 businesses.

3

9 The draft does not adequately address the adverse
 10 impacts of the underground emphasis alternative it would
 11 impose on Little Tokyo. For instance, the Alameda
 12 underpass will adversely impact Little Tokyo traffic
 13 during and long after construction. Four surface rail
 14 tracks at 1st and Alameda will create dangerous conflicts
 15 between pedestrians, vehicles and trains.

4

5

6

16 A proposed pedestrian bridge will be a permanent
 17 visual plight and liability. The Little Tokyo pedestrian
 18 movement are all at sidewalk level. Who will want to go
 19 up 20 feet by stairs or elevator, cross 100 feet across
 20 Alameda and then go down 20 feet? People will, instead,
 21 take their chances. With trains coming frequently from
 22 four tracks in four different directions, some will be
 23 injured or killed.

7

8

24 These are just some of the reasons the Japanese

9

25 American community cannot accept the underground emphasis

PHA10
cont'd
9
cont'd

1 alternative. I urge the MTA Board to approve the fully
2 underground locally preferred alternative.

3 Thank you.

4 MS. KERMAN: Thank you, Mr. Kawaratan.

5 Russ Brown, representing the Historic District,
6 BID, followed by Joel Covarrubias, followed by
7 Patti Berman.

8 MR. BROWN: Russ Brown, Historic Downtown Business
9 Improvement District of the L.A. City chapter. I think
10 the gentleman before me -- I won't try to pronounce his
11 name, much less spell it -- did an excellent job of
12 understanding the really horrible problems of the above
13 ground emphasis and the partially underground.

14 We especially want to thank the team. You all
15 worked with the neighborhood council. You worked with the
16 community for almost four years on this. I remember the
17 very, very beginning when there was no money, there was no
18 chance that any of this was going to happen, and today to
19 see the community involvement and how this is really going
20 through the process.

21 We're very much in support of the fully
22 underground project. Especially, the 2nd and Broadway
23 station, which will connect with the streetcar and will
24 connect with the Red Line at the Civic Center, the 5th and

PHA11
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25 Flower station, which will also connect with the 5th and

PHA11

cont'd

1 Grand streetcar, and the fully underground Office Depot
2 site.

4
cont'd

3 And again, we want to thank you for engaging the
4 community and really listening to the community from the
5 very beginning, and especially working really closely with
6 the Little Tokyo community to figure out a tricky
7 situation.

5

8 That's all.

9 MS. KERMAN: Thank you, Russ.

10 Joel Covarrubias, followed by Patti Berman,
11 followed by Dave Frevele.

PHA12

12 MR. COVARRUBIAS: Hi. My name is Joel Covarrubias.
13 The regional connector is an absolutely critical project.
14 Please build it as quickly and safely as possible. You
15 have done a fine job identifying possible alternatives,
16 including station options as well as an underground
17 prospect. I'll talk about the project as quickly as I
18 can.

1

19 Preferred alternative. Please build the fully
20 underground alternative, despite the higher cost. This
21 alternative will result in more passengers and a more
22 reliable line for all riders with fewer impacts in the
23 downtown community.

2

24 Item two. Please do not remove the station at

3

25 5th and Flower. There are some rumors going around about

PHA12

cont'd

1 that. Once all lines are running and connected, the Metro
 2 Center is going to be a busy transfer station. We're
 3 going to need 5th and Flower as the destination station
 4 for the people going to the Financial District.

3
cont'd

5 Three. If you do decide to get rid of the
 6 Financial District station, which I hope you don't, please
 7 study a new north entrance at the Central Metro station.
 8 I believe this can be done by extending the existing
 9 mezzanine north between 6th and Flower.

4

10 Item four. Station names. Please name the
 11 stations after the neighborhoods served, rather than
 12 intersections. We saw a bunch of 2nd and Broadway, 2nd
 13 and Hope. Please think about names like
 14 Little Tokyo, historical Bunker Hill and the Financial
 15 District.

5

16 Point five. Plans call for a covered tunnel
 17 under Flower Street. Please build this tunnel wide enough
 18 to accommodate three tracks. I've seen plans that call
 19 for pocket tracks south of the Bunker Hill station.
 20 Designing the tunnel, the entire tunnel, for three tracks
 21 now will give Metro the space to accommodate future track,
 22 such as a second pocket track from Metro for a passing
 23 track along the entire length of that tunnel.

6

24 And finally, all stations. Please build the

7

25 stations, every station, with at least two entrances and

PHA12
cont'd

7
cont'd

1 possibly three. I understand there are cost issues
2 involved, but we all want the best stations possible.

3 MS. KERMAN: Thank you, Joel.

4 And if you'd like to turn in your comments,
5 we'd be happy to take them.

6 Patti Berman, representing the Downtown
7 Los Angeles Neighborhood Council, then followed by
8 Dave Frevele, ERHA, and then I have a speaker card for
9 Dave Satara (phonetic).

10 MS. BERMAN: My name is Patti Berman. I'm the
11 president of the Downtown Los Angeles Neighborhood
12 Council, and I would like to reiterate something that
13 Russ Brown just said, which is this process has really
14 been so wonderful to work with in terms of Metro by making
15 this a really smooth, easy process, and I know we all
16 appreciate that.

17 Obviously, the Downtown Neighborhood Council has
18 been very vocal on this. We accept only the idea of the
19 fully underground alignment. We feel that adding trains
20 into the mix of traffic in the downtown area would be
21 disastrous, and we also feel that when it comes to the
22 exact design of how this will come up in Little Tokyo, the
23 people that live in this area should be the ones to make
24 the decision, not us.

PHA13

25

But please look at the fully underground

PHA13

cont'd

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cont'd

1 alternative, and again, thank you so much for getting this
2 going. It's just been a really, really great process.

3 MS. KERMAN: Dave, you're up next, followed by
4 Dave Satara, followed by Brady Westwater.

5 MR. FREVELE: My name is Dave Frevele. I'm with the
6 ERHA, which is the Electric Railway Historical
7 Association. There were a lot of us that are very intent,
8 what we call rail fans. Some of us get to the point where
9 there's a nickname for us where they would call us
10 foaming, referring us to rabid dogs. There's some of us
11 that were very beloved of the rail system that was here
12 that was completely erased in Los Angeles.

13 Prior to MTA, there was RTD. Prior to RTD, there
14 was the first MTA Board that had oil company executives,
15 car dealers, contractors that would pave streets. I use
16 the word "naturally," but it was completely against the
17 public interest to remove the rail system that was here.
18 I want to say more than any project, but getting the first
19 rail to come back to the line is also important.

20 This project also is very critically important,
21 even more so than the subway. We're very lucky that
22 Antonio Villaraigosa tonight is in Washington, D.C. He
23 understands fully and with the MTA, completely supports
24 30/10, which is a very overdue measure to help us in

PHA14

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PHA14

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cont'd

25 Los Angeles.

PHA14
cont'd

1 I should say something about the staff for the
 2 regional connector. I did write the Board last week and
 3 some meetings don't go well, Expo and other meetings.
 4 When you come to regional connector meetings, we're fully
 5 listened to. We're fully communicated with, not just by
 6 Dolores, but also Ann and Libby are very helpful.

2

7 It's a very different atmosphere than many other
 8 MTA meetings. Not everybody will turn around and say we
 9 appreciate that or remark on it, but it's a very, very
 10 good thing.

11 As far as the downtown connector, please, MTA,
 12 build that even before you do anything to the subway.
 13 Build that instantly, fully underground. I'm grateful
 14 that you don't molest 1st and Alameda with a fully
 15 underground option.

3

16 MS. KERMAN: Thank you, Dave. You're right on time.

17 Brady Westwater, followed by Jay Stringer,
 18 followed by Jon Kaji.

PHA15

19 MR. WESTWATER: My name is Brady Westwater. Like
 20 everybody else, I support the fully underground. I think
 21 it's the only thing in this chain where everybody has
 22 agreed about the same thing. I have three comments to
 23 make, though.

1

24 First is at 2nd and Hope on the top of

2

25 Bunker Hill, it says no further development is planned.

PHA15
cont'd

1 We have an area there with Bunker Hill Towers, separate
2 from the rest of Bunker Hill, with a maze of streets,
3 which need to be reorganized, park spaces are unusable
4 and other activities that need to be rationalized. This
5 is the opportunity to do that.

6 MOCA also needs a permanent home for its
7 permanent collection that's large. What better place
8 than this? The Getty needs a house for its collection.
9 They're not allowed to add one foot to their existing
10 campus. What better place than this?

11 I suggest that they rewrite the report to say
12 that the land freed up by the construction here should be
13 considered for specific uses that would also make it a
14 destination, making people more likely to use rapid
15 transit in the city.

16 Second point is Little Tokyo where the
17 underground portal is. They should make it a prime
18 consideration to restore the brick buildings that date
19 back to the early days of Little Tokyo on that site. They
20 were originally going to be torn up by the cut that was
21 going to go through Little Tokyo.

22 Last point is when the community was first
23 presented, the cut through Little Tokyo was not even going
24 to be in the study group to study whether that should be

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cont'd

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25 done or not. That was just what everybody was told was

PHA15
cont'd

1 going to happen. Someone in the community spoke up.
2 MTA listened and because of that, we've have a fully
3 underground proposal.

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cont'd

4 Thank you.

5 MS. KERMAN: Thank you, Brady.

6 Next, we have Jay Springer, followed by Jon Kaji,
7 followed by Kim Luu-Ng.

8 And I would like to also take this opportunity
9 before Mr. Springer starts to let you know that you can
10 still turn in speaker cards. If you need one, raise your
11 hand. We'll be happy to get it to you.

12 And Mr. Springer, please.

PHA16

13 MR. SPRINGER: Good evening. My name is Jay Springer.
14 I'm a resident of 1130 South Flower Street, Flower Street
15 Lofts. I'm also the president of the Flower Street Lofts
16 Homeowners Association, a community of over 250 residents.
17 Tonight I'm speaking on behalf of myself personally. I've
18 also been employed in Downtown Los Angeles, I'm afraid to
19 say, for over 30 years now.

1

20 First of all, I'd like to offer my hearty
21 congratulations to MTA and the staff. You've really put
22 together a very nice set of alternatives. You really
23 deserve the community's thanks for that effort. Thank you
24 very much.

25

And I'm really pleased to see your fully

PHA16
cont'd

1 underground alternative now shows the location of the
2 Little Tokyo station. I appreciate that. We can all
3 understand the plan now.

4 I'm speaking tonight to support the fully
5 underground alternative. This is an appropriate
6 investment, not only for this area, but for the entire
7 downtown community and for the entire metropolitan
8 Los Angeles area. Please build the fully underground
9 alternative.

10 Thank you.

11 MS. KERMAN: Thank you, Mr. Springer.

12 I would also like to mention that we're live
13 streaming this meeting, and I've been advised that we have
14 several people watching online, so welcome to all of you.

15 And with that, Jon Kaji, you're up next, followed
16 by Kim-Luu Ng, followed by Jayson Yamaguchi.

17 MR. KAJI: Thank you. My name is Jon Kaji. I'm with
18 the Nikkei Center, LLC Project.

19 First of all, as many have said before me, I'm
20 very appreciative to the MTA staff for spearheading this
21 effort, and also, I thank you for all of you who represent
22 working with your communities, your constituents. I
23 really think that this is a wonderful -- it's been a
24 wonderful process.

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cont'd

PHA17

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It hasn't been easy, and yet I think now that

1 we're here together moving forward to the Metro Board
 2 meeting, I think that this is a great time to kind of look
 3 around the room, look at all who are represented here
 4 because to me, this has really been a remarkable and
 5 inclusive process.

6 I did want to speak about the next steps. I know
 7 that we're moving towards the Metro Board meeting, but
 8 we're entering into a very highly competitive phase in
 9 Washington. As you know, other communities, other cities,
 10 other states are competing for a limited number of
 11 transportation dollars, and I think Downtown L.A., and I
 12 think Los Angeles and the region has often been short
 13 shrifted, that we haven't received our fair share of those
 14 tax dollars, which we have been paying to Washington.

15 I think the regional connector is a wonderful way
 16 to show that we are getting a return on those tax dollars,
 17 and in a way that will enhance the economic viability,
 18 not only of downtown, but of Los Angeles and the region.

