

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:41 PM
To: Leung, Julie
Subject: FW: *This does affect you & your unit*

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:28 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: *This does affect you & your unit*

From: Jonno Agnew [mailto:jonno.agnew@sbcglobal.net]
Sent: Tuesday, September 14, 2010 6:13 PM
To: higginsbuilding@yahoogroups.com
Cc: Regional Connector
Subject: *This does affect you & your unit*

For those new to the building (or needing a reminder), two important meetings are scheduled for the **Metro's Regional Connector** light-rail plan.

This project involves study of three build alternatives for light rail along second street (at Main) and therefore would directly impact the Higgins Building, your investment and/or quality of life. The three alternatives are: Fully underground; At-Grade and Underground emphasis.

The Higgins Lofts homeowners association, as well as other community groups in Little Tokyo, have all repeated urged (in writing and in person) that the project be built as a subway (Fully underground), rather than run at-grade (street level) in front of the building. However, I believe we need **sustained community involvement to maximize the chances of a good outcome for the building and the community.**

The first meeting is being held at the **Japanese American National Museum**, 369 E 1st St in Little Tokyo on **September 28, 6:30pm - 8pm**. The second meeting is being held at the Los Angeles Police Headquarters, 300 W 1st St. in the **Deaton Auditorium** (across the street from the Higgins), on **October 4, 11:30am-1pm**.

If you cannot attend either of these dates in person, I urge you to write a letter or email outlining your views and **support of the fully underground option** so that it becomes part of the permanent record:

email: regionalconnector@metro.net or

mail: Dolores Roybal Saltarelli, Project Manager
Metro
One Gateway Plaza, 99-22-2
Los Angeles, CA 900012

Finally, to mix my transportation metaphors and throw Joan Springhetti under the bus (so to speak), may I suggest if you have questions, that Joan is an excellent person to contact on this subject. She's been leading the charge and is very informed about this topic.

I the hopes of someday going down an escalator to catch the subway, yours,

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cont'd

Jonno Agnew (President of the Board)
Higgins Lofts
108 W 2nd St #906
Los Angeles, CA 90012

PC99

Responses to Comments from Higgins Lofts, Agnew, Jonno

Response to Comment PC99-1

Comment acknowledged. Metro looks forward to ongoing coordination with the Higgins Building.

From: Stacie Chaiken [mailto:stacie.chaiken@gmail.com]
Sent: Sunday, October 17, 2010 02:00 PM
To: Regional Connector
Cc: Kerman, Ann; Ginny Brideau <Ginny@TheRobertGroup.com>; Greg Fischer <greg.fischer@lacity.org>; Jan Perry <Jan.Perry@lacity.org>
Subject: Comments on Regional Connector - PLEASE CONFIRM RECEIPT

To whom it may concern:

PLEASE CONFIRM YOUR RECEIPT OF THIS EMAIL

I am writing to add my comments to those of the Higgins Building Board of Directors and Higgins residents with regard to the EIR for the Regional Connector.

I am a resident of the building, and served until February of 2010 as the Chair of the Architecture and Design Committee of the Board of Directors. In that role, I have been in conversation with MTA Community Relations Director Ann Kerman and the Planning Committee about the project for a couple of years. I am also part of the team that put together the application for the Higgins' Historic Landmark designation in 2007, and am in conversation with both the City's Office of Historic Resources and the Los Angeles Conservancy, both of whom serve as consultants and important advocates for the building.

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I conclude that the EIR, as presented, is inadequate and request that it be redone to more thoroughly and accurately address the following issues:

1. Concern about plans on which you base predictions about the effect of proposed construction on the Higgins Building

To my knowledge, no one from the EIR team or the MTA has entered the building or made true inspection of the building. The building is one hundred years old this year, and plans for the building, in terms of where our basement, sub-basement, and foundation lie sub-surface, have on more than one occasion proved unreliable.

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I strongly request an on-site review of the building, so that your estimates of how the underground drilling will effect our foundation are based on actual and current measurements. Once those exact measurements have been made, I request that the EIR contain precise distances from Higgins property—above- and below-surface—that drilling and/or construction is intended.

I also request that an adequate contingency fund be included in the project in the event of damage to the Higgins Building, so that when the unexpected does occur, we are not mired in court suits to get the funding for whatever repairs may be necessary. The contingency fund should be large enough that, should the building be destroyed by your project, or made unlivable, there will be fair compensation to homeowners, who will need to find somewhere else to live.

2. Concern about proposed removal of the Wilcox Building at the corner of Second and Spring, and staging of construction directly adjacent to the Higgins Building

We live here. We have endured, for the past four years, the demolition of the former CalTrans building and construction of the LAPD headquarters across the street and the demolition and construction of the LAPD carport on Main Street, south of the building. Now we are looking at another major construction project that will further decay our quality of life and property values,

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not to mention the threat to the infrastructure of this historic site.

There is a large parking lot on Second Street, between Spring and Broadway that would make far more sense to me as a staging site than the lot immediately adjacent to our home.

Please, figure out a way to keep the construction far, far away from the Higgins Building.

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cont'd

3. Challenge to the EIR finding that the Higgins Building is not eligible for National Registry

The Office of Historic Resources and the LA Conservancy, as well as our own research, has led us to believe otherwise. Please cite specifically what disqualifies the Higgins Building from that designation, and what that disqualification means to you.

Please provide us with a basis for the finding that we are ineligible for National Registry status.

I am sending in a separate email our application for Landmark status, in the event that your EIR team did not review it.

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4. Request for funding for independent assessment of potential damage to the Higgins Building

I request that the MTA provide funding for an assessment of potential Regional Connector construction damage to the Higgins Building by an independent expert in the restoration and preservation of historic buildings.

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5. Reiteration of request for construction mitigation funding for the Higgins Building

In January 2010, Higgins HOA Board Members Martin Berg, Cheryl McDonald and I met with members of the Regional Connector Planning Committee, MTA's Ann Kerman, and Ginny Brideau, and Lambert Giessinger (Historic Preservation Architect, Historic Resources) in the Office of Historic Resources at City Hall.

We discussed possible approaches to financial mitigation for the blow to our building — in the best of all circumstances — of the prolonged construction of the Regional Connector.

First, we discussed the possibility of MTA funding prophylactic stabilization of the building's facade in anticipation of the drilling. The building is old, and its facade ornamentation already fragile.

We also spoke about the one percent of the total cost of the project that is mandated for use for public art and the precedent set in Portland, Oregon (whose mid-city transit system serves as model and promise here) that public-art funding be used for the preservation and restoration of historic buildings. In addition to mitigation funding for essential preservation, we would like some of that public-art funding to be dedicated to cosmetics and restoration of this grand old building, standing proudly and prominently in our Civic Center.

The effect on the building of the project, as currently proposed, is far greater than we were led to expect, with the proposed demolition of the Wilcox Building and Higgins-adjacent staging. We request a continuation of the conversation about mitigation as soon as possible.

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stacie chaiken

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HISTORIC-CULTURAL MONUMENT APPLICATION



photo © 2006 Brad Buckman

Higgins Building

At the corner of 2nd and Main in Los Angeles, California

HIGGINS BUILDING

HISTORIC-CULTURAL MONUMENT APPLICATION

Los Angeles Cultural Heritage Commission

200 N. Spring Street, Room 66. Los Angeles, California, 90012. (213) 978-1183

IDENTIFICATION

- 1) **Name of proposed monument:** The Higgins Building
- 2) **Street address:** 108 W. 2nd Street, Los Angeles, CA 90012
- 3) **Assessor's parcel numbers:** From 5149 006 010 through 5149 006 151
- 4) **Legal description:** Lot 1, Tract 53327
- 5) **Range of addresses:** Residential: 108 W. 2nd Street, # 201-215, 301-315, 401-415, 501-515, 601-615, 701-715, 801-815, 901-915, 1001-1015.
Commercial: 108 W. 2nd Street, #101, 102, 103, 104, 105, 106, 107, 108
- 6) **Owners:** Private ownership, 135 individual residences and 7 commercial spaces.
Present use: Residential and commercial. Original: Offices and commercial.

DESCRIPTION

- 7) **Architectural style:** French Renaissance influences
- 8) **Architectural description of building:** (Attached)
- 9) **Construction:** 1909-1910 factual
- 10) **Architect, designer or engineer:** Architecture by A.L. Haley; engineering and architecture by A.C. Martin.
- 11) **Contractor or other builder:** MA Rowland and Kenneth Pruess (concrete), A. Barmann (steel), San Francisco Cornice Company (doors and windows), B.V. Collins (tile and marble), H.J. McGuire (excavation)
- 12) **Dates of enclosed photographs:** 1910, 1916, 1941, 1959, 2006
- 13) **Condition:** Good
- 14) **Alterations:** Ground-level storefronts have been altered by original and subsequent owners; basement levels and the rooftop have been modified. Upper 9 floors have been converted from offices into residential with 231 units combined into 135
- 15) **Threats to site:** none known
- 16) **Site:** original

SIGNIFICANCE

18) **Historic and architectural importance:** The Higgins Building, located within the downtown historic district, is an important early example of monolithic concrete construction in a high-rise building. It is also important for the role it played in the cultural and civic development of Los Angeles.

