

**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 7<sup>th</sup> 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 1<sup>st</sup> 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.

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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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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/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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 5<sup>th</sup> 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 Filgoun <Clarissa@TheRobertGroup.com>

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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 that 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.

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## 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

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From: yukio kawatani [mailto:ykk@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 Kawatani, 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 Kawatani, former downtown redevelopment planner  
 1332 Grandridge Avenue, Monterey Park, CA 91754  
[ykk@att.net](mailto:ykk@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.

#### 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 1<sup>st</sup> 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 1<sup>st</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup>/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 1<sup>st</sup>/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 2<sup>nd</sup>/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 2<sup>nd</sup>/Central Avenue station and the 2<sup>nd</sup>/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1<sup>st</sup> 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 2<sup>nd</sup>/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4<sup>th</sup> Street, instead of ending at the proposed 2<sup>nd</sup>/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 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> 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 1<sup>st</sup> 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>

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-----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:

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How will the regional connector connect with the Gold Line?  1  
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## 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 1<sup>st</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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  $PM_{10}$  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>

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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.

] 1  
] 2

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).

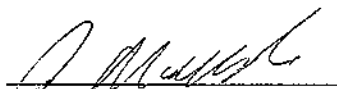
Dolores Roybal Saltarelli,  
Project Manager, Metro,  
1 Gateway Plaza, MS 99-22-2,  
Los Angeles, CA 90012

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 1<sup>st</sup> or 2<sup>nd</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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.

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 1<sup>st</sup> or 2<sup>nd</sup> 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. 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,

          *KUN JA KIM*            
Signature

          KUN JA KIM            
Printed name

          455 E. 3R ST # 706            
          LA CA 90013            
    
Address



## 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 1<sup>st</sup> or 2<sup>nd</sup> 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,

*Masumi Shinder*  
Signature

Masumi Shinder  
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>

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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](mailto: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/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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
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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,

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
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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

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>




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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

1

## 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 1<sup>st</sup> Street, Alameda Street, 2<sup>nd</sup> 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 2<sup>nd</sup> Street and begin tunnel boring machine operations on the Mangrove property instead of at 2<sup>nd</sup> 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 1<sup>st</sup> or 2<sup>nd</sup> 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. 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

2675. 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,

- 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 1<sup>st</sup> or 2<sup>nd</sup> 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

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.

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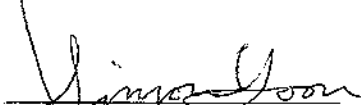
Dolores Roybal Saltarelli,  
Project Manager, Metro,  
1 Gateway Plaza, MS 99-22-2,  
Los Angeles, CA 90012

October 15, 2010

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- 4. Please let the seniors know where and how to complain during construction when something come up. ] 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

Dear Ms. Saltarelli,

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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.



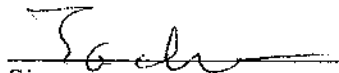
Dolores Roybal Saltarelli,  
Project Manager, Metro,  
1 Gateway Plaza, MS 99-22-2,  
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. 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.

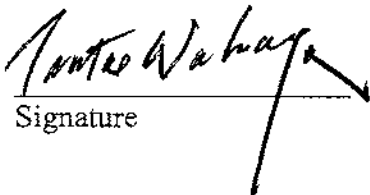
Dolores Roybal Saltarelli,  
Project Manager, Metro,  
1 Gateway Plaza, MS 99-22-2,  
Los Angeles, CA 90012

October 15, 2010

Dear Ms. Saltarelli,

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- 4. Please let the seniors know where and how to complain during construction when something come up. 4
- 5. 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
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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,

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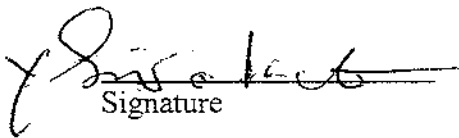
Dolores Roybal Saltarelli,  
 Project Manager, Metro,  
 1 Gateway Plaza, MS 99-22-2,  
 Los Angeles, CA 90012

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

YOSHIKO SAKAMOTO  
 Printed name

455 E. 3RD ST. APT. 313  
LOS ANGELES, CA. 90012

Address

## PC97

### Responses to Comments from Sakamoto, 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 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

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

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## 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 1<sup>st</sup> 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.