19 So my hats are off to the staff and all of you
 20 for your commitment to make this a wonderful process and
 21 also the end result. We're looking forward to seeing it
 22 delivered in a timely manner.

23 Thank you.

24 MS. KERMAN: Thank you, Jon.

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cont'd

25

Kim. Kim, please, if you could pronounce your

1 name better than I can. Kim is representing The Spice
2 Table, followed by Jayson Yamaguchi, followed by
3 Alan Nishio.

4 MS. LUU-NG: Good evening. My name is Kim Luu-Ng, and
5 my husband and I, Chef Brian Ng, are owners of The Spice
6 Table, which you can see if you look out this window.
7 We're located at 115 South Central, the old Cuban
8 restaurant across the street over here, and we hope to
9 open in November.

10 That said, I understand that there are a lot
11 of people here, as well as Metro, who support the fully
12 underground option, and it's extremely critical for our
13 long-term existence in Little Tokyo that if you are to
14 fully pursue the fully underground option, that you go
15 with the option that does not displace our restaurant.

16 There are two scenarios. One is where our
17 building and other businesses on this block across the
18 street here will be wiped out to make room for a staging
19 area for MTA. The second is that it is not touched. It
20 is not displaced at all. In order to preserve our
21 business, which is about to open its doors in less than a
22 month, in about a month, go with the option that preserves
23 our restaurant.

24 Number two. I greatly encourage the MTA to

PHA18

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2

25 seriously consider viable and fair business compensation

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cont'd

PHA18
cont'd

1 mitigation measures for Little Tokyo businesses. The
2 construction will be loud, extremely disruptive to the
3 area. Access points to Little Tokyo are going to be cut
4 off, people are not going to be able to eat at our
5 restaurant and shop at stores.

6 So therefore, we need some kind of compensation
7 measure that is fair and viable. If you're going to spend
8 billions of dollars to invest in construction, then you
9 should also invest in small business, and we should not be
10 forced to die at the expense of construction.

11 Thank you.

12 MS. KERMAN: Thank you, Kim, and if you have
13 additional comments, please put them in writing to us.

14 Jayson Yamaguchi, representing GetFit
15 Little Tokyo, followed by Alan Nishio, followed by
16 Hiroshi Yamauchi.

17 MR. YAMAGUCHI: Good evening. My name is
18 Jayson Yamaguchi. I am a resident of Little Tokyo, and
19 I'm supporting the fully underground alternative, but
20 recently I heard that when the Red Line that goes
21 underneath in the tunnel, during the construction, the
22 smaller portion of the Kaiser Hospital sunk. That's what
23 I heard.

24 So if that is the case, it's a big concern for me

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PHA19

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25 because that subway is going under 2nd Street, so if we

PHA19
cont'd

1 have any park for the residents or merchants or business
2 people from outside Flower Street, if you can give us
3 that, that would help Little Tokyo.

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cont'd

4 Thank you.

5 MS. KERMAN: Thank you, Jayson.

6 Alan Nishio, followed by Hiroshi Yamauchi,
7 followed by Brian Kito.

PHA20

8 MR. NISHIO: Hi. I'm Alan Nishio, and I'm the
9 company chair for California Japanese American Community
10 Leadership Council. We're a statewide organization of
11 Japanese American community organization centers that are
12 dedicated to the preservation of the three remaining
13 Japantowns in San Francisco, San Jose and Los Angeles.

14 Prior to World War II, there were over 70
15 Japantowns in California alone and well over 100 in the
16 nation. Now there are only three remaining in the nation
17 and all three are in California, so the location of the
18 regional connector to Little Tokyo is very important to
19 our community, so we're very concerned.

20 While we support the Metro Regional Connector
21 fully underground, we need to understand that we're
22 making, as a community, great sacrifices for this station
23 to occur, and we want to make sure that the construction
24 of this does not jeopardize the future and threaten

1

25 Little Tokyo as a community.

PHA20
cont'd

1 We believe Metro staff has heard that we support
 2 the fully underground, but we want to emphasize other
 3 things because what is really key to Little Tokyo is
 4 small business, the small family-owned businesses, the
 5 non-big-box franchise types of things are what makes
 6 Little Tokyo such a unique community.

7 So we want to make sure that during the
 8 construction, the concerns of small businesses are heard
 9 and that includes where the tunnel boring begins because
 10 we do not want four years of disruption for the small
 11 business in Little Tokyo, and it also means some sort
 12 of compensation for those businesses to ensure that the
 13 character of Little Tokyo survives well into the
 14 21st Century.

15 Thank you.

16 MS. KERMAN: Thank you, Alan.

17 Hiroshi Yamauchi, followed by Brian Kito,
 18 followed by John Kerr.

19 And this is also a good opportunity to let you
 20 know that if you would still like to speak tonight, raise
 21 your hand. We'll get you a speaker card, and we'll be
 22 delighted to hear your thoughts.

23 MR. YAMAUCHI: My name is Hiroshi Yamauchi, owner of
 24 a Japanese restaurant in Little Tokyo on 2nd Street --

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PHA21

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PHA21

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25 I think I need an interpreter. Is that okay?

PHA21

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1 MS. KERMAN: Hiroshi, we would like to give you an
2 interpreter, if you would like one.

3 MR. YAMAUCHI: Yes, yes. I'm Hiroshi Yamauchi. I
4 have a small restaurant on 2nd Street between Central
5 and San Pedro, right in the middle of Little Tokyo on
6 2nd Street. What everybody is saying, I support the fully
7 underground option, but I have a little question about
8 that.

9 It seems to me that you guys are going to use a
10 cut-and-cover method, that's a construction method, but if
11 you do this, our business cannot last for four years.
12 Please, everybody, reconsider your support because for
13 people who don't live here, this sounds like a great idea,
14 but for us who live here, it is a very serious matter, so
15 please reconsider because it is going to threaten our
16 lives. 400 businesses here in Little Tokyo and 2000
17 residents and people who work for the businesses included.
18 The population will become ten times as many.

19 But the plan sounds great, but in reality, the
20 whole Little Tokyo will become the construction site for
21 four long years. It is very serious for us.

22 Thank you.

23 MS. KERMAN: Thank you, Hiroshi.

24 Brian Kito, followed by John Kerr.

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cont'd

25

And then if there are any others that would like

1 to speak tonight, please raise your hand. We'll get you
2 a comment card.

3 MR. KITO: My name is Brian Kito. I own Fugetsu-Do
4 Confectionery, which is a three-generation old business.
5 It's the oldest business here in Little Tokyo, 107 years.

6 When I first heard about the alternatives for us
7 to have a Metro Rail line coming down to Little Tokyo, I
8 was very happy. I think the first vote was between
9 Temple Street connector or 2nd Street or even 3rd or
10 4th Street connector. Obviously, I voted for
11 Temple Street, so I was very disappointed that that was
12 taken off the possibilities.

13 We have a long history here. I lived through the
14 redevelopment through the '80s here. My dad had two stores
15 here at that time, so we've experienced eminent domain and
16 losing one of our stores, the first American-style bakery
17 here in Little Tokyo, so I'm very aware of what the small
18 businesses have to go through during construction and
19 redevelopment and these types of issues.

20 I do know what it feels like to have to deal
21 with government agencies like CRA, try to get relocation
22 benefits and things like that. I beg you guys to make
23 sure that whatever we can do about saving this block,
24 the one that's down by 2nd, Central and Alameda. I don't

PHA22

1

25 want to see that block be lost. If there's any other

PHA22
cont'd

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cont'd

1 alternative that would save that block, I would vote for
2 it for sure.

3 Thank you.

4 MS. KERMAN: Thank you very much.

5 John Kerr, followed by Les Howard.

6 MR. KERR: Good evening. I live in the Wilshire
7 Center neighborhood.

8 MS. KERMAN: John, if you could introduce yourself
9 again.

10 Thank you.

PHA23

11 MR. KERR: Hi. My name is John Kerr, and I live in
12 the Wilshire Center neighborhood, but I frequent downtown
13 a lot, one of my favorite neighborhoods, and Little Tokyo
14 is a large part of it, so I also urge Metro to do
15 everything they can to make sure that the businesses and
16 the wonderful pedestrian atmosphere that Little Tokyo
17 provides, keep intact during all of the construction.

1

18 Secondly, I want to voice my support for the
19 fully underground option. It will truly keep L.A.'s rapid
20 transit rapid. And along those lines, I just want to
21 voice a little concern for the eventual through running of
22 the trains to Pasadena into Long Beach, East L.A. to
23 Santa Monica.

2

24 A 50-mile light-rail transit line is pretty much

25 unheared of in this area of the United States, and the

PHA23
cont'd

1 travel times between those two destinations, especially
2 one that extends beyond Azusa further on into the
3 foothills, it seems like the line might be almost too
4 long.

5 So I hope there are thoughts for other through
6 running options such as East L.A. to Long Beach and
7 Pasadena to Santa Monica before accomplishing this for
8 those of us who look forward to this project being
9 completed.

10 Thank you.

11 MS. KERMAN: Thank you, John.

12 Les Howard.

13 I'd also like to use this opportunity while Les
14 is coming to the mic to invite anyone else who would like
15 to speak tonight to fill out a speaker card.

16 MR. HOWARD: I'm a member of the Gold Line --

17 MS. KERMAN: Les, if you could introduce yourself,
18 please.

19 MR. HOWARD: Les Howard from Whittier and member of
20 the advocacy group for the Washington Boulevard alignment
21 for the extension of the Gold Line. I am excited as a
22 potential stakeholder, if I live long enough, of what this
23 project here does as a multiplier for the investment being
24 made across the metropolitan area as we go forward with

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PHA24

1

25 MTA extension.

PHA24
cont'd

1 I deeply appreciate the sacrifices the people in
 2 this neighborhood will be called upon to make and support
 3 any effective form of mitigation that can be provided, but
 4 your neighbors even further afield, as we look forward to
 5 this, join you in looking forward to the benefit.

1
cont'd

6 Tonight, I had to drive to Atlantic to take the
 7 Gold Line to Little Tokyo. Soon, I hope many of us will
 8 be able to come to Little Tokyo directly.

9 MS. KERMAN: Thank you, Les.

10 Do I have any additional speaker cards? We will
 11 leave this mic open until 8:00, and if you do want to
 12 speak, please provide me a speaker card, raise your hand.
 13 We'd be delighted to get you one.

14 In the meantime, let me also remind you that if
 15 you could please make sure that you have signed in
 16 tonight, we want to make sure that we have current contact
 17 information for all of you so that we can keep you
 18 up-to-date on the process and progress of the study.

19 You can also complete a comment form at the
 20 registration desk or again, you may E-mail us or mail us
 21 by postal mail, all of the various ways that you can
 22 comment on this project or the EIS/EIR through
 23 October 18th are up on the screen.

24 We encourage you to stay informed on this

25 process, and we do have a Web site at

1 metro.net/regionalconnector -- metro.net/regionalconnector.

2 Do I hear any other comments? Well, for those
3 that would like to -- Diego, please.

4 MR. CARDOSO: I just want to thank the community that
5 came tonight to this meeting. We did a lot of work with
6 the community, and I also want to thank Dolores and the
7 new baby that is coming for Dolores.

8 We are a city that is transforming and will
9 continue to transform, and as we build transit, we're
10 building a more livable community, and the people that
11 will enjoy it more so than us are the young people that
12 are ahead of us in the future.

13 So I really thank the community, thank all of the
14 technical people that helped us, Ray and everybody. If I
15 start calling names, I will forget. And our engineer in
16 the back, thank you so much for coming tonight and any
17 speakers please come up. And Ginny, thank you.

18 MS. KERMAN: No more speaker cards. Okay.

19 Again, we're taking comments until 8:00, but I
20 will remind you that there's a very, very important board
21 meeting to put on your calendar. That is when the
22 Metro Board of Directors will choose a locally preferred
23 alternative. That is October 28th. And prior to that
24 board meeting, we plan to go to Metro Committee, the

25 Measure R Committee, on October 21st. That's a 9:00

1 meeting.

2 If you've provided your E-mail address on the
3 registration form or if we have you in our database,
4 we will make sure that we notify you of that meeting.