19) **Sources:** (Attached)

20) **Preparation of application:** Date: Dec. 4, 2006.

Prepared on behalf of the Higgins Lofts Homeowners Assn. by:

Stacie Chaiken
108 West 2nd St. #507, LA, CA 90012
phones: 310 450 1312, 310 713 8841
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jspr@myloft.net

HIGGINS BUILDING

ARCHITECTURAL DESCRIPTION

The Higgins Building is a 10-story monolithic concrete high-rise constructed in 1909-1910 with architectural details in the French Renaissance style. It is rectangular in shape – 120 feet facing Main Street, 160 feet facing 2nd Street – and has a flat roof. At its center is a light well that brings sunlight and air to the interior.

Its clean lines, visible structural columns and architectural belts at the second and eighth stories distinguish the exterior. Large 6-foot-by-8-foot windows occur in pairs and indicate the original office configurations. The exterior is fully detailed on three sides; capping the building is a deep cornice and crown of white lights designed to show off the building and its electrical power plant in the sub-basement.

The building's support columns, beams, walls, floors and roof are all constructed of poured concrete reinforced with steel rebar; architectural details on the exterior and interior are also of poured concrete. After pouring forms were removed, all walls were finished with an additional coat of cement. To make the building fireproof, all wood doors and window frames were clad in zinc sheeting – a detail that remains one of the building's most distinctive. Narrow channels left at the interior edges of the concrete floors held the only exposed wood in the entire building: tack strips so carpets could be secured.

The lobby is finished in Italian marble, as is the bottom half of most hallway walls. Two staircases, including the one leading from the lobby, are also marble-finished. Hallway and lobby floors are in small black and white mosaic tile with a Greek key border; elevator doors and stair railings are of ornamental metal.

Although the Higgins Building has undergone a number of modifications since its initial construction and suffered losses to vandals during a period of disuse, its architectural integrity remains intact.

HIGGINS BUILDING

ARCHITECTURAL AND CULTURAL SIGNIFICANCE

The Higgins Building, named for the man who built it, Thomas P. Higgins, is an important example of early monolithic concrete construction in a high-rise building. It set a new height record in Los Angeles for concrete, then considered unproven for tall buildings. Every element of the Higgins was designed to be fireproof – and it was engineered to withstand earthquakes. Years ahead of when electricity would be offered as a utility in Los Angeles, the Higgins had a self-contained electrical power plant in its basement. In addition to advancing the use and acceptance of concrete construction, the building launched the engineering and architecture legacy of A.C. Martin and led its primary architect, A.L. Haley, to another major concrete project, the Lanterman House in La Canada, which is on the National Register of Historic Places. The tenants who occupied the Higgins Building – from attorney Clarence Darrow to the leadership of the Catholic diocese – helped shape the cultural life and civic spirit of the city.



When Thomas Patrick Higgins arrived in Los Angeles in 1902, he had money to spend – a fortune made in the copper mines of Arizona. He was born July 12, 1844, in Ireland, near Boyle, County Roscommon. He came to the United States at about age 20, first doing iron mining in New York, then lumbering in Wisconsin.

He was one of only a handful of settlers – all hardscrabble prospectors – in Bisbee, Ariz., when he arrived there in 1877. By the time he left Arizona for Los Angeles, he was nearly 60 and had made his mark on that state’s economy and landscape. Ready to settle in a new home and invest in still-young Los Angeles, he took cash from the sale of mine holdings and began investing in real estate.

One of his early projects was the Bisbee Hotel on East 3rd Street. Now known as the St. George Hotel, it was recently restored as housing for the homeless. As construction on the Bisbee was wrapping up in 1903, Higgins bought a large parcel just a block away, across the street from St. Vibiana’s Cathedral. He paid \$200,000 cash for the lot on the southwest corner of 2nd and Main.

It was where Higgins was determined to make a lasting impression in Los Angeles by constructing an office and retail building that would be architecturally unrivaled. It would tower over its surroundings, be “absolutely fire and earthquake proof” – a timely selling point given the devastation in San Francisco – and make the best use of modern technology.

Higgins hired architect A.L. Haley and engineer A.C. Martin to make his building a reality – and the three men collaborated to create what would quickly be considered one of the best examples of monolithic concrete construction in the United States. At a time

when steel, brick and wood were the standard, Haley and Martin pushed the accepted limits of concrete – the material that would eventually become and remains favored for construction of nearly all types, including the world’s very tallest skyscrapers.

In an embrace of another new technology, the basement of the Higgins Building contained one of the earliest electrical generating stations in Los Angeles. The city would not put up its first power pole until 1916. In the Higgins, six years earlier, massive boilers and two four-valve engines – one connected to a 75-kilowatt electric generator, and one to a 50-kilowatt electric generator – formed a power plant that Haley described as “the most complete found in any Los Angeles building.”

The list of advertised amenities included hot and cold running water in each office, electric lights, steam heat, purified water (sent through filters as it entered the building), telegraph and telephone service and three high-speed passenger elevators.

After construction was well underway, Higgins decided that he needed to build higher than the originally planned 8 stories – he was not to be outdone by an emerging plan for a 10-story building at 2nd and Broadway.

Taking the Higgins two stories higher meant getting the city to change its ordinance limiting the height of concrete buildings. A few years earlier – over the objections of brick, steel and stone men who had been petitioning to have concrete construction outlawed – the city council adopted a policy that allowed for the use of concrete within strict limits. Then, in 1910, with the Higgins half-built, Haley made an impassioned and successful case for raising the height limit to 133 feet – a decision the Los Angeles Times would characterize as “radical” and that generated a fierce debate in the architectural community.

To accommodate the greater height, Martin reengineered the building to stiffen the walls from the fourth story upward. So impressed with the building was The Architect and Engineer of California that it featured the Higgins in an 18-page spread in its April 1910 issue – with construction photos, diagrams and detailed specifications on the concrete process.

In a Jan. 2, 1910, article in the LA Times, Haley describe the many benefits concrete held for Los Angeles: “Reinforced concrete construction is made economical from the fact that material can be obtained from the local market, while the best structural steel can be manufactured ... only by the heavy rolling mills of the East. There is also a great time saving in this kind of building. The fourth and fifth floors of the Higgins building, for example, were built complete within a period of twenty-eight days.” In short, this was the material that would allow Los Angeles to quickly and efficiently build itself into a great city.

His partner in the design of the Higgins, Albert Carey Martin, had arrived in Los Angeles in 1904 as a new engineering graduate from the University of Illinois. When the Higgins was completed in 1910, Martin was just 30 years old and made a name for himself with his concrete work on the project. Nearly a century later, the engineering and architecture

firm he launched – and would be joined in by his sons – still bears his name. “You can’t envision Los Angeles without their work,” said Ken Starr, state librarian and urban planner, in a 1997 magazine article. “They are among the half-dozen architectural firms that over the past 100 years have given us the major buildings of Los Angeles, the city in its public dimension.” Martin headquartered his company in the Higgins for 35 years – and worked there on plans for such landmarks as Grauman’s Million Dollar Theater (1917), St. Vincent de Paul Roman Catholic Church (1925) and Los Angeles City Hall (1928). By the time of Martin’s death in 1960, his firm had worked on some 1,500 building projects – and cemented its reputation with innovative use of concrete.

The architect on the Higgins Building – Arthur L. Haley – was 45 years old and already established for his commercial and residential work in the city. Born in Malone, N.Y., in 1865, he had been designing buildings in Los Angeles since at least 1899, in particular downtown apartment buildings and residential hotels that helped build the city’s housing stock. Many featured his patented invention – “The Sanitary Concealed Metal Wall Bed” – which is credited with altering the layout of thousands of apartments on the West Coast.

In 1904 he built a large home for the president of the LA City Council – the Pomery Powers Residence at 1345 Alvarado Terrace. Today, it is a Los Angeles Historic-Cultural Monument and elegantly houses a drop-in center for the homeless. The year after Haley finished the Higgins Building, he was commissioned to build a fireproof home for Dr. Roy Lanterman, a refugee from the San Francisco earthquake and fires. The house, restored to its original condition, is recognized as one of the earliest homes of poured concrete in the region. Open to the public, it houses a museum on La Canada history.

