

- 4. While many mitigation measures are identified throughout the document, the recommendations from the LTCC are segregated as a package of candidate measures to be considered by Metro and FTA. Please confirm the process for approving mitigation measure recommendations and whether this differs from mitigation measures cited elsewhere in the document. 5

- 5. The LTCC calls for Metro to formalize an agreement with the Little Tokyo community that provides us with a substantial role in decision-making during the Preliminary Engineering, Final Design, and construction phases that addresses: 6
 - a. Little Tokyo’s formal involvement in the development and approval of mitigation measures for the Little Tokyo community,
 - b. Little Tokyo’s formal involvement in the monitoring of mitigation measures through the Mitigation Monitoring Plan,
 - c. How to provide a sufficient safety net for Little Tokyo businesses that will be affected during construction,
 - d. Redevelopment of the Office Depot block.

- 6. The Draft EIS/EIR does not reflect the language adopted by the LTCC on May 25, 2010 that included refinements to its comments on the pending environmental analysis. These changes stem from additional comments from the Little Tokyo community in late April and amend comments that were transmitted to Metro in our letter dated April 27, 2010: 7
 - a. Expand the safety net for Little Tokyo businesses that will be affected during construction. This must include having Metro provide additional financial and other resources to the community and/or businesses to provide more targeted marketing, as well as financial compensation to local businesses for any loss in gross sales. The process for establishing eligibility, quantifying financial assistance or compensation, and related details would be established jointly between Metro and Little Tokyo stakeholders. 8
 - b. Metro shall work with the Little Tokyo community businesses to ensure no adverse impacts to business operations prior to relocation of or protection of in-place utilities and during construction activities. 9

Thank you for your consideration. We look forward to continuing to work with Metro to address appropriate mitigation measures that will address our community’s concerns. 10

Sincerely,

Chris Aihara
 Executive Director
 Japanese American Cultural & Community Center

CN6**Responses to Comments from Japanese American Cultural and Community Center, Aihara, Chris****Response to Comment CN6-1**

Comment acknowledged.

Response to Comment CN6-2

Support for the Fully Underground LRT Alternative and the Little Tokyo Community Council proposed mitigation measures 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 CN6-3

The impacts of the proposed pedestrian bridge and roadway underpass in Little Tokyo were discussed in Sections 4.17.3.3.2 and 4.17.3.4.2 of the Draft EIS/EIR and this Final EIS/EIR, respectively. The potential impacts of beginning tunnel boring machine operations at 2nd and Central were described in Section 4.18.3.4 of the Draft EIS/EIR. Impacts were adequately analyzed in the Draft EIS/EIR. Disproportionate impacts on the Little Tokyo community were analyzed in Section 4.17, Environmental Justice, 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. The refined Locally Preferred Alternative would not involve construction of any pedestrian bridges or roadway underpasses in Little Tokyo, and would not involve starting tunnel boring machine operations at 2nd and Central. Tunnel boring machine operations would instead begin at the Mangrove property as indicated in Section 4.18, Construction Impacts, of this Final EIS/EIR which is farther from the center of Little Tokyo and would involve fewer impacts.

Response to Comment CN6-4

Please refer to Response to Comment CN1-4, above.

Response to Comment CN6-5

The mitigation measure recommendations were segregated in the Draft EIS/EIR because they are a distinct part of the environmental justice outreach process. Like all other appropriate mitigation measures in the Draft EIS/EIR, feasible measures from the Little Tokyo Working Group recommendations have been incorporated into the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8). The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative, Chapter 8, contains final mitigation measures for the Locally Preferred Alternative; the Mitigation Monitoring and Reporting Program will be approved by the Metro Board of Directors upon certification of this Final EIS/EIR. These mitigation measures will also be included in a Record of Decision subsequently issued by FTA. Metro will formally commit to implement all mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative upon certification of this Final EIS/EIR and issuance of the Record of Decision by FTA.

Response to Comment CN6-6

Metro intends to undertake all of the listed activities. The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR and Record of Decision to be issued by FTA are the formalized commitments to implement mitigation measures. Metro will involve the community throughout the project process. 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.

Response to Comment CN6-7

Please refer to Response to Comment CN1-7, above.

Response to Comment CN6-8

This mitigation measure has been recorded in Section 4.17.4.2 of this Final EIS/EIR as one of the mitigation measures suggested by the Little Tokyo community. Metro has identified measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR that will provide support for the Little Tokyo businesses. This 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.

Response to Comment CN6-9

Please refer to Response to Comment CN2-9, above.