5 And on behalf of all the Metro staff and the
6 project team, that includes our consultants, The Robert
7 Group, CDM, the entire team Ted Tanaka (phonetic), PD, we
8 do thank you for joining us this evening, for being part
9 of our process, for participating, and please get us your
10 comments, continue to let us know how you feel about this
11 project.

12 And again, we thank you so much, so good night.

13 (Hearing adjourned at 7:48 p.m.)

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PHA1

Responses to Comments from Fishel, Alan

Response to Comment PHA1-1

Comment acknowledged.

Response to Comment PHA1-2

Metro has refined the Locally Preferred Alternative since publication of the Draft EIS/EIR to soften the alignment curves in the Little Tokyo area, thereby allowing higher train speeds. Metro appreciates the submission of the map, and addresses it in responses to Comment Letter PC111.

PHA2

Responses to Comments from Japanese Chamber of Commerce, Okamoto, Mike

Response to Comment PHA2-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA2-2

Intersection impacts were analyzed in Chapter 3, Transportation Impacts and Mitigation, of the Draft EIS/EIR and this Final EIS/EIR. The Draft EIS/EIR and this Final EIS/EIR determined that during the AM peak hour 18 intersections and during the PM peak hour 26 intersections would experience significant adverse impacts under the At-Grade LRT Alternative, and three intersections during the AM peak hour and only seven intersections during the PM peak hour would experience significant adverse impacts under the Underground Emphasis LRT Alternative.

Response to Comment PHA2-3

Comment acknowledged. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which would result in a regional decrease in greenhouse gas emissions compared to the No Build Alternative.

PHA3

Responses to Comments from Little Tokyo Business Association and Little Tokyo Business Improvement District, Liu, Wilson

Response to Comment PHA3-1

Comment acknowledged. Letters, submitted by the Little Tokyo Business Association and Little Tokyo Business Improvement District, referenced in this comment are contained in this volume of the Final EIS/EIR as Comment Letters BU18 through BU20. Please refer to Responses to Comments BU18-1 through BU20-8, above, for detailed responses to concerns raised in these comment letters.

PHA4

Responses to Comments from Kay, Greg

Response to Comment PHA4-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA4-2

Preference for a station between Los Angeles and San Pedro Streets is noted.

PHA5

Responses to Comments from Adelman, Charles

Response to Comment PHA5-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA5-2

Fully Underground LRT Alternative – Little Tokyo Variation 2 was eliminated from further study due to potential impacts to the Los Angeles Homba Hongwanji Temple. A rail simulation was performed to ensure that the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be able to accommodate the Regional Connector’s projected 2.5 minute headway. Metro would use measures such as trackside signals, cab signaling, and automatic train control systems to ensure safety. Safety systems would be included to prevent train operators from passing red signals.

PHA6**Responses to Comments from Havens, Alan****Response to Comment PHA6-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA6-2

Comment noted.

Response to Comment PHA6-3

Union Station and Metro Blue Line service to Watts would be maintained. The Fully Underground LRT Alternative was designated as the Locally Preferred Alternative in part to avoid the impacts of surface tracks in the dense downtown area. The Locally Preferred Alternative includes a new underground pocket track north of 7th Street/Metro Center Station. The surface tracks connecting the Pasadena and East Los Angeles branches of the Metro Gold Line would no longer be in service once the Regional Connector opens, and may ultimately be removed. The majority of transit passengers riding the Metro Gold Line from East Los Angeles are destined for downtown Los Angeles and points westward. These passengers would benefit from seamless travel to westside destinations. Transit riders traveling from East Los Angeles to Pasadena (and in the future to Montclair) would be required to transfer at the new underground station in Little Tokyo. The Eastside Extension Phase 2 project would extend the Metro Gold Line farther east, and would have direct trains into the Regional Connector. The Regional Connector ridership forecasting assumes that the Eastside Extension Phase 2 will be in operation by the year 2035, and results show that the Regional Connector would have adequate capacity to accommodate the projected volumes of transferring passengers.

PHA7

Responses to Comments from Zablen, Nathan

Response to Comment PHA7-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA7-2

Comment acknowledged. Metro has included the Little Tokyo community in meetings involving station planning and Metro will continue to coordinate with the Little Tokyo community during the course of the project.

Response to Comment PHA7-3

Comment acknowledged. Thank you for your comment.

PHA8

Responses to Comments from Briones, William

Response to Comment PHA8-1

Comment acknowledged. Construction of the Locally Preferred Alternative would not require temporary easement, partial, or full taking of the Los Angeles Homba Hongwanji Temple property.

Response to Comment PHA8-2

Thank you for your comment. Support for an underground LRT is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHA9

Responses to Comments from Little Tokyo Community Council, Watanabe, Bill

Response to Comment PHA9-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA9-2

Comment acknowledged. As indicated in Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, a range of durations, 2-4 months for the TBM insertion site and 24-48 months for the 2nd Street TBM tunnel, was assumed for tunneling activities at both insertion site options. These ranges are conservative estimates. Disproportionate impacts associated with each alternative were discussed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR.

The small size of the 2nd/Hope Street station site would require a substantial portion of construction staging activities to occur in the surrounding streets, necessitating longer downtown street closures and increased cut and cover activities. This would have the effect of reducing mobility downtown and could deter visitors from frequenting many downtown communities, including Little Tokyo. In addition, the 1st/Central Avenue station site in Little Tokyo would need to be used as the TBM receiving site if the tunnel boring machines are inserted at the 2nd/Hope Street station site.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site options at 2nd/Central Avenue station and the 2nd/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1st and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. The TBM would be inserted approximately 700 feet from the originally proposed 2nd/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4th Street, instead of ending at the proposed 2nd/Hope Street station. Spoils would be removed within the Mangrove property, and trucks would be routed to the east and/or north to reach the freeway, and would not pass through Little Tokyo. Section 4.18, Construction Impacts, of this Final EIS/EIR contains further detail regarding estimated construction durations, construction scenarios, and tunnel boring operations at the Mangrove property. Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR have been revised based on the new TBM insertion site in this Final EIS/EIR. A portion of the Mangrove property was identified for construction staging in the Draft EIS/EIR. Inserting the TBM at the Mangrove property would not result in new significant impacts or substantially increase the severity of impacts previously identified in the Draft EIS/EIR.

Worksite Traffic Control Plans will be developed in coordination with the Los Angeles Department of Transportation and presented to the community prior to construction activities.

Metro will provide the community with updates regarding the construction schedule prior to and during construction.

The tunnel boring machine insertion site needs to be located at the end of the tunneled segment of the alignment. The former state office building site is located near the middle of the tunneled segment, and would therefore not be practicable, and would not greatly reduce construction impacts in Little Tokyo or at 2nd and Hope.

Response to Comment PHA9-3

Metro will continue to coordinate with the Little Tokyo community during the course of the project. During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included meetings with the Little Tokyo Working Group, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Community input during these meetings has been taken into account in the refinement of the Locally Preferred Alternative and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8), which are presented in this Final EIS/EIR. A community outreach plan will also be developed to notify local communities of construction schedules, street lane and sidewalk closures, and detours during project construction.

In accordance with the State CEQA Guidelines, the Metro Board of Directors will decide whether or how to approve or carry out the project after considering this Final EIS/EIR and in conjunction with making findings under Section 15091 of the State CEQA Guidelines.

Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to local businesses.

PHA10**Responses to Comments from Kawaratani, Yukio****Response to Comment PHA10-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA10-2

Concurrence with the Draft EIS/EIR conclusion is noted.

Response to Comment PHA10-3

Mitigation measures were identified in Section 4.14, Economic and Fiscal Impacts, of the Draft EIS/EIR to reduce economic impacts associated with construction of the Locally Preferred Alternative to the Little Tokyo community. Since publication of the Draft EIS/EIR, refinements to the Locally Preferred Alternative have reduced the significance of potentially adverse economic and fiscal impacts during construction in Little Tokyo, refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR. The refinements reduce the amount of cut and cover, the need for roadway and sidewalk closures, property acquisitions, and overall disruption to businesses that would occur during construction. The refinements to the Locally Preferred Alternative have also reduced the number of privately-owned parcels that would be completely or partially acquired. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. The Locally Preferred Alternative would not have significant economic effects after implementation of mitigation. Refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR.

Response to Comment PHA10-4

The Draft EIS/EIR and this Final EIS/EIR adequately analyzed impacts to Little Tokyo as a result of the Underground Emphasis LRT Alternative in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. Please refer to Responses to Comments PHA10-5 through PHA10-9, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PHA10-5

The Locally Preferred Alternative would not include an Alameda Street underpass. The traffic lanes and pedestrian crossings at 1st and Alameda Streets would remain at-grade, as they are today.

Response to Comment PHA10-6

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA10-7

This impact was discussed in Section 4.17.3.4.2 of the Draft EIS/EIR.

Response to Comment PHA10-8

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA10-9

It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHA11

Responses to Comments from Historic Downtown Business Improvement District of the L.A. City Chapter, Brown, Russ

Response to Comment PHA11-1

Thank you for your comment.

Response to Comment PHA11-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA11-3

Support for the 2nd/Broadway station is noted. The Locally Preferred Alternative includes a station at 2nd and Broadway.

Response to Comment PHA11-4

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHA11-5

Thank you for your comment.

PHA12

Responses to Comments from Covarrubias, Joel

Response to Comment PHA12-1

Thank you for your comment. Support for the Regional Connector project is noted.

Response to Comment PHA12-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHA12-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHA12-4

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHA12-5

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Response to Comment PHA12-6

The Locally Preferred Alternative includes double track beneath Flower Street, and a pocket track for the storage or reversal of trains. Metro performed a rail simulation as part of the Draft EIS/EIR process, which verified that the Fully Underground LRT Alternative would be able to accommodate the anticipated volume of trains.

Response to Comment PHA12-7

The number of entrances at each station is based on ridership levels as well as community needs. Metro will integrate the station entrances into the surrounding neighborhoods through design.

PHA13

Responses to Comments from Downtown Los Angeles Neighborhood Council, Berman, Patti

Response to Comment PHA13-1

Thank you for your comment. Metro has and will continue to coordinate with the Little Tokyo community regarding the Regional Connector Transit Corridor project. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHA14

Responses to Comments from Electric Railway Historical Association, Frevele, Dave

Response to Comment PHA14-1

Thank you for your comment. Support for the Regional Connector project is noted.

Response to Comment PHA14-2

Thank you for your comment.

Response to Comment PHA14-3

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHA15

Responses to Comments from Westwater, Brady

Response to Comment PHA15-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Please refer to Responses to Comments PHA15-2 through PHA15-4, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PHA15-2

Metro will work with the community to determine re-use of construction staging areas after construction is completed. In doing so, Metro hopes to create destinations compatible with transit use. Suggestions for improvement of the Bunker Hill area are noted. Roadway reconfiguration in the vicinity of the 2nd/Hope Street station would occur as part of the Regional Connector project. Based on the refinements to the Locally Preferred Alternative, only the northern portion of the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street would need to be acquired as part of the Locally Preferred Alternative for the 1st/Central Avenue station site. The Señor Fish, Weiland Brewery, associated parking, and the former Café Cuba (The Spice Table) would still need to be displaced. However, the remaining businesses on that block would remain, including the Office Depot and associated parking. It is Metro's goals to minimize such acquisitions. Metro added the Fully Underground LRT Alternative during the Draft EIS/EIR process in response to community input.

Response to Comment PHA15-3

Unlike the Underground Emphasis LRT Alternative, the Locally Preferred Alternative does not include a portal on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. However, some brick structures on that block (Weiland Brewery, Señor Fish, associated parking, and Café Cuba [The Spice Table]) would still need to be displaced to make room for a new underground station. The remaining businesses on that block would remain, including the Office Depot and associated parking. A portion of the land acquired for the station would be available for development after construction is completed.

Response to Comment PHA15-4

Comment acknowledged.

PHA16

Responses to Comments from Springer, Jay

Response to Comment PHA16-1

Thank you for your comment.

Response to Comment PHA16-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHA17

Responses to Comments from Nikkei Center, LLC Project, Kaji, Jon

Response to Comment PHA17-1

Thank you for your comment.