Despite his remarkable achievements, several years after work on the Higgins Building was completed, Haley’s career became marred by charges of investor fraud – and by bankruptcy. He is believed to have left the city, perhaps for the Seattle area.



When the Higgins Building opened in the last half of 1910, it quickly became the cultural center that its millionaire developer had imagined. It was the place to see and be seen – and by an eclectic mix. Attorneys, businessmen, socialists, clerics and chess champs would all walk its halls.

The Chess and Checker Club of Southern California was founded in the Higgins; the Women’s Progressive League made it its headquarters and held luncheons on the rooftop. The first piece of mail delivered by regularly scheduled aerial post – sent Sept. 9, 1911, from England – arrived 17 days later, addressed to J.A.S. Furlonge, 411 Higgins Building. The Assn. of Liquor Dealers helped spearhead the fight against prohibition from the Higgins; the volunteer City Cleaning Bureau sought to clean up vacant lots.

Among those who set up offices on the 9th floor was criminal defense attorney Clarence Darrow, who came in from Chicago to defend the McNamara brothers, charged in the deadly Oct. 1, 1910 bombing of the Los Angeles Times. The brothers were spared the

death penalty after Darrow advised them to plead guilty. The case was not over for Darrow, however, who was forced to stay in Los Angeles to defend himself against charges he bribed a juror. After two lengthy trials, he was found not guilty. The bombing of The Times and its aftermath were pivotal events in the labor history of Los Angeles – and the case was pivotal in the life of Darrow. By the time he left LA, his reputation was tarnished and his health fragile. His most famous case, the Scopes Monkey Trial, would not come for another 14 years, but his trials in Los Angeles, personally and in court, had a dramatic impact on him.

Job Harriman, a labor attorney and a national leader in the socialist movement, had already set up his offices in the Higgins when Darrow came to town. Harriman would serve as co-counsel in the bombing case and the Higgins became the defense team's headquarters. Harriman, the onetime vice presidential candidate on the Eugene Debs ticket and candidate for governor of California, would run nearly successful campaigns (in 1911 and 1913) to become socialist mayor of Los Angeles. It was also in the Higgins that he developed his plans for a socialist community, Llano del Rio Colony, which was established in 1914 in the Antelope Valley. It struggled and eventually moved to Louisiana, but is considered one of the most important utopian colonies in the American West. Harriman died in Los Angeles in 1925.

Many early tenants in the Higgins Building were lawyers and investors, but its star became the General Petroleum Co. — a highly successful independent firm that would become one of the precursors to Mobil Oil. After starting in a single small office in 1911, it quickly took command of the 10th Floor and eventually occupied nearly the entire building. General Petroleum had refineries and pipelines throughout the area and is credited with the find in 1936 of the last major oil reserve in the LA Basin.

The Higgins served as the Chancery Office for the Catholic Diocese of Los Angeles and Monterey for nearly two decades. With the arrival of Bishop John J. Cantwell in 1917, the chancery moved from a house next to St. Vibiana's to the 8th floor of the Higgins – overlooking the cathedral.

Despite Thomas Higgins' grand vision for the north end of downtown, the focus of development began shifting to the south and west. He did not live to see the turn, however – he died March 15, 1920, at age 76.

Higgins, who never married, was eulogized as a major contributor to the cultural and social life of the city. He readily lent his support to causes Irish and Catholic. Despite his extensive mining wealth and real estate holdings, his home at 12th Street and Magnolia Avenue was large but unimposing. He supported charities in Los Angeles and Arizona, and prided himself in funding college educations for numerous young men he saw as deserving. And, before and after his death, he supported his extended family and their descendents, many in Ireland and a number of whom settled in California.

Higgins is buried in Los Angeles, at Calvary Cemetery, alongside his sister and other relatives in a family mausoleum – designed in 1904 by A.L. Haley.



In 1949, the Higgins Building underwent a major shift: General Petroleum and its signature symbol – the Pegasus – moved out and into a brand-new building at 6th and Flower. The Higgins Estate, which still operated out of the Higgins Building, called it quits that year, too, liquidating its real estate and other holdings.

The Higgins Building was sold for about \$1 million to the County of Los Angeles, which was looking for a new headquarters for its Bureau of Engineering. It was given a new name: the Los Angeles County Engineering Building – which is how many in Los Angeles remember it. After more than 25 years of overseeing construction projects large and small from one of the city’s strongest buildings, the county determined that the department needed more modern quarters and pulled up stakes in 1977.

Abandoned to the elements for the next two decades, the Higgins became such a painful eyesore that it was the subject of a 1997 article in the LA Times Magazine, “The Building That Time Forgot.” Its windows gone and doors boarded up, only pigeons, human trespassers and vandals visited it.

When its future seemed bleakest, the Higgins Building was sold – in 1998 for just over \$1 million – and it began life again.

It became one of the first of what would be many adaptive reuse projects that have helped to revitalize downtown. Its original name reclaimed, the Higgins Building reopened in 2003 with its 231 offices converted into 135 residences and its 7 ground-level commercial spaces ready for new enterprises.

It had survived, in good times and terrible ones, and as its builders had intended – resistant to fire and earthquakes. Today, it is filled with homeowners and businesses drawn to its architecture and history – and to bringing new energy to downtown at the turn of a second century.

HIGGINS BUILDING

SOURCES

The Architect and Engineer of California, Pacific Coast States. (April 1910), “A 10-story Monolithic Reinforced Concrete Building.” (LA Public Library) *Attached*

Los Angeles City Directories. (LA Public Library) 1911-1940

Los Angeles Times. “Big Sale of Copper Mines” (May 10, 1903); “Second and Main Street Corner Sold” (July 18, 1903); “Would Prohibit Concrete Buildings” (Oct. 23, 1905); “Hollow-Block Men Agitated” (Oct. 30, 1906); “May Reach 10 Stories,” (Dec. 26, 1909); “Great Cement Deposits of Southland to Provide Material for Skyscrapers of Future” (Jan. 2, 1910); “Half Million Dollar Block at Second and Main” (June 23, 1909); “Believes in North End” (Jan. 16, 1910); “Going Higher. Higgins Building Will Have Ten Stories” (March 2, 1910); “New Ordinance Knocks Old Act Topsy-Turvy” (May 27, 1910); “Are Buildings to Go Higher?” (April 3, 1910); “Players Form a Chess Club” (Dec. 11, 1910); “Women’s Progressive League Inaugurates Plan for New Organization” (March 17, 1912); “Mail Here by Aerial Post; (Sept. 29, 1911); “Haley Makes Hot Reply” (Feb. 26, 1911); “Great Philanthropies by Late Thomas Higgins Bared” (March 19, 1920); “Albert C. Martin Sr., 80, Noted Architect, Dies” (April 10, 1960); “A Socialist Who Was Almost Mayor” (Oct. 31, 1999), and other articles.

Los Angeles Times Magazine. “The Trials of Clarence Darrow,” by Geoffrey Cowan (May 16, 1993); “The Building that Time Forgot” by Ed Leibowitz (Aug. 17, 1997)

Thomas P. Higgins family records, shared by Moira G. Bailis (grand-niece) and Thomas P. Higgins (great grand-nephew), including Higgins Estate records, 1914-1949.

The Longford (Ireland) Leader. “A Great Irishman, The Wonderful Life Story of the Late Mr. Thomas Higgins, Millionaire, Mine Owner” (April 3, 1920)

USC Libraries. USC Family Magazine, “Building Los Angeles” by Linda Arntzenius (Fall 1997); “Plugged In: The History of Power in Los Angeles” (published online)

Who’s Who on the Pacific Coast, 1913. (LA Public Library) A.L. Haley

Port of Los Angeles. The California Petroleum Co., a history of the LA port

Encyclopedia of California’s Catholic Heritage. Msgr. Francis J. Weber (2001)

American Utopia: a brief history of Llano del Rio Cooperative Colony. Produced by Louisiana Public Broadcasting.

Lanternman House. Archival information on concrete home and architect A.L. Haley

LA Department of Building and Safety. Building permits for Higgins Building

HIGGINS BUILDING

IMAGE KEY PLAN

#1. Thomas P. Higgins (1844-1920). 1916 portrait of namesake. Courtesy Moira G. Bailis.

#2. Postcard. Higgins Building promotional postcard published @ 1908 by Newman Postcard Co. Courtesy Thomas P. Higgins.

#3. At 8 Stories. Architectural sketch and article introducing plans for 8-story Higgins Building. Published June 23, 1909, Los Angeles Times.

#4. At 10 Stories. Architectural sketch and article announcing Higgins Building height will increase to 10 stories. Published Jan.16, 1910, Los Angeles Times.