Response to Comment CN6-10

Thank you for your comment. Metro has met and will continue to meet with the Little Tokyo community groups regarding the Regional Connector Transit Corridor project. During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included the Little Tokyo community, 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. Input from the community was incorporated into the refinement of the Locally Preferred Alternative and the mitigation measures presented in this Final EIS/EIR.

Yasue Clark
Community Organizer
Little Tokyo Service Center
231 E. Third Street
G106
Los Angeles, CA 90013

October 15, 2010

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

Dear Ms.Saltarelli;

Although the residents were supportive of the fully underground option, they were very concerned with the issues in the attached letters. We will continue to push Metro to address these concerns.

Comments included letter attached based on discussion with elderly residents of five Little Tokyo buildings including: Casa Heiwa, San Pedro Firm Building, Little Tokyo Towers, Miyako Gardens and Teramachi.

Please consider their opinions.

If you have any questions, please don't hesitate to contact me at yclark@ltsc.org or (213) 473-1649.

Sincerely,



Yasue Clark

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CN7

Responses to Comments from Little Tokyo Service Center, Clark, Yasue

Response to Comment CN7-1

The referenced letters have been included as separate comment letters, Comment Letters PC78, PC80 through PC83, PC85 through PC87, and PC89 through PC97, in this Final EIS/EIR. Please refer to specific responses to the above-mentioned comment letters included in this volume of the Final EIS/EIR.



October 13, 2010

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

Re: Metro Regional Connector EIS/EIR

The Little Tokyo Service Center (LTSC) is a comprehensive multi-purpose social service agency serving thousands of clients annually in Little Tokyo for the past 30 years.

The LTSC Board of Directors, at the Board meeting on Tuesday, October 12, 2010, voted unanimously to support the FULLY UNDERGROUND OPTION of the Metro Connector Project, with the provisions that there would be: a) ongoing communication with and participation by the Little Tokyo community in the development of the Connector, b) mitigation and business compensation measures for businesses negatively impacted by the Connector construction, and c) boring of the underground tunnel along Second Street be done from west to east.

LTSC is appreciative of the work done thus far by the Metro staff in assisting the community to be informed and engaged, and hopes to continue in a constructive dialogue as we move ahead.

Sincerely,



Bill Watanabe
Executive Director

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CN8

Responses to Comments from Little Tokyo Service Center, Watanabe, Bill

Response to Comment CN8-1

Thank you for your comment. Support for the Fully Underground LRT Alternative and stated provisions 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 has met and will continue to meet with the Little Tokyo community groups regarding the Regional Connector Transit Corridor project.

Response to Comment CN8-2

Metro will continue the ongoing communication with the Little Tokyo community throughout the project. The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains confirmed mitigation measures targeted at minimizing adverse impacts and assisting businesses through the construction process.

Response to Comment CN8-3

Please refer to Response to Comment CN1-4, above.

Response to Comment CN8-4

Thank you for your comment. Metro has met and will continue to meet with the Little Tokyo community groups regarding the Regional Connector Transit Corridor project.



October 15, 2010

Ms. Dolores Roybal Saltarelli
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Comments on Draft EIS/EIR for Metro Regional Connector

Dear Ms. Roybal Saltarelli:

The Asian Pacific Islander Small Business Program is a non-profit collaborative whose mission is to assist entrepreneurs in low-income immigrant Asian Pacific Islander communities. Our offices are located in Little Tokyo and as a result we are very interested in Metro's plans for the Regional Connector Transit Corridor. As an elected Little Tokyo representative of the Historic Cultural Neighborhood Council, and as an appointed member of the Community Redevelopment Agency of the City of Los Angeles' Little Tokyo Community Advisory Committee, I have closely followed the planning for this important project. I wish to reiterate the comments submitted by the Little Tokyo Community Council (LTCC): I strongly believe that the Fully Underground LRT Alternative is the only acceptable option as the Locally Preferred Alternative.

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As an advocate of entrepreneurs and small businesses I want to emphasize to Metro the need to provide compensation to businesses that are negatively impacted by the project. Metro must work with Little Tokyo organizations such as the Japanese Chamber of Commerce of Southern California, the Little Tokyo Business Association and the Little Tokyo Business Improvement District to ensure that the concerns of Little Tokyo businesses met. The provision of financial compensation and targeted marketing efforts are essential to providing a safety net for Little Tokyo businesses. In particular, Metro should provide free technical assistance to small businesses to help minimize the adverse impacts of the project. This could include, but not be limited to, assistance with marketing, accounting, finance and access to Metro or other public sources of small business support.

2

My final comment concerns the use of Tunnel Boring Machines. We strongly recommend that the insertion point for TBM be at the west end of 2nd Street, furthest from Little Tokyo.