PHA18

Responses to Comments from The Spice Table, Luu-Ng, Kim

Response to Comment PHA18-1

No feasible options are available for the Fully Underground LRT Alternative that would avoid displacement of The Spice Table restaurant at 115 South Central Avenue. Metro has refined the Locally Preferred Alternative alignment to minimize acquisition on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street, but The Spice Table would still be among the businesses that must be displaced. As indicated in Section 4.2.1 of the Draft EIS/EIR and this Final EIS/EIR, compensation and relocation assistance will be provided to displaced businesses consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Response to Comment PHA18-2

It is Metro's goal to minimize construction impacts to businesses. As indicated in Section 4.7, Noise and Vibration, of the Supplemental EA/Recirculated Draft EIR Sections and this Final EIS/EIR, consistency with the goals of the applicable local ordinances and implementation of Best Management Practices, would ensure that noise levels associated with construction of the Locally Preferred Alternative would not result in a significant adverse impact to sensitive land uses. Although, noise generated during construction of the Locally Preferred Alternative would not result in a significant impact, Metro will implement the construction noise mitigation measures listed in the Mitigation Monitoring and Report Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to further minimize disruption. Metro will also provide assistance to Little Tokyo businesses during construction, which could take the form of in-kind advertising, Metro-sponsored coupons, city-wide advertising that Little Tokyo is open for business during construction, and similar supportive measures. Metro believes that these mitigation measures will help attract potential customers to the neighborhood during construction.

PHA19

Responses to Comments from GetFit Little Tokyo, Yamaguchi, Jayson

Response to Comment PHA19-1

Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Tunnel boring machine technology has advanced during the time since Metro Red Line construction occurred. Metro recently completed tunneling for the Eastside Extension Phase 1 with no measurable subsidence, and would use similar techniques when building the Regional Connector. Metro recognizes the value of park space for communities, but no parks would be created as part of this transportation project.

PHA20

Responses to Comments from California Japanese American Community Leadership Council, Nishio, Alan

Response to Comment PHA20-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Metro coordinated with the Little Tokyo community to develop an effective mitigation program, the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, acceptable to the community, Metro, and FTA. Metro has and will continue to coordinate with the Little Tokyo community during project construction.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site option at 2nd/Central Avenue station is no longer being considered. Instead, the vacant property at the northeast corner of 1st and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. At this location, the TBM would be inserted approximately 700 feet from the originally proposed 2nd/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street, and result in fewer acquisitions. Please refer to Section 4.18, Construction Impacts, of this Final EIS/EIR for further detail regarding tunnel boring operations at the Mangrove property.

Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative with the goal of supporting businesses throughout the construction phase. This will include targeted marketing efforts and other in-kind assistance. Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction in order to preserve the accessibility of the neighborhood during construction. Metro will minimize street closures, and will maintain access to businesses throughout the construction process.

PHA21

Responses to Comments from Koraku Group, Inc., Yamauchi, Hiroshi

Response to Comment PHA21-1

Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and for the Locally Preferred Alternative in Table 4.18-1 of this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to minimize the construction impacts of the project. As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2nd Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. Cut and cover would be needed at the intersection of 1st and Alameda Streets in order to construct the underground junction.

PHA22

Responses to Comments from Fugetsu-Do Confectionery, Kito, Brian

Response to Comment PHA22-1

Metro has made refinements to the Locally Preferred Alternative in response to community input. The refinements would greatly reduce impacts to businesses. The refined alternative would not involve cut and cover construction on 2nd Street, and would minimize acquisitions on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. The majority of parking spaces and businesses on this block would not need to be acquired.

PHA23

Responses to Comments from Kerr, John

Response to Comment PHA23-1

Metro recognizes the importance of Little Tokyo and will continue to work with the community to minimize adverse impacts. Mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR are aimed at supporting businesses throughout the construction phase, and minimizing impacts to the pedestrian environment.

Response to Comment PHA23-2

Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary. Metro operations staff has determined that operation of the North-South Line from Montclair to Long Beach is feasible.

PHA24

Responses to Comments from Gold Line Washington Alignment Advocacy Group, Howard, Les

Response to Comment PHA24-1

Thank you for your comment.

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

Public Hearing in the Matter of:)
)
REGIONAL CORRIDOR PROJECT)
REGIONAL CONNECTOR)
THE DRAFT EIS/EIR)
_____)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Monday, October 4, 2010

Reported by:

SICILY ORSTEAD
CSR No. 13523

Job No.:
B5745NCO

1 APPEARANCES:

2

3 METRO PRESENTER: Ann Kerman

4

The INTERPRETERS:

5

Spanish Interpreter Juan Carlos Morales

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Japanese Interpreter Susie Isaacson

7

Korean Interpreter Caroline Kim

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1 Los Angeles, California, Monday, October 4, 2010

2 11:40 a.m.

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4

5 MS. KERMAN: So I'd like to welcome you to the public
6 hearing for the Regional Connector the Draft EIS/EIR, and my
7 name is Ann Kerman. I'm the constituent program manager
8 with Metro on this project. And I will be facilitating this
9 afternoons meeting, as well as acting as the hearing officer
10 for the testimony that we hope each and every one of you
11 will provide, during the next couple of hours.

12 The next thing I need to find out is, is there
13 anyone here in need of translation. And if I could have my
14 interpreters come up. I would like to have them mention
15 this in the language. Carrisa, could you ask our
16 interpreters to come up?

17 I'm impressed to see all of you here on this
18 drizzly day here in L.A. How do we like this new building?
19 It's a little warm, but I do hear the air condition is on.
20 So bare with us. Juan Carlos, can you please make an
21 announcement that we do have translation available.

22 Well, in addition to being in this beautiful
23 facility, we have the honor of having Greg Fischer here with
24 us, with Councilwoman Jan Perry the Council District 9. And
25 Greg, if you wouldn't mind, we'd like to have you welcome

1 everybody to this new facility.

2 MR. FISCHER: Good morning. I welcome you here to this
3 facility on behalf of Councilwoman Jan Perry who represents
4 this District. Councilwoman will not be able to be here
5 this morning. I apologize she's not here, but she wants to
6 take the opportunity to thank all of you for coming. This
7 is a long engaging process. It's important that your voice
8 be heard because it is at this time that most of the
9 decisions will be made going forward. Actually, some in
10 the past of how these projects will be built, if it is to
11 be built.

12 The Councilwoman has been very clear that this is
13 a controversial project. There are people who are for and
14 against this. Each of course has their own agenda. She is
15 taking all of the interests that she would on any project
16 in her District, and she is interested in hearing from you.

17 The project needs to be understanding in another
18 context. The project will interrupt the infrastructure of
19 Downtown, Civic Center, Little Tokyo, Financial District,
20 for years and that's going to be a problem. Some of this
21 area will not be accessible to anyone during some of the
22 construction period. So it's important to see that as a
23 contextual piece. It will inconvenience bus riders,
24 motorists, people who use bicycles for transportation,
25 pedestrians. And this is not to be a tracking project, but

1 it is a piece that has to be understood as we go forward.
2 She is very interested that Little Tokyo, as one of the
3 few remains of Japan Town, not be either unnecessarily
4 inconvenienced nor overly disturbed by this process.

5 She's also interested that the Arts District of
6 Alameda Street experience also as good a relationship with
7 this project as it can. She is very interested in the fully
8 underground alternative to this. Largely because it seems
9 to be the one that the community supports, at least as far
10 as the alternatives that are presented.

11 She's also interested in it as the project is
12 going forward, looks like that particular stop will not as
13 severely impact the intersection at 1st and Alameda Street.
14 The community having just undergone an extensive
15 inconvenience of rerouting the traffic on that street and
16 having put it back, we've now had almost a years worth of
17 very fine service from the Gold Line that has been well
18 received. We don't really want to pull that section apart
19 and have to redo it again.

20 The last piece that Councilwoman would like to
21 make known is a small one. 1st Street bridge is closed
22 westbound, and as it has been closed for several years.
23 When that project reconstructing the bridge finishes, which
24 should be hopefully in 2011, that will release full new line
25 of automobiles to come across the bridge. That will also

1 impact the 1st and Alameda intersection. It will take time
2 for people to get use to the fact that there will be all
3 these cars using that intersection, with a whole new set of
4 pedestrians who are using it as the Gold Line that stops at
5 1st and Alameda.

6 So Councilwoman wanted me to thank you for your
7 interests, for your long-term interests, because this is a
8 long-term process. And hopes to hear what you think about
9 this project, as she will take it into consideration as she
10 makes her own decision. Thank you.

11 MS. KERMAN: Thank you Greg, we appreciate you being
12 here and thank Ms. Perry for her support. I also have a
13 Korean translator. I'd like you to come up and also mention
14 that translation is available in Korean. Please come up to
15 the microphone.

16 Great. So, hopefully, anybody that needs translation
17 has been connected with. And we will begin the meeting. So
18 with that, I'd like to go into some of the formal processes
19 that we are about to undertake because this is a formal
20 public hearing on the Draft Environmental Documents to the
21 Regional Connector.

22 We have a legal obligation to make sure that we
23 hear your comments on the Draft EIS/EIR, and we're here
24 today to hear from you and want to give everyone a chance to
25 speak. Because this is a public hearing, we will not be

1 answering your questions or engaging in dialogue on any of
2 your comments. If you want to comment on the Draft EIS/EIR,
3 you have several different opportunities to do that. You
4 can fill out a comment sheet which is available at our front
5 desk. You can also mail us a letter or E-mail us. And all
6 public comments must be received by 5:00 o'clock p.m. on
7 October 18th.

8 Now, as this is a formal NEPA, CEQA process, I now
9 need to provide you with the following statement. So listen
10 up everybody. The Regional Connector Transit Corridor
11 Study's Draft Environmental Impact Statement, Environmental
12 Impact Report was released on September 3rd, 2010 along with
13 the Notice of Availability and Notice of intent to hold
14 public hearings. To comply with the National Environmental
15 Policy Act, NEPA, and the California Environmental Quality
16 Act CEQA, Section 15087.

17 The Federal Transit Administration, FTA, and the
18 Los Angeles Metropolitan Transportation Authority, Metro,
19 have prepared a draft Environmental Impact Statement and
20 Environmental Impact Report Document. FTA is the lead
21 agency for the purposes of NEPA. And METRO is the lead
22 agency for the purposes of CEQA. And Notice of Availability
23 and intent to hold public hearing was published in the
24 Federal Register, State of California Clearinghouse,
25 Los Angeles Times, La Opinion, and Necan Sun (phonetic)

1 and filed with Los Angeles County Clerk and the California
2 State Clearinghouse.

3 The notices were published on September 3rd, 2010.
4 Copies of the Draft Environmental Document are available for
5 public review between September 3rd and October 18th, and
6 are located in public libraries across Downtown and across
7 the Region, and that list is available by visiting our
8 website or checking with us directly.

9 In addition, electronic copies of the document were
10 distributed by mail to participating agencies, listed owners
11 of properties identified in the document, local elected
12 officials, and additional interested stakeholders. We ran
13 display ads about the public hearing in OurWeekly, Eastern
14 Sun, Downtown News, Korea Time, Korea Daily, Blog Downtown,
15 Japanese Daily, Repetition Co., and the Pacific Civic Center
16 (phonetic).

17 Copies of the press release about the EIS/EIR was
18 sent to a distribution of over 50 media organizations. The
19 Draft EIS/EIR information about the hearings, is posted on
20 Metro's website. Information about release of the Draft
21 and the hearings was also printed in brochure forms and
22 distributed widely on Metro busses and trains, as well as
23 hand delivered at key locations. In addition, brokers were
24 sent by U.S. mail to over 65 thousand contacts in the
25 project study area.

1 The same information was also sent electronically
2 to a distribution list of 1,725 individuals. All of this
3 information is included in the Draft EIS/EIR, and all of
4 this information is available on the website.

5 Affidavits of publication and copies of detailed
6 mailings are available upon request. And now I would like
7 to introduce you to our project manager. Her name is
8 Dolores Roybal Saltarelli. Dolores will be on a short break
9 soon to deliver another beautiful child into the world.
10 And with that, I would like to introduce the deputy project
11 manager Lora Cornejo. In a little while I'll introduce you
12 to the rest of the project team.

13 With that, Dolores, I would like to bring you up
14 and have you do your presentation. And after Dolores
15 concludes, it will be time for you, our community, our
16 stakeholders, to provide us with public testimony. Thank
17 you.