#5. First-Floor Plan. Plans by architect A.L. Haley for lobby and commercial spaces in Higgins Building. Published in Architect and Engineer of California, April 1910.

#6. Typical Floor Plan. Plans by architect A.L. Haley for offices on floors 2-10 of Higgins Building. Published in Architect and Engineer of California, April 1910.

#7. Sub-basement Plan. Plans by architect A.L. Haley for power plant in sub-basement of Higgins Building. Published in Architect and Engineer of California, April 1910.

#8. Power plant. 1910 photo of one of the engines in the power plant in sub-basement of Higgins Building. Published in Architect and Engineer of California, April 1910,

#9. Construction. 1910 photo looking west from 2nd Street, the Higgins Building as 8th and 9th stories are being added. USC Digital Archives/Ticor.

#10. Clarence Darrow and Job Harriman. 1910 or 1911 photo of co-counsels in defense of McNamara brothers, accused of bombing the Los Angeles Times. Darrow, standing at center, and Harriman, seated at left, had offices in the Higgins Building. Also shown are attorney Joseph Scott, Mrs. Ortie McManigal (whose husband was among the accused) and three children. USC Digital Archives.

#11. General Petroleum era. 1941 photo of Higgins Building during period it was headquarters of General Petroleum Co. Photo by Art Streib. Published Jan. 29, 1941, Herald Examiner. (USC Digital Archives/Herald Examiner).

#12. County Engineering Building. 1959 photo taken from Main Street shows back of renamed Higgins Building during period it was owned by Los Angeles County and housed the Engineering Department. (USC Digital Archives/LA Examiner)

#13. Adaptive Reuse. Sept. 12, 2006 view from 2nd and Main after offices converted to residential lofts and Higgins Building name restored. Photo by Brad Buckman.

HIGGINS BUILDING

ADDITIONAL MATERIALS

Compact Disc. CD contains the photographic images and text of this application.

“A Ten-Story Monolithic Reinforced Concrete Building,” by **A.L. Haley.** The architect’s account of the specialized concrete construction methods used in the Higgins Building. Published in *The Architect and Engineer of California*, April 1910. Los Angeles Public Library Archives.

“The Building Time Forgot,” by **Ed. Leibowitz.** An account of the history of the Higgins Building when its future was bleakest. Published *Los Angeles Times Magazine*, August 17, 1997.

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PC100**Responses to Comments from Chaiken, Stacie****Response to Comment PC100-1**

Comment acknowledged. Please refer to Responses to Comments PC100-2 through PC100-6, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC100-2

A comprehensive pre-construction survey of the Higgins Building will be performed prior to construction to document the building's condition and verify construction plans. This will be done after the Final EIS/EIR process has been completed; therefore, inclusion of this level of detail in the environmental document will not be possible. Findings of the pre-construction survey will be shared with the homeowners association. Metro will request permission to place vibration monitors in the building to ensure that vibration from the tunnel boring machines does not exceed acceptable thresholds and cause damage to the building. Metro will verify any damage to the building that occurs as a result of Regional Connector construction and restore the building to its pre-construction survey condition. Metro will compensate homeowners should temporary displacement be necessary as part of such repairs. Funding for this type of contingency is included in the financial plan presented in Chapter 6 of this Final EIS/EIR.

Response to Comment PC100-3

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

Response to Comment PC100-4

Metro reviewed the background research and other information on the Higgins Building including the application for California Landmark Status. As indicated in the historic property inventory form, the building is eligible for the California Register due to its association with Job Harriman and Clarence Darrow. Background research did not indicate that the building is eligible for the National Register under Criterion B for its association with these individuals. Although the building had tenants who were noted for their involvement with the development of the oil industry in California, background research did not indicate that the Higgins Building is the location of significant events relating to those activities, therefore the building is not eligible for the California Register under Criterion 1 or the National Register under Criterion A. Due to the loss of its integrity of design, workmanship and materials from alterations, the building was recommended as not eligible for the California Register under Criterion 3 or the National Register of Historic Places under Criterion C. The State Historic Preservation Officer reviewed the inventory form and concurred with Metro's determination on June 1, 2010. No additional information has been presented to indicate that the building is eligible for the National Register.

Response to Comment PC100-5

Metro will hire a qualified contractor to perform a pre-construction survey of the Higgins Building, including analysis performed by an architectural historian or historical architect who

meets the Secretary of Interior's Professional Qualification Standards, as indicated in Section 4.12.1.4.3 of the Draft EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR.

Response to Comment PC100-6

Appropriate mitigation measures identified in Section 4.7, Noise and Vibration, of the Draft EIS/EIR, which have been refined and confirmed in Section 4.7 and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, would preserve the pre-construction condition of the Higgins Building. With implementation of mitigation, construction-related vibration impacts to historic buildings and sensitive buildings (Category I, II, III, IV buildings as defined in Table 4.7-4) would be reduced to less than significant. Metro has performed an additional vibration study, and concluded that no impacts to the Higgins Building would occur after mitigation. The results of this study are presented in Section 4.7, Noise and Vibration, of this Final EIS/EIR. The alignment would provide operational benefits including higher train speeds, more efficient operations, and better access to Upper Grand Avenue for passengers. Given that the Locally Preferred Alternative would not impact the Higgins Building, funding for restoration of the Higgins Building would not be required. However, Metro will explore funding options for restoration of historic buildings in the future as part of a separate project.

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

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Regional Connector draft EIS/EIR comment**
Date: October 19, 2010 9:58:31 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Bobby Garza Jr [mailto:bobbygarzajr@yahoo.com]
 Sent: Monday, October 18, 2010 5:40 PM
 To: Regional Connector
 Subject: Regional Connector draft EIS/EIR comment

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

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

I am a resident of Savoy, the condominium complex on the corner of 1st and Alameda streets, and I would like to add my name to the list of residents and community members who support the fully underground alternative for the regional connector. I would also like to state that I am against the other options (Above-ground and underground emphasis), including the no-build alternatives.

As a regular transit rider, I am very excited about this project and I understand its importance. I am, however, concerned about the impact that the construction will have on the Little Tokyo community. So far, I am pleased with the communication between Metro and the Little Tokyo community. Metro seems to be listening to our concerns. I hope that the lines of communication will remain healthy and open during the construction phase.

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Thank You

Bobby Garza
100 S. Alameda St. #371
LA, CA. 90012

PC101

Responses to Comments from Garza, Bobby

Response to Comment PC101-1

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

Response to Comment PC101-2

Metro will continue coordinating with the Little Tokyo community during construction of the Locally Preferred Alternative. A community outreach plan will be developed to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Metro will also coordinate with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: There are several points I wish to make on the Regional Connector EIR.**
Date: October 19, 2010 9:56:00 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: brady westwater [mailto:bradywestwater@gmail.com]
 Sent: Monday, October 18, 2010 11:57 PM
 To: Regional Connector
 Cc: Ginny-Marie Brideau
 Subject: There are several points I wish to make on the Regional Connector EIR.

There are a number related points I wish to make on the Regional Connector EIR. First, any new fixed rail improvement needs to be accompanied with new development that will make the system more productive. This is particularly true during non-rush hours and on nights and weekends.

That is why the land surrounding this proposed Second Street Station should be considered an unique opportunity to remove and rebuild the redundant existing infrastructure, repurpose the greatly under-utilized land, relocate the Sempra facility, remove the barriers between the parts of Bunker Hill presently separated by a maze of roads, bridges, underpasses and awkwardly shaped, inaccessible patches of green and find a way to create new transit destinations, enhance the existing cultural destinations and create economic development by creating greater opportunities for cultural tourism.

The obstacle to this happening though is the single biggest flaw of the present plan - the lack of a vision for a greater master plan for the area. And the greatest obstacle to creating that plan is the assumption that the present patchwork of barely used roads that crisscross the site should remain untouched and the digging of the trenches for the subway and the station should take place incrementally rather than the wholesale excavation of the site - with a temporary loop road making the necessary connections and first

rationalize the streets and possibly even platform over some of them to create both real park space and opportunities to fulfill existing cultural needs.

The first primary need is lack of a building for MOCA to house its permanent collection. The Geffen is great for larger temporary shows and the building on Grand is a wonderful - though small - place for either touring shows or the permanent collection. But it is far too small to house even a fraction of the already existing permanent collection. And since the Broad Collection - across the street - will have one of the world's greatest collections of mid to last 20th Century Art - with many artists collected in depth - it is imperative that it be located by the permanent collection and that the permanent collection remains on Grand avenue. But since it can not be expanded for a variety of reasons - then a site must be found - or created - that is adjacent to both MOCA and the Broad.