3

Thank you for your consideration. We look forward to continuing to work with Metro to address appropriate mitigation measures that will address our community's concerns.

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Sincerely,

Ronald M. Fong
Director

Administered by
Little Tokyo Service Center CDC
231 E. Third Street
Los Angeles, CA 90013
Phone: 213.473.1805
Fax: 213.473.1801

A Collaborative of
Chinatown Service Center
Koreatown Youth & Community Center
Little Tokyo Service Center CDC
Search to involve Filipino Americans
Thai Community Development Center

CN9**Responses to Comments from Asian Pacific Islander Small Business Program,
Fong, Ronald M.****Response to Comment CN9-1**

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 CN9-2 through CN9-4, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment CN9-2

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 CN9-3

Please refer to Response to Comment CN1-4, above.

Response to Comment CN9-4

Thank you for your comment. Metro has met and will continue to meet with the Little Tokyo community groups regarding the Regional Connector Transit Corridor project. During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included the Little Tokyo community, 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. Input from the community was incorporated into the refinement of the Locally Preferred Alternative and the mitigation measures presented in this Final EIS/EIR.



October 13, 2010

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

Dear Dolores,

Enclosed is a copy of the letter and signed petitions that were sent to the board last November. We understand that not all signature pages were received and we would like this included in the Draft EIR.

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Sincerely,

The Board of Directors

Board of Directors
Savoy Homeowners Association

xc: Ginny-Marie Brideau, The Robert Group

*Savoy Community Association
c/o Management Office
100 S. Alameda Street
Los Angeles, CA 90012
Phone (213) 617-9300 fax (213) 617-8001
savoyhoa.com*



November 10, 2009

MTA Board of Director-Chair
Attn: Ara Najarian
One Gate Plaza
Los Angeles, CA 90012

Dear Ara Najarian,

Re: Los Angeles Regional Connector Project

Attached please find a copy of the letter signed by over 200 Savoy residents opposing the MTA Regional Connector Project in its present form.

This letter reflects signatures collected through September and accurately speaks to our concerns regarding the proposed underground alignment at First and Alameda Streets in Los Angeles.

We ask for your support and efforts in finding another alternative that will not adversely affect our community.

Thank you for attention to this matter. Please let us know if we can be of any future assistance in opposing this project.

Sincerely,

Lynne Collmann
For the Board of Directors
Savoy Community Association

Enclosures

Savoy Community Association.
100 South Alameda Street, Los Angeles, CA 90012
(213) 617-9300 (213) 617-8001 fax
www.myhoa.com/savoy

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cont'd



Attention:

- Antonio R. Villaraigosa, Mayor, City of Los Angeles
- Gloria Molina, Los Angeles County Supervisor, 1st District
- Michael D. Antonovich, Los Angeles County Supervisor, 5th District
- Don Knabe, Los Angeles County Supervisor, 4th District
- Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District
- Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
- MTA Board of Directors

We, the residents of Savoy in Little Tokyo, represented by the Savoy Homeowners' Association, hereby oppose the MTA Regional Connector underground alignment crossing 1st and Alameda St. As a community of 500+ property owners and residents in 303 units facing this intersection, we stand to lose much because of this project: depressed property values during construction, permanent loss of businesses, increased traffic, and increased air and noise pollution from construction and trains, respectively. The extreme designs for the surfacing of the train and the intersection threaten our property and quality of life. We have already sustained three years of road closures and construction for the Gold Line Extension. We applaud the conventional and unobtrusive design of the Gold line route and welcome the addition of a new Metro station to our neighborhood.

The proposed underground alignment for the Regional Connector, on the other hand, would surround the building in yet another round of heavy construction and place trains running on TWO sides of our building, forcing residents to use a bridge just to cross the street. Our residents facing Alameda will see their views of LA street life forever altered by the presence of a hole going into the ground and trains surfacing every 1.30 minutes. Finally, the Regional Connector will create an artificial boundary effectively isolating us from the historic and significant LA community we are so proud to be a part of.

We understand the need for the Regional Connector, but we simply cannot accept this development in its present form; the impact on our community is too severe. We implore you and the MTA to find another way.

Sincerely,

The Residents of the Savoy

1.		Pei Yun Chiang	355
	Signature	Name	Unit #
2.		Kenneth Tan	365 361
	Signature	Name	Unit #
3.		Eileen TAN	365
	Signature	Name	Unit #
4.		Evelyn Lee	234
	Signature	Name	Unit #
5.		Lauren Frank	347
	Signature	Name	Unit #
		SIDNEY WANG	#408

1 cont'd