18 MS. ROYBAL SALTARELLI: Good afternoon. Thank you very
19 much for coming out today. The main purpose of this meeting
20 is to hear your comments, so that we can document them and
21 respond to them in the final.

22 I'm going to keep my presentation short because we
23 want, again, to listen to your comments. And thank you very
24 much for taking the time to come to today's hearing. With
25 that I'll start the presentation.

1 The Regional Connector is one of the seven projects
2 that will be implemented by 2035. Purpose of the project is
3 it will do several things in regards to improving our public
4 transit and mobility within the Downtown Region, as well as
5 the rest of the County. Looking at directly connecting the
6 Metro Blue, Gold, and Expo Line. Improving rail travel time
7 and reducing transfers by providing a one seat ride between
8 Azusa and Long Beach and Culver City and East Los Angeles.

9 It will also increase high capacity transit service
10 for the Downtown as well as the rest of the County. The
11 need, we're looking at continued growth in the Downtown and
12 the rest of the County. The transit system will be
13 expanding and bringing more riders into the area, as well as
14 looking at the existing multiple transfers that are required
15 for local and regional trips.

16 As I mentioned earlier, we're connecting our light
17 rail system through Downtown, connecting the Blue to the
18 Expo as well as the Gold Line. Providing a one seat ride
19 to connect the region traveling north, south, east to west.

20 Many of you have seen this development process
21 before. We initiated this project in 2007 with an
22 alternative analysis study. We looked at 36 alternatives
23 in that process. Two were recommended to go forward in the
24 Draft and we initiated the Drafts in January of 2009. If we
25 continue with our current schedule, we're looking at having

1 the Regional Connector in operation by 2019.

2 When we initiated this project in '07, we did not
3 have any funding with the passes of Measure R. In November
4 of 2008, this project was allocated a small fund in the
5 Measure R Project Plan. We continued with the Draft. We
6 then worked extensively with the various stakeholders.

7 We initiated a working group with the Little Tokyo
8 folks, with their hard work and dedication, we were able to
9 develop a third build alternative that you will see included
10 in the Draft Environmental Document. The Board approved
11 that in February. And we're looking -- we were able to meet
12 our deadline of releasing the Draft in September.

13 Many of you have the Draft Environmental Document,
14 we are looking at five alternatives. The no build, the
15 transportation systems management. And three build
16 alternatives. The at grade, the underground emphasizes
17 alternative, and the fully underground. The no build is
18 what you are looking at without the project being in place.
19 For our purposes, you are looking at connecting 7th Street
20 Metro to 1st and Alameda, approximately.

21 With the TSM alternative, we are looking at what
22 you can do without building permanent infrastructure.
23 And we are recommending two additional bus routes, one
24 connecting upper Grand to lower Grand. And the other one
25 connecting using 2nd and 3rd to close the gap between

1 7th and Metro and 1st and Alameda, Little Tokyo Arts
2 District Station.

3 The at grade emphases alternative again, meets
4 the same connection. This time using a light rail system
5 connecting 7th Street Metro to approximately the existing
6 Little Tokyo Arts District Station. What is unique about
7 this alternative is about 47 percent of it, what you see in
8 purple, is actually underground, because you are connecting
9 an existing underground station at 7th Street Metro to an
10 at grade station at Little Tokyo Arts District Station.

11 The underground emphasis alternative again, makes
12 that same connection in our light rail system opening
13 approximately two miles and our light rail system from
14 7th and Metro to 1st and Alameda. This time the alignment
15 is about 94 percent underground with an at grade connection
16 at 1st and Alameda.

17 This alternative as well as the at grade
18 alternative has three stations. One at 5th and Flower,
19 2nd and Hope, and a station on 2nd Street whether it be at
20 2nd and Broadway or between Los Angeles and Main.

21 With the fully underground, that's exactly the same
22 alignment as the underground emphasis alternative, leaving
23 7th and Metro underneath Flower Street, this time underneath
24 2nd Street. And instead of being at grade at 1st and
25 Alameda, you're actually underground. This alignment has

1 four stations. One at 5th and Flower, 2nd and Hope, 2nd and
2 Broadway, and now 2nd and Central.

3 This would also include two portals in order to
4 connect to the existing Gold Line that's currently in
5 operation. One will be between Alameda and Hewitt and one
6 north of Temple.

7 Again, as I mentioned earlier, this public hearing
8 is to listen to your comments. You have the opportunity to
9 present them today verbally or you can send them to me
10 written, whether it be E-mail or parcel post, etcetera. We
11 also have a website that we are receiving comments from as
12 well as an E-mail address.

13 Two important dates that you should be aware of is,
14 we're going to be presenting this project to our Measure R
15 Committee on October 21st at 9:00 a.m. And we'll also be
16 going to the Board for their approval or acceptance of the
17 Draft as well as it is being locally preferred alternative
18 at it's meeting on October 28th at 9:30.

19 So with that, we would love to hear your comments.
20 Thank you.

21 MS. KERMAN: Thank you, Dolores. And now this is your
22 time and as we quickly set up our timer for comments, let me
23 tell you how this is going to work. Many of you saw that we
24 have a speaker card, and that's something that you could
25 pick up at the registration desk or if you want to speak and

1 have not filled out one, raise your hand right now and we'll
2 get you a speaker card.

3 I'm calling the people up in the in order that I
4 received these cards. You'll have two minutes to speak and
5 you'll be speaking to the microphone that's to your right.
6 The timer as you see, is up on the screen. If you require
7 translation, we will extend that to a four-minute period to
8 allow for translation.

9 Now, as I mentioned that we're here to receive your
10 comments. And each and every one of your comments will be
11 addressed in the Final Environmental Document. We have a
12 court reporter here that's capturing every word that you
13 say, and you will see the transcript of that document in the
14 final EIS/EIR.

15 In addition, all of these comments, whether they be
16 written or verbal, will be addressed in the final EIS/EIR.
17 So you have an option today of either speaking, and we will
18 take your oral testimony, or you can put your comments in
19 writing. If you want to be doubly sure, you can do both.
20 And all comments will ultimately be communicated to our
21 Metro board, as well as to the FTA, as they are the final
22 arbiter of the decisions that come out at the final EIS/EIR.

23 When you're called to the microphone before you
24 begin your statement, if you could please state your name
25 clearly, and that would be for the record. And then you

1 will have the two minutes that I mentioned. If you have a
 2 prepared statement, if perhaps you run out of time, you may
 3 please give us that prepared statement and we will enter
 4 that into the document. And in order for your comments to
 5 be considered, as I mentioned before, October 18th is the
 6 deadline and I think we have that information up on the
 7 screen.

8 So at this point we will begin the public testimony
 9 and I will call up three people at a time, so that you can
 10 be standing in line ready to go.

11 Our first is Hillary Norton representing F.A.S.T.
 12 Followed by Roger Grace, followed by Vahn Bohigian.

13 MS. NORTON: Good afternoon, ladies and gentlemen. My
 14 name is Hillary Norton and I'm the executive director of
 15 F.A.S.T., Fixing Angelenos Stuck in Traffic. And we are a
 16 nonprofit coalition of environmental educational business
 17 and transportation organization, specifically committed to
 18 short-term solutions to our current traffic crisis.

19 We see the Regional Connector as a very important
 20 component of that, especially integrating each stop for the
 21 Regional Connector with mobility hubs, where you can have
 22 bike share, car share, and transit associated with general
 23 bus/etc. We adhere to this board to fully underground
 24 option.

25 However, we also want to make sure that we point

PHB1

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PHB1
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1 out that as much as possible to look at the 5th and
 2 Flower Station, to keep that station which we no has been
 3 in consideration and possibly in jeopardy, to look at
 4 alternatives, if you can, to make sure that that area is
 5 served. To please keep that station, and to look at the
 6 impact in all stations and in all parts of the construction
 7 on businesses and on transit itself.

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8 We hope that as you construct this important
 9 Regional Connector, you are not going to deter people from
 10 switching to transit by making things inconvenient, moving
 11 around. Metro has been wonderful about presenting these
 12 options and working with the Little Tokyo community about
 13 going underground rather than the impact to Alameda, and we
 14 thank you for that. And we thank you for your presentations
 15 you made to C.C.A. and to other organizations to make sure
 16 that we are fully informed. Thank you very much.

4

17 MS. KERMAN: Thank you, Hillary. Next, it looks like
 18 Roger Grace, followed by Vahn Bobigian, followed by
 19 Jo-ann Grace.

PHB2

20 MR. GRACE: Thank you. My name is Roger Grace and I
 21 yield my time to Vahn Bobigian and Jo-ann Grace to the
 22 Honorable Robert Philibosian.

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23 MS. KERMAN: Did I hear that Robert Philibosian is
 24 taking your time?

PHB3

25 MR. BOBIGIAN: My name is Vahn Bobigian and I yield

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PHB3
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cont'd

PHB4

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PHB5

1 my time to Robert Philibosian.

2 MS. GRACE: My name is Jo-ann Grace and I yield my
3 time to Robert Philibosian.

4 MS. KERMAN: Okay. Robert Philibosian.

5 MR. PHILIBOSIAN: Thank you very much. I'm
6 Robert Philibosian and I represent the Metropolitan News
7 Enterprise. And the Metropolitan News Enterprise Property
8 is being recommended for taking for a parking lot and
9 construction center during the construction of this project.

10 The building is the Wilcox Building at 2nd and
11 Spring and next to the it the Olender Building (phonetic).
12 The proposed taking is based on factually unsound
13 propositions. The major tenant is not as proposed in the
14 report of restaurant. It is a newspaper company. There
15 is a small coffee shop there, but the main tenant is a
16 newspaper company.

17 Metropolitan News Company, Metropolitan News
18 Enterprise goes back to 1901. Taking of these buildings
19 owned by Jo-ann and Roger Grace would be ruinous to their
20 wholly owned business in Metropolitan News Company and thus
21 impair the continued existence of Metropolitan News
22 Enterprise and the Metropolitan News Company and seven
23 other California newspapers.

24 While a report contends there are 40 employees
25 spread among the five businesses in the building,

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PHB5
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1 Metropolitan News Company alone employs 47 persons whose
2 jobs would be put in jeopardy. This doom and gloom
3 assessment in contrast to what the report conveys as no
4 meaningful potential adverse impact, is not the accurate
5 facts.

6 In particular, it is utterly impractical to try to
7 move the operation. There's a seven unit printing press in
8 the basement and to move that press would cost \$300,000.
9 And it would probably be impossible to new EPA constrictions
10 and finding another location. The company then would lose
11 it's competitive advantage of being close to the warehouse
12 -- or I'm sorry, the courthouse where it processes legal
13 notices.

14 Most significantly, a move would really cripple the
15 company's ability to derive the revenues from it's legal
16 advertising. This is because the moving of the press would
17 take approximately a week and a newspaper must publish more
18 often than that. So they would not be able to publish the
19 newspaper, which would be financially ruinous to the
20 company. And they would lose what they call a Grandfather
21 Clause which entitles the company newspaper, the pre 1923
22 newspaper, to be printed outside the City in which it's
23 published. The loss of that grandfather status would
24 greatly diminish the newspaper's fair market value should a
25 sale ever be contemplated. Further more, the report fails

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1 to take into account the historical character of the
2 Wilcox Building, which opened in 1996.

3 Now, we will be submitting a more detailed and
4 lengthy report of all of this, which will fill in the blanks
5 of some of the things that I am saying. But it is important
6 to point out that there is no need to buy and destroy a
7 cultural building and a historical building built in 1896,
8 to make room for a parking lot in view of the fact that
9 there are existing parking lots and vacant property in
10 close proximity.

11 Mr. Bobigian, would you please point out the
12 subject property with your pointer there. And in very close
13 proximity there is a federal property at 2nd and Broadway,
14 would you point that out. That is totally empty and would
15 serve very adequately, more than adequately in the
16 Metropolitan News Building for the staging area for this
17 project. So it would not be necessary to remove or tear
18 down any current commercially used properties.

19 That property is available. The Federal Government
20 is not using it, and since this is partially a federally
21 funded project, it would seem to make sense to use that as
22 a alternative. There are several other alternatives we will
23 go through quickly. And again, we will submit that in a
24 booklet to staff and to the commission. At 2nd and Hill
25 there's a parking lot -- these are all parking lots,

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PHB5
cont'd

1 either parking lots or parking structures.