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This site can also fulfill another cultural problem. MOCA's photography collection is still developing. However - the Getty has a world class collection and that is the only contemporary art form they collect. The Getty also has a deed restriction that they can never add even one square foot to the Brentwood Campus - making it impossible for them ever to build a new museum there. And as it has often been suggested that the Getty also have a museum in a more urban setting - what better place than to complement the MOCA collection as the Broad Collection will soon do

Lastly, if the financial district station is removed - it needs to still have the elevator proposed for that station to still be built to better bring pedestrians on up to the top of Bunker Hill to better connect the flats with the top of the hill.

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Brady Westwater
213-804-8396

PC102

Responses to Comments from Westwater, Brady

Response to Comment PC102-1

Metro will work with the community to determine re-use of construction staging areas after construction is completed. In doing so, Metro hopes to create destinations compatible with transit use. Suggestions for improvement of the Bunker Hill area are noted. Roadway reconfiguration in the vicinity of the 2nd/Hope Street station would occur as part of the Regional Connector project. Metro is committed to minimizing construction impacts. All station facilities would be made accessible to persons with disabilities using features such as elevators and ramps as needed.

Response to Comment PC102-2

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

Subject: Regional Connector Draft EIR comments
Date: Monday, October 18, 2010 1:11 AM
From: Hank Fung <hank@bleeble.org>
Reply-To: "hank@bleeble.org" <hank@bleeble.org>
To: "ray.tellis@dot.gov" <ray.tellis@dot.gov>, Dolores Roybal Saltarelli <roybald@metro.net>, Regional Connector <RSC_RegionalConnector@metro.net>

Dear Mr. Tellis and Ms. Roybal-Santelli:

I agree with MTA's staff recommendation that the Locally Preferred Alternative remove the 5th and Flower station, as it is two to three blocks to other rail stations (downhill if one walks in the right direction) and would increase the cost significantly. However, I do not share the same thought about the fully underground option as the LPA. The underground emphasis option is sufficient to relieve the vast majority of impacts to the Little Tokyo community at a much lower cost. The difference in cost can be used to provide goodwill for businesses, acquire properties that would be impacted or for construction staging, etc. while, in the long term, the community will grow around the at-grade crossing at Alameda under the underground emphasis option. I prefer the Los Angeles Street Option due to a reduced impact on existing businesses on Broadway and the distance between the stations to the east and west. Also, the Broadway station is very close to the Red Line station, and the Regional Connector should provide more access to Downtown, not just to similar locations as today.

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If the LPA selects the Fully Underground option, then MTA staff should create a Benefit Assessment District for the area within a reasonable surrounding distance from the at-grade intersection removed and require those property owners to approve a property tax increase to pay for the undergrounding of the 1st/Alameda intersection, which my understanding will cost tens of millions of dollars and additional construction time. If the property owners fail to approve this tax, then the underground emphasis option provides most of the travel time benefits as the fully underground option, eliminates a confusing station at 1st/Alameda for downtown customers, and the underground emphasis option should be the LPA following this vote.

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Also, there needs to be flexibility to select options for train routing other than the proposed East LA-Santa Monica and Pasadena-Long Beach routes. Perhaps trip travel patterns show something differently. In any event, the EIR should not constrain future operational configurations.

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Finally, the estimated service frequency in the EIR is too optimistic (Chapter 2). The EIR projects a peak hour headway of 2.5 minutes along the Regional Connector. it is my understanding that LADOT has constrained the number of trains that are allowed to operate on the surface sections of the Blue/Expo Lines between the portal south of 7th Street/Metro Center and Washington Boulevard, where the Expo and Blue Lines diverge. Chapter 2 also presupposes one option for Eastside Extension Phase II over another, through the use of the term "I-605" - as far as I know, only the SR-60 option has a I-605 option. The terminology should be used as the existing proposed termini options, which are South El Monte (Peck Road/SR-60) and Whittier (Washington/Greenleaf?).

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In addition, on some sections of Appendix I, it is indicated that "Portions of this appendix have been intentionally left blank. This

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information is available from Metro upon request." What is this information? Why is it left blank? A brief description of the information omitted would be helpful in evaluating the completeness of the EIR. If the concern is privacy, all comenters' names, addresses, and phone numbers if they chose to provide them are in the scoping reports and incorporated in the EIR, so I fail to see why any information needs to be omitted, especially in an electronic copy where there is an unlimited amount of space available.

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Sincerely,

Hank Fung, P.E.

PC103

Responses to Comments from Fung, Hank

Response to Comment PC103-1

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

Response to Comment PC103-2

Thank you for your comment. Support for the Underground Emphasis LRT Alternative and station preference is noted. It is also noted that the commenter does not support the Fully Underground LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC103-3

Metro has used benefit assessment districts to fund rail transit projects in the past, but this is not part of the current financial plan, as summarized in Chapter 6 of the Draft EIS/EIR. The introduction of the Fully Underground LRT Alternative into the Draft EIS/EIR was done to offset the potential disproportionate adverse impacts that the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative would have in Little Tokyo. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC103-4

The proposed routings for the Regional Connector service are from East Los Angeles (eventually I-605) to Santa Monica and from Pasadena (eventually Montclair) to Long Beach. The tracks would be constructed in a way that allows train movements from Pasadena to Santa Monica and from East Los Angeles to Long Beach.

Response to Comment PC103-5

The Regional Connector is designed to accommodate 2.5 minute headways, independent of any headway restrictions in place on other parts of the Metro Rail system.

Response to Comment PC103-6

Both the SR 60 LRT Alternative and Washington Boulevard LRT Alternative for the Eastside Extension Phase 2 would terminate in the vicinity of I-605. No Locally Preferred Alternative designation has occurred for the Eastside Extension Phase 2 project yet; therefore, "I-605" was used in the Regional Connector Draft EIS/EIR as an approximate terminus that applies to both build alternatives for the Eastside Extension Phase 2 project.

Response to Comment PC103-7

The information omitted from Appendix I, Agency Coordination and Public Involvement, and Appendix G, Final Scoping Report, of the Draft EIS/EIR are the sign-in sheets used during various outreach meetings held for the project. The sign-in sheets contain attendee's personal information and it is customary to omit sign-in sheets when circulating environmental documents to protect an individual's personal information.

Joan Springhetti
108 W. 2nd Street
Los Angeles, CA 90012
Oct. 18, 2010

Dolores Roybal Saltarelli,
Metro Project Director
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli,

I am writing to express my concerns about the impact of noise from construction of the proposed Regional Connector Transit Corridor on the residents of the Higgins Building. The Higgins Building faces 2nd Street on the route of the proposed project and is very near the site of a proposed station. It is my home and home to 134 other families.

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The report fails to address this issue in terms of expected noise levels, hours of operation and cumulative impact. Additionally, in assessing existing noise levels at the location of the building, it used an estimate from other locations in the area rather than taking actual measurements. I contest that assumption.

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How does this project propose to stay within the city and county standards for construction noise?

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How does it reconcile with the Federal Transit Administration's report on noise and vibration and the special protections it affords historic properties, including the Higgins Building, and passive parks, including the community park next to the LAPD Headquarters?

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CITY ORDINANCE:

41.40 LAMC- Construction Noise

- Engaging in construction, repair, or excavation work with any construction type device, or job-site delivering of construction materials without a Police Commission permit;
- Between the hours of 9:00 p.m. and 7:00 a.m.;
- In any residential zone, or within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday;
- In a manner as to disturb the peace and quiet of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

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**SEC. 111.03. MINIMUM AMBIENT NOISE LEVEL.
(Amended by Ord. No. 156,363, Eff. 3/29/82.)**

Where the ambient noise level is less than the presumed ambient noise level designated in

this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter.

TABLE II
SOUND LEVEL “A” DECIBELS

(In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.)

| ZONE | PRESUMED AMBIENT NOISE LEVEL (dB(A)) | |
|--|--------------------------------------|-------|
| | DAY | NIGHT |
| A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5 | 50 | 40 |
| P, PB, CR, C1, C1.5, C2, C4, C5, and CM | 60 | 55 |
| M1, MR1, and MR2 | 60 | 55 |
| M2 and M3 | 65 | 65 |

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

City, county and federal laws governing noise and vibration were designed to safeguard the health and well-being of the city’s people and buildings. It is critical that they be adhered to, especially with a project of this scope and duration.

Sincerely,

Joan Springhetti

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PC104

Responses to Comments from Springhetti, Joan

Response to Comment PC104-1

Section 4.7, Noise and Vibration, and Appendix S, Noise and Vibration Technical Memorandum, of the Draft EIS/EIR, Supplemental EA/Recirculated Draft EIR Sections, and this Final EIS/EIR identified construction activities, relevant construction equipment, and construction-related noise levels for each build alternative. As indicated in Chapter 2, Alternatives Considered, of the Draft EIS/EIR and this Final EIS/EIR, construction schedules would be established with community input and consideration of community activities.

Section 4.19, Cumulative Impacts, of the Draft EIS/EIR and this Final EIS/EIR summarized cumulative impacts for resource areas where an alternative would result in a considerable contribution. Since none of the build alternatives would result in a considerable contribution to cumulative noise impacts during construction, cumulative noise impacts were not discussed in detail in this section. Appendix GG, Cumulative Impacts Technical Memorandum, of the Draft EIS/EIR discussed cumulative noise impacts associated with construction of each alternative. As indicated in Section 4.7, Noise and Vibration, of the Draft EIS/EIR, Supplemental EA/Recirculated Draft EIR Sections, and this Final EIS/EIR, with implementation of potential mitigation, construction of the Fully Underground LRT Alternative (the Locally Preferred Alternative) would not contribute to potentially adverse cumulative noise or vibration impacts.

Response to Comment PC104-2

Comment acknowledged. Noise levels at the Higgins Building were estimated based on nearby measurements because existing noise levels at the Higgins Building could not be accurately measured due to construction at Saint Vibiana and on Main Street, as indicated in Section 4.7, Noise and Vibration, of the Draft EIS/EIR and this Final EIS/EIR. Additionally, estimation of noise levels is acceptable by the FTA Transit and Vibration Impact Assessment when buildings have exposure to the same noise sources.

Response to Comment PC104-3

The Regional Connector project is located in the jurisdiction of the City of Los Angeles and would not need to be consistent with goals of the County of Los Angeles noise standards as the project is located outside the County's jurisdiction. Construction of the Locally Preferred Alternative would be consistent with the goals of Section 41.40(a) of the Los Angeles Municipal Code. As indicated in Section 4.7, Noise and Vibration, of this Final EIS/EIR, typical types of Best Management Practices (BMPs) the contractor can use to be consistent with the goals of applicable local ordinances include, but are not limited to, the following:

- Placement of temporary noise barriers around the construction site;
- Placement of localized barriers around specific items of equipment or smaller areas;
- Use of alternative back-up alarms/warning procedures;

- Higher performance mufflers on equipment used during nighttime hours; and
- Portable noise sheds for smaller, noisy, equipment, such as air compressors, dewatering pumps, and generators.

Response to Comment PC104-4

As indicated in Section 4.7, Noise and Vibration, and Appendix S, Noise and Vibration Technical Memorandum, of the Draft EIS/EIR and this Final EIS/EIR, the noise and vibration impact analysis for this project is based on criteria defined in the *FTA Transit Noise and Vibration Impact Assessment* (USDOT 2006). CEQA does not provide quantitative thresholds for a substantial noise impact or a significant adverse vibration impact. This analysis applies FTA criteria to determine the threshold for significance. The Los Angeles Municipal Code section 41.40(a) does not set acceptable noise level limits for either daytime or nighttime construction activities.

Construction noise and vibration were analyzed using the procedures presented in the *FTA Transit Noise and Vibration Impact Assessment*. This document includes FTA guidance on minimum safe distances between construction equipment and buildings based on the types of construction equipment and the category of a building. The most conservative minimum safe distance was used to analyze vibration impacts to sensitive and historic buildings in the vicinity of construction activities, including the Higgins Building. Metro has performed an additional vibration study, and concluded that no impacts to historic resources would occur after mitigation. The results of this study are presented in Section 4.7, Noise and Vibration, of the Supplemental EA/Recirculated Draft EIR Sections and this Final EIS/EIR.

Response to Comment PC104-5

As indicated in Section 4.7, Noise and Vibration, of this Final EIS/EIR, construction of the project would be consistent with the goals of Section 41.40(a) of the Los Angeles Municipal Code. The Regional Connector project is located in the jurisdiction of the City of Los Angeles and would not need to be consistent with the goals of the County of Los Angeles noise standards as the project is located outside the County's jurisdiction. In addition, the ambient noise levels measured in the project area were higher than the presumed ambient noise level designated in Section 111.03 of the Los Angeles Municipal Code. Therefore, the presumed ambient noise levels were not used.

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Draft EIS/EIR**
Date: October 20, 2010 3:17:30 PM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

Jennifer

Jennifer Gill
 Communications Assistant
 Constituent Programs
 Metro - Regional Communications Department
 One Gateway Plaza
 Los Angeles, CA 90012

213-922-4224 (O)
 213-922-8868 (F)

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

From: Jorge Montijo [mailto:loft811@gmail.com]
Sent: Monday, October 18, 2010 5:00 PM
To: Regional Connector
Subject: Draft EIS/EIR

I wrote previously in support of the all underground option and in opposition to both of the other options. Upon careful review, I realized that two properties on the SE corner of Spring and 2nd Streets are scheduled to be demolished and used for staging. I am strongly opposed to the demolition of these buildings. Tenants in those buildings such as the Southland Credit Union and the 2nd Street Cigar and Gallery are important members of our community and it would be a huge loss to most stakeholders in the area if these businesses were closed or moved. I understand the need for a staging area and suggest the open lot at 2nd and Broadway be used since construction on the Federal Court Building is not scheduled to begin for a few more years.

Further, as a stakeholder in this immediate area for the last 8 years, I and my neighbors have endured the construction of the Cal Trans Building, the demolition of the previous Cal Trans offices, the construction of the new PHF, the remodeling of Saint Vibiana's,

and the construction of two parking lots adjacent to Vibiana's.

While I'm willing to support the construction of the Regional Connector in close proximity to my home, I am extremely displeased that building demolition and staging will be taking place at a mere 5 meters from my property. It is inconceivable that sound levels during construction will be remotely near the range permitted by Los Angeles code. I will gladly perform a demonstration for the Board as to what actual sound levels will be for the duration of construction (I provided this service to the City Council during EIR review for the PHF.)

There are many stakeholders in this area, but none will be affected more than residents, and much of that inconvenience can be avoided by staging further from residences and closer to businesses. Please reconsider the demolition of the two buildings on Spring Street, just south of 2nd Street.

Jorge Montijo
108 W 2nd St #811
Los Angeles, CA 90012
626.222.4593

Sent from my iPad

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cont'd

PC105

Responses to Comments from Montijo, Jorge

Response to Comment PC105-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

October 18, 2010

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

Dear Ms. Roybal Saltarelli:

As Metro completes its Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Regional Connector project, I urge that the Fully Underground Light Rail Transit (LRT) Alternative be adopted as the project's Locally Preferred Alternative (LPA). This alternative will provide for the fastest travel of light rail trains through Downtown Los Angeles. This will be key as the Regional Connector must meet the both the goals of 1) providing access to Downtown destinations and of 2) providing means for crossing through Downtown to reach destinations elsewhere in the county.

As a fully-grade separated facility, the Regional Connector will not only provide fast travel, but also reliable travel. Given that our light rail lines will combine to reach headways as low as 2.5 minutes along the Regional Connector, it will be critical to keep trains moving efficiently to prevent delays to the rest of the light rail network. A predominantly at-grade Regional Connector would introduce significant variability in train performance, much like the street-running portion of our current light rail lines do, and would be inadequate for handling high-frequency service.

It is regrettable that between 12th Street and Washington Boulevard along the existing Blue Line, trains will run at-grade with vehicular traffic for the foreseeable future. This will be a limiting element of the Regional Connector and our entire light rail network as long as it remains in its current configuration. I recommend strategies for improving this segment of track be studied as soon as possible and incorporated into the Regional Connector project. Possible strategies could include improved signal timing, signal priority, street closures, and grade separation.

Reliability and travel times will also be limited by the configuration of the Regional Connector junctions at 1st Street and Alameda Street and at Washington Boulevard and Flower Street. Unfortunately, the Washington/Flower junction is currently being constructed as part of the Exposition Line project as a flat junction, as opposed to a flying junction. Operationally, a flat junction will impose strict limitations on the movements on trains through the junction because southbound Blue Line trains cannot pass through the junction at the same time as northbound Expo Line trains. Schedules for trains in opposing directions will therefore have to be coordinated. Delays in one direction of trains will therefore not only propagate to other trains in the same direction but also to trains in the opposite direction.

Internally, Metro studied "Little Tokyo Variation 2," an alternative including a flying junction at 1st/Alameda, much like at the Wilshire/Vermont station, instead of the otherwise planned flat junction. I strongly encourage that the Fully-Underground Alternative Variation 2 be adopted to ensure reliable operation of light rail trains through the Regional Connector for decades to come. In the future, the Washington/Flower junction could also be upgraded to a flying junction by adding a flyover for northbound Expo Line movements.