2 The next one is 2nd and Spring, and then also in
3 the background should show the federal building or the
4 federal property, I'm sorry. The federal property as well.
5 And the next one is Main and 2nd. You can see these are all
6 parking lots. And then the next one is 3rd and Main. The
7 next one is Main between 2nd and 3rd.

8 Then we have 205 Broadway, South Broadway. Then
9 we have 3rd and Main. And we have 3rd and Hill. 3rd and
10 Spring, 2nd and Main, and 2nd and Spring.

11 Now, these are all parking lots or parking
12 structures. They're not historical buildings. They are not
13 commercial operating business. Yes, the parking lots are
14 commercial businesses but there's no structures on most of
15 these lots that would have to be removed. And in terms of
16 putting people out of work, we're talking about 47 people at
17 the Metropolitan New Enterprise, as contracts with the
18 parking lot employees of probably two or three or four at
19 the very most.

20 So this proposition today is in the report, the
21 fatal part of this is that the space that would be rentable
22 in the Metropolitan News building and adjacent building,
23 Wilcox and Olender building, would cause a reputable injury
24 to the owners. The spaces there that are rentable, would
25 not be rentable. No one is going to go into a space that

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PHB5
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1 they are going to have to vacate because --

2 MS. KERMAN: Thank you. We look forward to receiving
3 your prepared statement. Thank you.

4 MR. PHILIBOSIAN: Thank you.

5 MS. KERMAN: Next Kenji Suzuki, followed by Alan Havens,
6 followed by Martin Berg.

PHB6

7 MR. SUZUKI: Thank you. My name is Kenji Suzuki. I
8 have a restaurant in Little Tokyo, 337 East 1st Street.
9 We've been there for about 38 years. Little Tokyo is very
10 rich in history and culture. Most of us have been there. I
11 was there since I was a little kid running around the
12 sidewalk. I'm second generation owner. 38 years is a long
13 time, but I'm a baby compared to the other businesses that
14 have been around much longer. Some just a few years ago
15 celebrated its 100th birthday in Little Tokyo.

1

16 This project, if it goes through, goes right
17 through the middle of Little Tokyo. Little Tokyo is not
18 very big. It's only two blocks. You are talking about 1st
19 and 2nd Street and you are talking about right down the
20 middle.

21 I'm not against this project, but you do this, and
22 I think it's been documented, that this type of construction
23 a lot of people don't survive this type of construction.
24 You're talking about taking away businesses that have been a
25 part of Little Tokyo for many, many generations. It's a

PHB6

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1 very important part of Little Tokyo. The essence of
2 Little Tokyo would be taken away.

3 I hope that there will be alternatives rather than
4 to go right through Little Tokyo. Some of the people that
5 have actually approved this, and I got the chance to speak
6 to some of them, they realize that the fully underground,
7 what that image of fully underground, they were going to dig
8 a whole in one end, dig under Little Tokyo and you come up
9 the other end and nothing would happen to Little Tokyo.
10 And that's not the case.

2

11 It's a cut and cover. It's a major operation.
12 Little Tokyo will be devastated and a lot of the stores
13 that's been there for many, many generations, won't be back.
14 I don't know what's going to happen personally, but I'd like
15 to see something happen. I don't want to stop this project
16 but I'd like to see an alternative where you don't have to
17 go right in the middle of Little Tokyo. So that's my
18 speech. Thank you very much.

19 MS. KERMAN: Thank you, Mr. Suzuki. Next, Alan Havens
20 followed by Martin Berg.

PHB7

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21 MR. HAVENS: Hi my name is Alan Haven. I strongly
22 support the main underground option which should not impact
23 surface drafting at 1st and Alameda. However, I do support
24 maintaining one or two tracks of the existing line in case,
25 you know, between now and 2019 enough traffic, people moving

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PHB7
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1 from East Boyle Heights area and North Pasadena. I would
2 continue to want to have this type of movement. That needed
3 to change trains and route that needing the trains changing
4 and route if it were. That's the main traffic, this is a
5 minor a minor thing.

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6 Also I suggest that in case a multipurpose
7 innovated building moves in North of Alameda -- I'm sorry,
8 East of Alameda and North of 1st, at least have something up
9 on the top to allow people to view East towards the Temple,
10 towards the West towards the Power Tower (phonetic) and so
11 on and so forth, and get a good view of what Little Tokyo
12 looks like in all directions. Okay. That is it.

3

13 MS. KERMAN: Thank you, Mr. Haven. Next, Martin Berg,
14 followed by Bart Reed, followed by Joan Springhetti.

PHB8

15 MR. BERG: Thank you for the opportunity to speak. My
16 name is Martin Berg. I live in the Huggins Building on
17 2nd Street, and I want to reiterate the concerns of my
18 neighbors in Little Tokyo and the Metropolitan News
19 Enterprise and those buildings.

20 I want to make sure that Metro and the neighborhood
21 mean the same thing by environmental impact. These impacts
22 of construction they are proposing are very dramatic in our
23 neighborhood. And I want to make sure that they are being
24 addressed and that these concerns that have been addressed
25 by the Metropolitan News Enterprise and that those buildings

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PHB8
cont'd

1 are being addressed, and that they're not pushed off to the
2 side as just the cost of a major construction project.

3 These are serious impacts on our neighborhood. We
4 have already endured the construction of the LAPD and the
5 LAPD motor pool parking lot. We don't need another parking
6 lot in our neighborhood. We need care taken of our great
7 historic structure and we need Metro to be partners in that,
8 not fighting it. Thank you.

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9 MS. KERMAN: Thank you very much, Mr. Berg. Bart Reed,
10 followed by Joan Springhetti, followed by Ellen Miyoshi.

PHB9

11 MR. REED: I'm Bart Reed, executive director of the
12 transit coalition in Southern California based on profit
13 dealing with transportation ethicacy. We fully support the
14 underground option.

1

15 We saw the map when you came in and saw the future
16 network of the light rail to Santa Monica, existing to
17 Long Beach out to Azusa, and further east and into
18 East Los Angeles, and further east towards Woodier. You
19 have a network, and when you diminish one station out of
20 the four, you diminish the network. Since the network
21 connects 54 miles from Santa Monica to Azusa to the County
22 Line. It connects Long Beach to the north.

2

23 So the important thing is to maintain the network.
24 The moment you take away a station such as you 5th and
25 Flower, you just diminish the connection activity to

PHB9
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1 Downtown, and people that may or may not make the decision
 2 of taking light rail would perhaps not take it because the
 3 station isn't there. So we fully support the findings and
 4 funds if we move to perhaps a 60 percent alternative on
 5 federal match instead of 50. Use Prop A and Prop C funds to
 6 make this work. But come together with the money to build a
 7 full project.

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8 This is 150-year long project that will remain as
 9 part of the fabric for multiple generations of the community
 10 and to get sense of functioning. It's important that we do
 11 it the right way. We don't have a chance later on to put in
 12 a missing station. For those who don't know, between
 13 Westlake and Downtown Los Angeles, we skip the station of a
 14 Red Line and that community is suffered as a result of no
 15 station. So we don't need to repeat some of the mistakes in
 16 the pass by skipping stations. And again, fully endorse the
 17 underground alternative. Thank you.

4

5

18 MS. KERMAN: Thank you, Bart. Next, Joan Springhetti
 19 followed by Ellen Miyoshi, followed by Hiroshi Yamauchi.

PHB10

20 MS. SPRINGHETTI: Hello, I'm Joan Springhetti. I'm a
 21 residence of the Higgins Building, which is at the corner of
 22 2nd and Main. I fully support the underground no build --
 23 fully underground no build -- I'm sorry. The fully
 24 underground alternative. If not that, no build. I think
 25 the fully underground is the only one that respects the

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PHB10
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1 community and its safety. If indeed that is approved, I
2 think it's critical how it is actually implemented and that
3 speaks to the concerns that have been addressed here today
4 by the Graces, and it's addressed to the Wilcox Building.

2

5 Those same issues would be shared -- the impact
6 issues are shared by the residence and commercial businesses
7 in the Higgins Building. And I'm sure all through Little
8 Tokyo and elsewhere, for this to be a successful project,
9 it's really critical that businesses and residences that
10 have established and taken route Downtown, we all know how
11 difficult that process has been to take hold and stay hold,
12 that those interests must be respected and honored in the
13 process. Thank you.

3

14 MS. KERMAN: Thank you, Joan Springhetti. And
15 Ellen Miyoshi, followed by Hiroshi Yamauchi. And Hiroshi,
16 if you can come down with your interpreter.

PHB11

17 MS. MIYOSHI: Hi, my name is Ellen Miyoshi. This is on
18 a more smaller personal notice. My husband and I are recent
19 renters at the Higgins. We have seriously been considering
20 buying into the building, and above ground option building
21 the Metro through 2nd Street would completely cancel that.

1

22 You know, we moved into the building because of the
23 neighborhood, because of the history, and also for me the
24 convenience of commuting up 2nd Street through the 2nd
25 Street, to Glendale to Glendale Avenue to my job in Pasadena

PHB11
cont'd

1 City College. I don't take the 110 because I want to get
2 to work on time. So anyway and so just to say that as new
3 residences down here, we seriously support the total
4 underground option.

1
cont'd

5 MS. KERMAN: Thank you, Ellen and welcome to the
6 neighborhood. Hiroshi Yamauchi, followed by Arnold Sacks.
7 And while Hiroshi is coming up to the microphone, I want to
8 remind everybody that there's still plenty of time to fill
9 out a speaker card. We'll be delighted to take a speaker
10 card from you if you don't have one. Raise your hand, we'll
11 get you one.

PHB12

12 MR. YAMAUCHI: Yes, hi. Good afternoon, everybody. My
13 name is Hiroshi. I am a business owner on the 2nd Street
14 between Central and L.A. Street, but I can speak English
15 only a little, really like this. Now, I ask Ms. Susie to
16 transcribe it to English.

17 From what I heard so far, everyone has mentioned
18 fully underground is the way to go. From what I heard that
19 everyone seems to have said, fully going underground is the
20 way to go. That's what I thought I heard everyone said here
21 on the stage. But the truth is, this construction, I
22 understand, is going to take a four-year, and then during the
23 construction, it's going to be a whole mess, the construction
24 all over. Everything is clean and it appears to be very nice
25 and all that if it is fully underground.

1

PHB12
cont'd

1 Okay. Now, I heard it is going to take four years
 2 construction. Now, this is something that I found out just
 3 recently and, then, how are they going to do this construction
 4 with what they call cut and cover? In other words, a little
 5 bit cut and cover. Now, if that is the way to move forward.
 6 Then a 2nd Street is going to be closed, and I think possibly
 7 the 1st Street is going to be closed, also, during the
 8 construction.

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cont'd

9 MS. KERMAN: Hiroshi, if you could give the translation
 10 now to your interpreter and we'll conclude your time.

11 MR. YAMAUCHI: Okay. Now, earlier, someone representing
 12 from Metropolitan News said Little Tokyo's entire business
 13 is going to be wiped out and the 400 businesses in there and,
 14 also, including the residence, and altogether 2,000 people,
 15 plus their family members. So when you have 2,000 people
 16 times 10 times -- total 2,000 people is going to be
 17 impacted.

2

18 I am so fearful that all of us have no place to go.
 19 And so I am very worried and concerned, just the same as
 20 someone from Metropolitan Newspaper said.

21 MS. KERMAN: Thank you very much.

22 MR. YAMAUCHI: One more.

23 MS. KERMAN: I'm going to give you one more because we
 24 did have some technical difficulty.

25 MR. YAMAUCHI: So please try to think about -- try to

3

PHB12
cont'd

1 think about the Red Line to use the Red Line, Gold Line,
 2 Red Line, the Blue Line, I think it's possible. So you know,
 3 if Metro has a budget to new construction, but they can use
 4 that same budget to modify on Red Line. Please, think about
 5 that. If it's possible, there's no impact on Little Tokyo
 6 business and Downtown business, Spring Street business is
 7 no impact. Also, we can create environmental program.

3
cont'd

8 MS. KERMAN: Thank you. Okay. Next, Arnold Sacks
 9 (phonetic), followed by Wilson Liu, followed by
 10 Jerard Wright.

PHB13

11 MR. SACKS: Thank you. Good morning. Arnold Sacks
 12 (phonetic). I'm glad that you have translation for people
 13 who speak Korean and I'm glad you have a translation to the
 14 people who speak Japanese. Can we get a translation in
 15 English as to why this Downtown Connector has taken
 16 approximately 20 -- 30 years. Blue Line from Long Beach to
 17 7th and Metro was continued through Pasadena that was the
 18 reason for the Blue Line construction authority that was
 19 created by the state legislation.

20 Why this gap has taken 30 years to fill. Why and
 21 how much in litigation will be developed because we have all
 22 these new people that have come in and moved into Downtown
 23 and expressed an interest because now they're part of the
 24 community. You need to get a translation on that. Now,
 25 it's a billion dollar project. What would it have cost if

1

PHB13
cont'd

1 it would have been continued in a timely manner. You would
2 think, okay, we'll build from Long Beach to 7th and Metro
3 and then we'll build a second stage. Instead we build the
4 Red Line.

1
cont'd

5 If anyone can look at the history of Metro not
6 just today, but go back and look at the map. You saw a map
7 earlier of what it would look at in 2035. Look at a map
8 like 1980, you'll see the Blue Line goes from Long Beach to
9 Pasadena. The Red Line which is now a Purple Line would
10 have gone to Santa Monica eastbound. It has been pieced
11 mailed together all to the benefit of making some money.
12 And the organizations that got up answer the question,
13 why so long?

14 Why when the Metro got \$640 million they gave to
15 the Blue Line construction authority, why is it designated
16 to the Gold Line construction? Follow the money. And
17 you'll see the question mark. There's four supervisors that
18 have been involved in the organizations of these buildings
19 since the inception --

20 MS. KERMAN: Thank you very much. Next, Wilson Liu,
21 followed by Jerard Wright, followed by Tracey Chavira.

PHB14

22 MR. LIU: Good morning. This is a follow-up to our
23 September 28th comment that we had two more additional
24 comments. I represent the -- my name is Wilson Liu and I
25 represent Little Tokyo Business Improvement District, as

1

1 well as the Little Tokyo Business Association. One of the
 2 items as Little Tokyo Business Interruption Consortium the
 3 Consortium of Little Tokyo Business Association, the little
 4 Tokyo Business Improvement District, Chamber of Commerce of
 5 Southern California, and the Little Tokyo Community Counsel
 6 performed to work along with Metro Staff and any other
 7 governmental agency having jurisdiction, to develop policy
 8 regulations and procedures, to resolve issues arising from
 9 adverse business interruption during the course of
 10 construction of the Regional Connector Project.

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cont'd

11 The Little Tokyo Business Interruption Consortium
 12 shall be shared by the president of the respectfully
 13 organization listed. Any business interruption committee
 14 shall be formed -- shall not be limited to the supervision
 15 of a single Little Tokyo organization or granted exclusive
 16 power of oversight.

17 Little Tokyo has many organizations which are
 18 listed four, are considered a major organization represented
 19 the process of the business sector, nonprofit organization
 20 sector and a residential sector, to allow a single Little
 21 Tokyo organization to act as the sole and exclusive
 22 leadership of those would not be proper.

23 The Little Tokyo Business Interruption Consortium
 24 used the proper structure to work with Metro Staff in
 25 addressing the serious construction impact of the

PHB14

cont'd

1

cont'd

1 Little Tokyo Community.

2 The second item is the Little Tokyo Construction
 3 Mitigation Program. We encourage the establishment of the
 4 Little Tokyo Construction Mitigation Program for the purpose
 5 of compensating construction impact business interruption
 6 injuries, should Metro or any other government agency
 7 establish in litigation funding program for construction
 8 impact related business interruption injuries or other
 9 construction impact alters the business operations resulting
 10 in physical changes and --

2

11 MS. KERMAN: Thank you, Mr. Liu. If you'd like to --

12 MR. LIU: I'd like to submit this, thank you so much.

13 MS. KERMAN: Wonderful. Thank you so much.

14 Jerard Wright, followed by Tracey Chavira, followed by
 15 Russell Brown.

PHB15

16 MR. WRIGHT: All right. Good afternoon. I'm
 17 Jerard Wright and I'm speaking for myself. I've been
 18 involved within this project in various forms for many,
 19 many years. I'm not going to give away how long. But in
 20 terms of right now, where we're at is a critical stage
 21 in terms of funding the project, because right now there
 22 is a projected close to \$200 million short fall for the
 23 fully underground option, and that may require reduction
 24 of some stations.

1

25 I don't want to see the stations reduced. I think

PHB15
cont'd

1 every station is a vital one and a very important one.
2 However, if there are opportunities where, you know, I've
3 mentioned look for a 60 percent federal match.

1
cont'd

4 Look for unaligned Prop A and B funds for the
5 non-subway portions, such as the pedestrian bridge. Such
6 as the 1st Street widening that you need to put in the portal.
7 Such as the new transition structure north of Temple. Just
8 find creative and inventive ways to try to bridge the
9 funding gaps because if we go to the FTA for a handout, the
10 first thing they're going to ask us is how much more are we
11 going to get in return. That's one thing.

2

12 The other component is, if we can't get that
13 funding, let's look at ways of combining some stations into
14 larger super stations. Such as the Bunker Hill off of 5th
15 and Flower and multiple portal being a essential station
16 that has multiple points of access, while still maintaining
17 access, connectivity, community, and keeping the costs down
18 or in hopes of keeping the cost down because if we can't
19 find that funding gap, there's probably going to end up
20 probably a at grade alternative. Which from many comments
21 over the last three years, that's not the right option.

3

22 So I just want to find a way to find that funding
23 gap, bridge that funding gap, so this project can go
24 forward. Thank you very much.

4

25 MS. KERMAN: Thank you, Jerard. I've been also asked

1 to remind everyone that we have fact sheets out front, so
2 don't forget to pick them up on the way out. And Tracey.

PHB16

3 MS. CHAVIRA: Good afternoon, Tracey Chavira Central
4 City Association. Let me begin by acknowledging Metro Staff
5 especially Ann and Dolores Roybal Saltarelli for keeping
6 this process moving along steadily. Metro staff, the
7 consultants, the Robert Group have been extremely responsive
8 to our members and generous with their time. So thank you.

1

9 CCA supports the fully underground alternative,
10 which will generate great benefits. We've expressed these
11 before but just for the record. First it will be impervious
12 to above ground accidents, making it the most reliable
13 option for commuters. Second, it's inspected to govern the
14 most transit riders. Third, it won't create street level
15 visual clutter, which might interfere with revitalization
16 parts of Downtown. Finally, the Regional Connecters scored
17 high with federal funding criteria, making it one of the
18 best proposals for that funding.

2

19 We also support the Flower and 5th Station and the
20 Financial District. We've heard that the station might be
21 eliminated due to a budget short fall, but we urge you to
22 move forward with this station. And it is greatly important
23 to the Financial District which that contributes greatly to
24 Downtown and to the City's economic recovery. So we
25 respectfully request that Metro improve the fully

3

PHB16
cont'd

1 underground alternative including the Flower and
2 5th Station. Thank you.

3
cont'd

3 MS. KERMAN: Thank you, Tracy. Next, Russell Brown,
4 followed by Don Garza, followed by Yoshi Maruyama.

PHB17

5 MR. BROWN: Thank you. Russell Brown, executive director
6 of the historic Downtown Theater. I'm also one of the
7 trustees for bringing back Broadway. I want to thank you
8 for the outreach. This has been a process that's been more
9 than three years. I know well before Measure R you were
10 working with the community groups and the neighborhood
11 council.

1

12 All of organizations unanimously and fully support
13 the fully underground project, and I want to really thank
14 you for listening to the community as we work through a lot
15 of the issues and especially the complications with
16 Little Tokyo. Just to make a correction, the cut and cover
17 is only used for stations. It's not used for the track line.
18 So the gentleman who mentioned that was in correct in his
19 interpretation of that.

2

20 We do not support the surface route, all you have
21 to do is look at Washington Boulevard and see how unfriendly
22 transit is. You would not only have that separating all the
23 communities, and many of the concerns -- all of the concerns
24 that Little Tokyo have are magnified a lot with the surface
25 route.

3

PHB17
cont'd

1 You'd also have two stations that straddle
 2 City Hall. Something as simple as a lost backpack will
 3 shutdown the whole system for security reasons. The fully
 4 underground station, not only takes care of all of those and
 5 mitigates it gives you great opportunities for transit
 6 oriented development.

3
cont'd

7 The 5th and Flower Station is critical because
 8 7th and Metro will be maxed out. Once you have both the
 9 Expo Line and the Blue Line coming into that station. The
 10 5th and Flower Station also allows a connection with the
 11 5th and Grand Streetcar. The 2nd and Broadway Station is
 12 critical because you also have connections with the Streetcar,
 13 with the theaters, and also the Red Line Civic Center Station.

4

5

14 So thanks again for your outreach. Thanks for
 15 working with the community, and we enthusiastically support
 16 the fully underground program.

6

17 MS. KERMAN: Thank you, Russell. Don Garza, followed
 18 by Yoshi Maruyama.

PHB18

19 MR. GARZA: Yes, my name is Don Garza. I've been a
 20 residence of Downtown for the past, probably, 11 years now.
 21 So when people from Little Tokyo that have been there for a
 22 long time speak, I have a tendency to listen. And I'm in
 23 agreement. There should be not a mitigation, especially for
 24 the businesses because you see sort of things, whether they
 25 be underground or overground, they are going to have some

1

PHB18

cont'd

1 impact.

1

cont'd

2 But I am in full support of underground. It's the
 3 way to go. It's the way it needs to be done. Connection
 4 needs to be made. 5th and Flower needs to be there. These
 5 connections are going to be very important, specifically
 6 because there are very many hotels around there that augment
 7 the L.A. Live Hotel. And you're going to start seeing lots
 8 and lots -- if not already, we have a lot of tourism and we
 9 have a lot of business.

2

3

10 This extension needs to happen tomorrow. It does
 11 not need to happen 10 years from now. It does not need to
 12 happen 15 years from now. We need to get our buddy,
 13 Antonio Villaraigosa, all you guys up there. Whether it
 14 be -- whoever the next mayor is going to be. Whether it
 15 be Jan Perry or even Russell Brown or anybody in this room.
 16 I don't care if it is this person in the front row.

4

17 Get up there to Washington DC to get this thing
 18 built. This is jobs. This is money. This is consultant
 19 money. This is GIR consultant money. This is just plain
 20 money that we need here that's going to help our community,
 21 especially Downtown and connect a whole region. Because
 22 when people come to L.A. they do not just want a Hollywood
 23 experience. They do not just want a Anaheim experience.
 24 They want a whole experience.

25 I got to tell you when you opened up that line to

PHB18
cont'd

1 the Eastside, people were very excited. I use it now to go
 2 and enjoy my Eastside experience it's easier. I can even
 3 go to East Los Angeles College, I don't have ride on
 4 Cesar Chavez. So I am in support of fully underground along
 5 with the C.C.A., along with everybody that should be willing
 6 to want to have this thing fully underground.

4
cont'd

7 MS. KERMAN: Thank you, Don. Yoshi Maruyama followed
 8 by Christine Baisez.

PHB19

9 MR. MARUYAMA: My name is Yoshi Maruyama. I own
 10 Sbabu Shabu House Restaurant, and I know this project is
 11 very good at the beginning. But Plaza tenants, okay, we
 12 want to know the impact of this construction is awful. I
 13 can't imagine this, and I can't sleep sometimes because as
 14 an example City Hall has a little demonstration. They
 15 blocked a couple streets, our business down 30, 40 percent.

1

16 When they do lunch and dinner, I got a whole day.
 17 The customers won't come. They block the street. If this
 18 project happens, how long are they going to block the
 19 streets for this construction. Couple weeks, no couple
 20 years. Four, five years. It's real impact nobody tell you
 21 how the impact is. Nobody telling how they are going to
 22 do it. And who's going to take care of our businesses.

23 This is the papa and mama restaurant and other
 24 restaurants too, but nobody cares. You have to show how
 25 much damage it is going to be. Project is okay. I

PHB19

cont'd

1 understand them, this one. But for the underground
2 7th Street is definitely no, that's all. Thank you.