In addition, I also recommend that the 5th/Flower station be retained in the project LPA. When both the Expo Line and the Regional Connector are in place, we will see a drastic increase in riders traveling through the 7th Street/Metro Center station. Even now, the station sees crush loading on its trains and platforms. The 5th/Flower station is therefore critical to serving passengers in the Financial District, who would otherwise turn to the 7th Street/Metro Center station. The Financial District is also

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among the densest portions of the county in terms of employment density and is certainly deserving of a station on its own merits. 5
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Thank you for your consideration.

Sincerely,
Justin Walker

PC106

Responses to Comments from Walker, Justin

Response to Comment PC106-1

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

Response to Comment PC106-2

Support for a fully grade-separated alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC106-3

The Regional Connector would connect to the existing Metro Blue Line tracks at 7th Street/Metro Center Station, and trains on both the North-South Line and East-West Line would use the existing at-grade tracks on Flower Street between 12th Street and Washington Boulevard. The Regional Connector would not preclude improvement from being made to these at-grade tracks as a possible future project.

Response to Comment PC106-4

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulations revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Hampa Hongwanji Temple. The Regional Connector would not preclude the Washington/Flower junction from being converted to a two-level junction as a possible future project.

Response to Comment PC106-5

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

Subject: Regional Connector draft EIS/EIR comments

Date: Monday, October 18, 2010 10:51 AM

From: Paul Yeh <paulyehster@gmail.com>

To: Regional Connector <RSC_RegionalConnector@metro.net>

Cc: Susie Tae <eatms2@gmail.com>, Bobby Garza <bobbygarzajr@yahoo.com>, Sidney Wang <shwang12@gmail.com>

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

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

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

One issue I had with the draft was that a letter from the Savoy HOA against the first two build alternatives submitted in the fall of 2009 included over 200 signatures and they were not included or mentioned in the appendix of the draft document. I have had our HOA manager submit that document again in case it is missing so it is either included or cited in the final EIS/EIR. 2

Other continuing issues include my concerns with construction, traffic, and impacts on residents as the project moves forward. I am very concerned for the businesses in Little Tokyo as they add to the quality of life in my neighborhood and are the livelihood of many independent mom-and-pop operations. I ask the MTA to continue to work in protecting the vibrancy of this community through mutual cooperation and adequate mitigation measures. 3

Thank you for your consideration.

Sincerely,

Paul Yeh

Savoy Resident/Savoy MTA Committee, Chairperson

Unit # 203

<http://www.pyehdesign.com>

--

Paul Yeh Design Inc.

100 s alameda st unit 203
los angeles, ca 90012

714.458.9728

PC107

Responses to Comments from Savoy MTA Committee, Yeh, Paul

Response to Comment PC107-1

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

Response to Comment PC107-2

Comment acknowledged. The Final Scoping Report, which was included as an appendix (Appendix G) in the Draft EIS/EIR and this Final EIS/EIR, summarized the CEQA/NEPA scoping process through the close of the NOI/NOP scoping period, May 11, 2009. The signed petitions were submitted after the close of the scoping period, which is why they were not included in the Scoping Report and thus not included in the Draft EIS/EIR. However, Comment Letter CN10, which includes the signed petitions, is included in this volume of the Final EIS/EIR.

Response to Comment PC107-3

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

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Comments on Draft EIS/EIR for Regional Connector**
Date: October 19, 2010 9:57:06 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>

From: Sidney Wang [mailto:shwang12@gmail.com]
Sent: Monday, October 18, 2010 9:27 PM
To: Regional Connector
Subject: Comments on Draft EIS/EIR for Regional Connector

October 18, 2010

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

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

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

] 1

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

] 2

Thank you for your consideration.

Sincerely,

Sidney Wang, Savoy Resident
Unit # 408

PC108

Responses to Comments from Wang, Sidney

Response to Comment PC108-1

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

Response to Comment PC108-2

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

October 18, 2010

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

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

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

1

However, I have several concerns with the Draft EIR/EIS discussion and analysis, particularly as they relate to Underground Emphasis Alternative. By minimizing any impacts from the Underground Emphasis Alternative, the document does not disclose many of the concerns the community raised to prompt the addition of the Fully Underground Alternative. These differences between the Underground Emphasis, and Fully Underground Alternative, are important to document to all stakeholders and decisionmakers as part of this process. A few examples of such discussion are included below:

2

- Potential impacts to Community and Neighborhoods (Section 4.3.3). Table 4.3-4 lists "Physically Divide Community" as a potential impact, and "None" for each Alternative. While "Physically Divide Community" is not defined in this Section, the fact that "none" is concluded for the Underground Emphasis Alternative is in direct conflict with the fact that the grade separation of Alameda Street between Temple Street and 2nd Street, creates a physical barrier between the Little Tokyo and Arts District communities. The need for a pedestrian bridge to cross the intersection of 1st and Alameda Streets only further emphasizes the need for a safe means to cross a physical barrier between communities.

3

- Mitigation measures for Community and Neighborhoods (Section 4.3.4). Additional mitigation measures should be added to address the phasing of construction tunneling along 2nd Street, and the fact that impacts to the Little Tokyo community will be far greater should tunneling work begin on the easterly end of 2nd Street. Stronger language should also be adopted in these measures to provide both clarity to the

4

community and future construction contractors of the importance of these mitigation measures. Such stronger language could include:

Develop a community outreach plan to notify local communities of construction schedules, road and sidewalk closures, and detours. Coordinate with local communities during preparation of traffic management plans to minimize potential construction impacts to community resources and special events **to the greatest extent feasible**. **Strongly** consider limiting construction activities during special events **where feasible**.

4
cont'd

Erect barriers and provide security personnel during construction to minimize trespassing and vandalism. Barriers **should** be enhanced with artwork and attractive design features where possible.

- Potential impacts to Visual Resources (Section 4.4). Figure 4.7 depicts significant properties along 1st Street between Judge John Aiso and Central Streets. However, Table 4.4-2 describes operational impacts to Scenic Resources as less than significant. The analysis fails to discuss the pedestrian bridge (approximately two stories in height above grade) may significantly impact the scenic resources of the Little Tokyo historic buildings from an easterly approach or view.

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I also have general concerns with deferring many construction-related mitigation measures to be developed in the future. If the extent of these construction measures are not included within the analysis of impacts for the original project, how can it be presumed that these future construction mitigation measures will be effective in mitigating such impacts? How will the impacts of these proposed construction mitigation measures be analyzed?

6

Other minor corrections include:

- Figure 4.4-3: Photo is actually of the 1st Street corridor, and not 2nd Street

7

I ask that MTA continue to work the Savoy community and Little Tokyo community to ensure protection of the vibrancy of this community through mutual cooperation and acceptable mitigation measures.

8

Thank you for your consideration.

Sincerely,

Susan Tae
Savoy Resident/Savoy MTA Committee Member
Unit # 376

PC109

Responses to Comments from Tae, Susan

Response to Comment PC109-1

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

Response to Comment PC109-2

As required under NEPA and CEQA, mitigation must be identified which could reduce significant impacts. Chapter 2, Alternatives Considered, of the Draft EIS/EIR discussed the reasons for the addition of the Fully Underground LRT Alternative. The Executive Summary of the Draft EIS/EIR and this Final EIS/EIR contains a summary comparison of the alternatives considered, which includes the Underground Emphasis LRT and Fully Underground LRT Alternatives, and a summary of unavoidable impacts associated with each alternative. Please refer to Responses to Comments PC109-3 through PC109-8, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC109-3

As indicated in Section 4.3, Community and Neighborhood Impacts, and Appendix O, Community and Neighborhood Impacts Technical Memorandum, of the Draft EIS/EIR and this Final EIS/EIR, the Underground Emphasis LRT Alternative would not physically divide an established community. Automobiles, pedestrians, and bicycles would still be able to cross the alignment at roadway intersections to access the communities to the north and south. At the intersection of 1st and Alameda Streets in the Little Tokyo community, an automobile underpass would facilitate movement of traffic on Alameda Street by allowing it to travel below the intersection without stopping and, thus, enhancing community mobility. In addition, an optional overhead pedestrian bridge structure would maintain pedestrian and bicyclist access to the north and south sides of Alameda Street and enhance mobility. The Underground Emphasis LRT Alternative would not create a barrier that would impede vehicle, bicycle, or pedestrian access. Vehicle, bicycle, and pedestrian access at the intersection of 1st and Alameda Streets would be maintained as indicated above. Therefore, this alternative would not physically divide a community and impacts would be less than significant. Nonetheless, the Underground Emphasis LRT Alternative is not the designated Locally Preferred Alternative and will not be studied further.