1
cont'd

3 MS. KERMAN: Thank you very much, Yoshi. Christine
4 Baisez. And Christine is my last speaker card unless there
5 are others. If you'd like to speak, raise your hand, we'll
6 be happy to get you a speaker card.

PHB20

7 MS. BAISEZ: Hello, my name is Christine Baisez. I am
8 your residence of the Higgins building (inaudible). And
9 I wish no metro in the area. There is a need for a metro.
10 I wish it could be fully underground. I go there with my
11 daughter. We love to bike and ride and we love community of
12 Japanese Town and it's not to be -- not to be hurt by this.
13 Thank you.

1

14 MS. KERMAN: Thank you, Christine. Do I have any other
15 individuals that have filled out speaker cards or would like
16 to? Well, in the meantime, let me also let you know that we
17 are here 15 more minutes till 1:00 o'clock, to take your
18 comments.

19 I'd like to also introduce you to some additional
20 Metro personnel, who are here today because they care about
21 listening to what you have to say, and our executive
22 director of countywide planning, Martha Welborn.

23 Martha, if you could stand up and let everybody
24 know that you are with us today. Diego Cardoso, our
25 Executive officer of planning. I saw Robin Laired (phonetic)

1 earlier. I saw Lynda Bybee, our executive officer of
2 communications. We have our huge project team. We're
3 all wearing these big name tags. We're certainly here to
4 talk to you after our official hearing one on one, but we
5 encourage you to stay tuned.

6 Up on the board you see how you can contact us if
7 you feel that, even though you gave oral testimony today, it
8 was not sufficient. Feel free to send us written comments.
9 If you have other things that you want to say, you know,
10 there are many ways to do it. E-mail us, send us a written
11 letter. We don't text or Twitter officially, but you might
12 be able to find us there.

13 On behalf of the entire project team, we would
14 like to thank you for joining us at this official and final
15 hearing for the Regional Connector. We want to encourage
16 you to attend our board meeting on October 28th. And prior
17 to that, our committee meeting, the Measure R Committee on
18 October 21st at 9:00 o'clock in the morning.

19 With that, I will conclude the public hearing,
20 unless I hear additional people that want to speak. And
21 again, thank you all for coming out during your lunch today
22 in this rainy, drizzly day, but we appreciate all of you
23 staying with us on this project. Thank you.

24 (Hearing concluded at 12:47 p.m.)

25

PHB1

Responses to Comments from Fixing Angelenos Stuck in Traffic, Norton, Hilary

Response to Comment PHB1-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Bicycle racks would be part of station amenities and existing bus routes that operate at proposed station locations would be accommodated. Park and rides are not proposed as part of this project.

Response to Comment PHB1-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB1-3

Impacts associated with each alternative, including impacts associated with construction and proposed stations, were analyzed in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR and this Final EIS/EIR. Please refer to Chapter 3, Transportation Impacts and Mitigation, Section 4.14, Economic and Fiscal Impacts, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR for construction-related impacts on transit and businesses.

Response to Comment PHB1-4

Thank you for your comment. The purpose of this project is to improve the region's public transit service and mobility by connecting the light rail service of the Metro Gold Line to the Metro Blue Line and the Metro Expo Line (currently under construction).

PHB2

Responses to Comments from Grace, Roger

Response to Comment PHB2-1

Comment acknowledged. Commenter yielded speaking time.

PHB3

Responses to Comments from Metropolitan News Enterprise, Bobigian, Vahn

Response to Comment PHB3-1

Comment acknowledged. Commenter yielded speaking time.

PHB4

Responses to Comments from Grace, Jo-Ann

Response to Comment PHB4-1

Comment acknowledged. Commenter yielded speaking time.

PHB5

Responses to Comments from Metropolitan News Enterprise, Philibosian, Robert

Response to Comment PHB5-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

PHB6

Responses to Comments from Suehiro Café, Inc., Suzuki, Kenji

Response to Comment PHB6-1

Metro values the uniqueness and age of businesses in Little Tokyo and will continue to work with the community to minimize adverse impacts. As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2nd Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. No surface disruption or impacts to businesses on 2nd Street in Little Tokyo are anticipated as a result of the passage of the tunnel boring machine. These refinements would reduce impacts to businesses both on 2nd Street and throughout the community. Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to support the Little Tokyo business community throughout the construction phase of the project.

Response to Comment PHB6-2

Nearly three dozen alternatives were studied during the Alternatives Analysis phase of the project, some of which bypassed the Little Tokyo neighborhood. Through several stages of screening, based on community input and technical considerations, the Fully Underground LRT Alternative was designated the Locally Preferred Alternative. The Regional Connector would involve both cut and cover and tunnel boring machine construction. Much of the alignment in the Little Tokyo area would be constructed using the tunnel boring machine method, which would minimize surface impacts. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, the Locally Preferred Alternative has been refined based on Draft EIS/EIR comments to include less cut and cover, and to move the tunnel boring machine construction staging area farther from the center of Little Tokyo. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR with the goal of supporting businesses throughout the construction phase. This will include targeted marketing efforts and other in-kind assistance. It is Metro's goal to minimize the potential for business interruption.

PHB7

Responses to Comments from Havens, Alan

Response to Comment PHB7-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB7-2

The surface tracks connecting the Pasadena and East Los Angeles branches of the Metro Gold Line would no longer be in service once the Regional Connector opens, and may ultimately be removed. The majority of transit passengers riding the Metro Gold Line from East Los Angeles are destined for downtown Los Angeles and points westward. These passengers would benefit from seamless travel to westside destinations. Transit riders traveling from East Los Angeles to Pasadena (and in the future to Montclair) would be required to transfer at the new underground station in Little Tokyo. Ridership forecasting results show that the Regional Connector would have adequate capacity to accommodate the projected volumes of transferring passengers.

Response to Comment PHB7-3

The commenter recommends development of the parcel located at the northeast corner of 1st and Alameda Streets. Comment acknowledged. Development of this parcel is not a part of this project and no further response is required.

PHB8

Responses to Comments from Berg, Martin

Response to Comment PHB8-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

PHB9

Responses to Comments from The Transit Coalition, Reed, Bart

Response to Comment PHB9-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB9-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB9-3

In response to the increased cost-effectiveness of the three-station Locally Preferred Alternative over the four-station Fully Underground LRT Alternative, Metro is requesting a 60 percent federal funding match. The Federal Transit Administration New Starts Cost-Effectiveness Index for the proposed project, as of the publication of the Draft EIS/EIR, was \$13.68 (a "medium-high" rating). Proposition A and C funds are largely unusable for the fully underground Regional Connector due to the voter-approved Metropolitan Transportation Authority Reform and Accountability Act of 1998. Refer to Chapter 6, Cost and Performance Considerations and Summary Comparison of Alternatives, of this Final EIS/EIR.

Response to Comment PHB9-4

An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB9-5

Thank you for your comment. Support for an underground alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHB10

Responses to Comments from Springhetti, Joan

Response to Comment PHB10-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB10-2

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

Response to Comment PHB10-3

Metro recognizes the importance of businesses and residences to the revival of the downtown Los Angeles community. Implementation of mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR would reduce the impacts of construction. It is Metro's goal to minimize impacts. Metro will work with the community throughout the project and incorporate community input into the construction process.

PHB11

Responses to Comments from Miyoshi, Ellen

Response to Comment PHB11-1

Opposition to the At-Grade Emphasis LRT Alternative and support for the Fully Underground LRT Alternative is noted. With the Regional Connector in place, the station at 2nd and Broadway would have direct train service to Pasadena. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHB12

Responses to Comments from Koraku Group, Inc., Yamauchi, Hiroshi

Response to Comment PHB12-1

Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and the Supplemental EA/Recirculated Draft EIR Sections and for the Locally Preferred Alternative in Table 4.18-1 of this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to minimize the construction impacts of the project. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR and the Supplemental EA/Recirculated Draft EIR Sections, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2nd Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. Cut and cover would be needed at the intersection of 1st and Alameda Streets in order to construct the underground junction.

Response to Comment PHB12-2

It is Metro's goal to minimize impacts to businesses in Little Tokyo. Even under the worst-case scenario studied in the Draft EIS/EIR, none of the analysis determined that all business in Little Tokyo would be eliminated. Metro has made refinements to the Locally Preferred Alternative to reduce impacts to businesses, and will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to ensure assistance is provided for affected businesses throughout the construction phase of the project. A worst-case scenario list of businesses that would be acquired was shown in Section 4.2.3.5 of the Draft EIS/EIR, and some of these businesses would no longer need to be acquired due to refinements made to the Locally Preferred Alternative.

Response to Comment PHB12-3

The Metro Red and Purple Lines use a different rail transit mode than the Metro Blue, Gold, and future Expo Lines. The tracks and station platforms are not compatible due to differences in train floor height, train width, and method of electricity conveyance. In order to accommodate the Metro Blue, Gold, and future Expo Line trains, the Regional Connector must have a new alignment separate from the Red/Purple Line tunnels.

PHB13

Responses to Comments from Sachs, Arnold

Response to Comment PHB13-1

Public hearings were conducted in English; therefore, English translators were not needed. Metro delayed implementation of a light rail connection between the Metro Blue Line and the Metro Gold Line due to funding constraints. Metro will continue working with downtown residents throughout the duration of the project. Cost estimates for earlier proposed light rail connector routes through the downtown area are not available at the same level of detail as the Locally Preferred Alternative. Metro fare revenues do not cover the full construction and operation expenses of the transit system, and Metro does not generate profit from transit operations. The Blue Line Construction Authority was tasked with construction of the Los Angeles-Pasadena light rail project, which was later named the Metro Gold Line.

PHB14

Responses to Comments from Little Tokyo Business Association and Little Tokyo Business Improvement District, Liu, Wilson

Response to Comment PHB14-1

Metro welcomes the opportunity to work with a Little Tokyo business consortium and all other affected stakeholders throughout the duration of the project. Metro will also work with the Regional Connector Community Leadership Council to serve all businesses affected by Regional Connector construction.

Response to Comment PHB14-2

The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains the confirmed mitigation measures intended to assist Little Tokyo businesses and minimize adverse impacts during the construction phase of the project. It is Metro's goal to minimize the potential for business interruption.

PHB15

Responses to Comments from Wright, Jerard

Response to Comment PHB15-1

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The deletion of the station improves the Federal Transit Administration New Starts Cost-Effectiveness Index, and makes the project more competitive to receive funding up to a 60 percent federal share. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB15-2

Metro is actively seeking ways to reduce the costs of the project, and is considering all available funding sources. Proposition A and C funds are largely unusable for the fully underground Regional Connector due to the voter-approved Metropolitan Transportation Authority Reform and Accountability Act of 1998.

Response to Comment PHB15-3

As a cost-cutting measure, the Metro Board of Directors voted on October 28, 2010 not to include the Flower/5th/4th Street station in the Locally Preferred Alternative. However, under the Locally Preferred Alternative, an enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The remaining Regional Connector stations are upwards of one-half mile apart, which is too great a distance for them to be combined.

Response to Comment PHB15-4

Metro will continue to explore options for reducing the cost of the project.

PHB16

Responses to Comments from Central City Association, Chavira, Tracey

Response to Comment PHB16-1

Thank you for your comment.

Response to Comment PHB16-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB16-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

PHB17

Responses to Comments from Historic Downtown Theater, Brown, Russell

Response to Comment PHB17-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB17-2

The cut and cover construction method would be used at each of the proposed Regional Connector stations, and along some portions of the alignment between stations.

Response to Comment PHB17-3

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB17-4

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB17-5

Support for the 2nd/Broadway station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which includes a station at 2nd and Broadway.

Response to Comment PHB17-6

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHB18

Responses to Comments from Garza, Don

Response to Comment PHB18-1

Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to businesses.

Response to Comment PHB18-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PHB18-3

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PHB18-4

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

PHB19

Responses to Comments from Shabu Shabu House Restaurant, Maruyama, Yoshi

Response to Comment PHB19-1

As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2nd Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. This reduces the potential disruption in Little Tokyo due to construction. Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and for the Locally Preferred Alternative in Table 4.18-1 in this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR with the goal of supporting businesses throughout the construction phase.

PHB20

Responses to Comments from Baisez, Christine

Response to Comment PHB20-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