Response to Comment PC109-4

2nd Street in Little Tokyo is no longer under consideration as a potential site for beginning tunnel boring machine operations. Metro intends to insert the TBM from the Mangrove property, located at the northeast corner of 1st and Alameda Streets, away from the community's key business areas. Appropriate mitigation measures presented in the Draft EIS/EIR are candidate measures for further refinement, and are worded as such. The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains confirmed mitigation measures with more definitive wording and explicit assignment of monitoring responsibilities. These mitigation measures will be confirmed in the Record of Decision.

Response to Comment PC109-5

Impacts to scenic resources in light of the portal area structures for the Underground Emphasis LRT Alternative were discussed in Section 4.4.3.4.2 of the Draft EIS/EIR and this Final EIS/EIR. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which would not have a pedestrian bridge in Little Tokyo.

Response to Comment PC109-6

Mitigation measures identified in the Draft EIS/EIR were not deferred. If any of the build alternatives resulted in significant impacts, mitigation was identified in Chapters 3 and 4 of the Draft EIS/EIR and this Final EIS/EIR to reduce impacts to the maximum extent feasible. In addition, any mitigation measure that could result in an indirect impact was identified in Chapters 3 and 4 of the Draft EIS/EIR. Until a Locally Preferred Alternative is designated by the lead agency, the mitigation measures identified in the Draft EIS/EIR are considered candidate measures. Once a Locally Preferred Alternative is designated, appropriate mitigation measures are refined based on the alternative chosen as the Locally Preferred Alternative and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Response to Comment PC109-7

Comment acknowledged. The title of Figure 4.4-3 has been revised to accurately describe the location of the photo as follows.

Figure 4.4-3. 2nd 1st Street Corridor and the Los Angeles Times Building**Response to Comment PC109-8**

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

Subject: Regional Connector Draft EIR/EIS Public Comment
Date: Monday, October 18, 2010 2:02 AM
From: Tobias Parkins <tobias0087@gmail.com>
To: Regional Connector <RSC_RegionalConnector@metro.net>

To be included in the Public Comment record for the DEIR/EIS for the Regional Connector:

Dear Ms. Roybal Saltarelli

First, please let the record show my support for the Regional Connector project and it's goals, and the accelerated construction in the 30/10 Initiative.

1

Second, I support the Fully-Underground Alternative for adoption as the Locally Preferred Alternative along with the following recommendations:

2

1. Metro should keep the 5th/Flower st. Station in the LPA.

With the addition of the Expo line soon, and the new ridership created by the Regional Connector, foot-traffic at the 7th St. Metro Center station is going to exceed the capacity of the station, reaching unmanageable levels. The 5th/Flower station will be able to relieve some of the foot traffic, as people traveling to destinations closer to 4th and 5th street will be able to de-board at the new station instead of walking from 7th st. Furthermore, there are several important destinations that would be easily accessible from the 5th st. station, including the Bonaventure Hotel and the Central Library. As a cultural note, it would be a very significant gesture to have our Central Library directly connected to the rail system. This would also mean that students coming from colleges along the rail system, including CSU Long Beach, Citrus College, Santa Monica College, California Institute of Technology, Pasadena City College, and, most importantly, USC, would have a direct, one-seat ride from their respective schools to Los Angeles's most important Library. Although this station is quite close to its neighbor stations, since this is the very dense Downtown Area, having very close station spacing is not a detriment, but in fact a benefit. Since this project will be one of the most important for the LA, and already has a very low cost effectiveness number, there is no reason to be stingy. We should not let a slight lack of money now cause us to have an inadequate transportation system for hundreds of years to come. Metro should seek any way possible to make up the cost of this station, including

3

- value engineering
- phasing the opening of portals
- adopting a slower construction schedule (by as much as a year or 2)
- allowing for public-private partnerships to fund the station
- allowing private businesses to buy development rights to place retail inside stations
- delaying funding and installation of art
- selling advertising rights
- cutting back on advertising for the project
- leverage savings created by 30/10 plan for use on this project
- identify any other ways to cut costs
- identify any other sources of additional revenue

The 5th and Flower station, which should be named the "Central Library" station, will be an important part of the rail network for the county, and is worth taking some extra measures to ensure its existence.

2. Metro should study a way to improve operations at the junctions joining the two branches of the Gold line, and the Blue and Expo Lines.

Due to the use of flat junctions instead of flying junctions, operations at these 2 junctions must be precisely timed in order to ensure on-time performance on both directions of both the North/South and East/West lines. Metro should work to secure funding in the future to convert these junctions to flying junctions (grade-separated) to prevent left-turn motion of opposing trains.

4

3. The name of the 2nd and Central station should be the "Little Tokyo" station.

This should be done to preserve the cultural identity of the neighborhood.

5

Thank you to your team and staff for all of your hard work
Sincerely,
Sam Levey

PC110

Responses to Comments from Levey, Sam

Response to Comment PC110-1

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

Response to Comment PC110-2

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

Response to Comment PC110-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. This enhancement is in proximity to destinations such as the Central Library and the Bonaventure Hotel. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. Though the cost-effectiveness index for the project is favorable, Metro will continue to seek additional funds and ways to reduce the costs of the project to bring them in line with allocated funding levels. Metro believes that the Locally Preferred Alternative with an enhanced pedestrian walkway to 7th Street/Metro Center Station would adequately serve the transportation system. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC110-4

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulations revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Homba Hongwanji Temple. The Regional Connector would not preclude the Washington/Flower junction from being converted to a two-level junction as a possible future project.

Response to Comment PC110-5

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

From: "Gill, Jennifer" <GILLJ@metro.net>
Subject: **FW: Regional Connector**
Date: October 20, 2010 9:30:52 AM PDT
To: 'Ginny Brideau' <Ginny@TheRobertGroup.com>
 ▶ 1 Attachment, 190 KB

Jennifer

Jennifer Gill
Communications Assistant
Constituent Programs
 Metro - Regional Communications Department
 One Gateway Plaza
 Los Angeles, CA 90012

213-922-4224 (O)
 213-922-8868 (F)

From: Interurbans [mailto:afishel@interurbans.com]
Sent: Tuesday, October 19, 2010 11:15 PM
To: Regional Connector
Subject: Regional Connector

Mrs. Dolores Roybal Saltarelli

I along with so many others strongly support the Regional Connector and want to see it built ASAP. The MTA plan after its most recent modification is much improved but the First and Alameda section design needs to be reworked. The MTA design requires several 10 mph curves as well as the use of the current bridge over the I 10 freeway which also has curves requiring slow speed operation. With this new

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design the overall speed can be increased by more than double between the Broadway Station and the Union Station stop. This design provides many advantages over the MTA design with the cost being about the same but will provide a much better and more user friendly design when the project is complete. The biggest advantage of this design will be the almost total lack of disruption during construction to the community west of Alameda and fast easy travel over the entire connector..

1. There are no grade crossings.
2. There are no 10 mph curves. All curves are for 35 mph or faster.
3. The Station is conveniently located and requires minimal area disruption during construction with no taking of historical buildings. The Office Depot and mini mall would not have to be taken.
4. The Junction under First St East of Alameda would be separated.
5. The new elevated structure over the 101 and Commercial St could be built in conjunction with the Los Angeles Union Station Run through and the California High Speed Rail projects that will also need to span the 101 and Commercial Streets.
6. The curve on the new line from Union Station to First street will be below ground and will take only a few underground parking spaces of the New Center to be built at the North East corner of first and Alameda.
7. The negative side of this alignment would be the taking of the two

story parking structure at Ducommun and Garey St. and the taking of the 30 foot eastern section of the DWP property north of Temple. Everything else would be underground.

8. During construction a temporary bypass and station could be built on the present parking lot at the north east corner of First and Alameda with a minimum disruption of service. The connection at Union Station would also require minimal service disruption.
9. The boring machines could be placed for drilling on the DWP property and dirt removal could also take place there to avoid any disruption to the Little Tokyo community. The boring machine should be able to make the radius curve from south to west and under First Street to the new Little Tokyo Station site and under the parking lot built on the former AT&SF right of way for a gentle curve onto Second Street. The subway section would begin in the DWP lot and go under Temple St just east of the 500 Temple Building and west of the parking structure to curve from Banning and west of the Nishi Hongwanji Buddhist Temple to the junction under First Street.
10. The current Little Tokyo Station at First and Alameda would remain in use as a turn back for trains on the Foothill extension that would not be continuing west to Culver City and Santa Monica.
11. Any passengers that would want to go to or from Union Station, Pasadena and East from East First Street would have a simple cross platform transfer at the new Little Tokyo Station.

2
cont'd

The 5th & Flower and 2nd and Broadway Stations need to be part of the original design, but if funding is not available then the underground station “boxes” should be built with the line and the stations can then be added later “as needed”. The same goes for the Crenshaw station on

3

the Purple line when it is built.

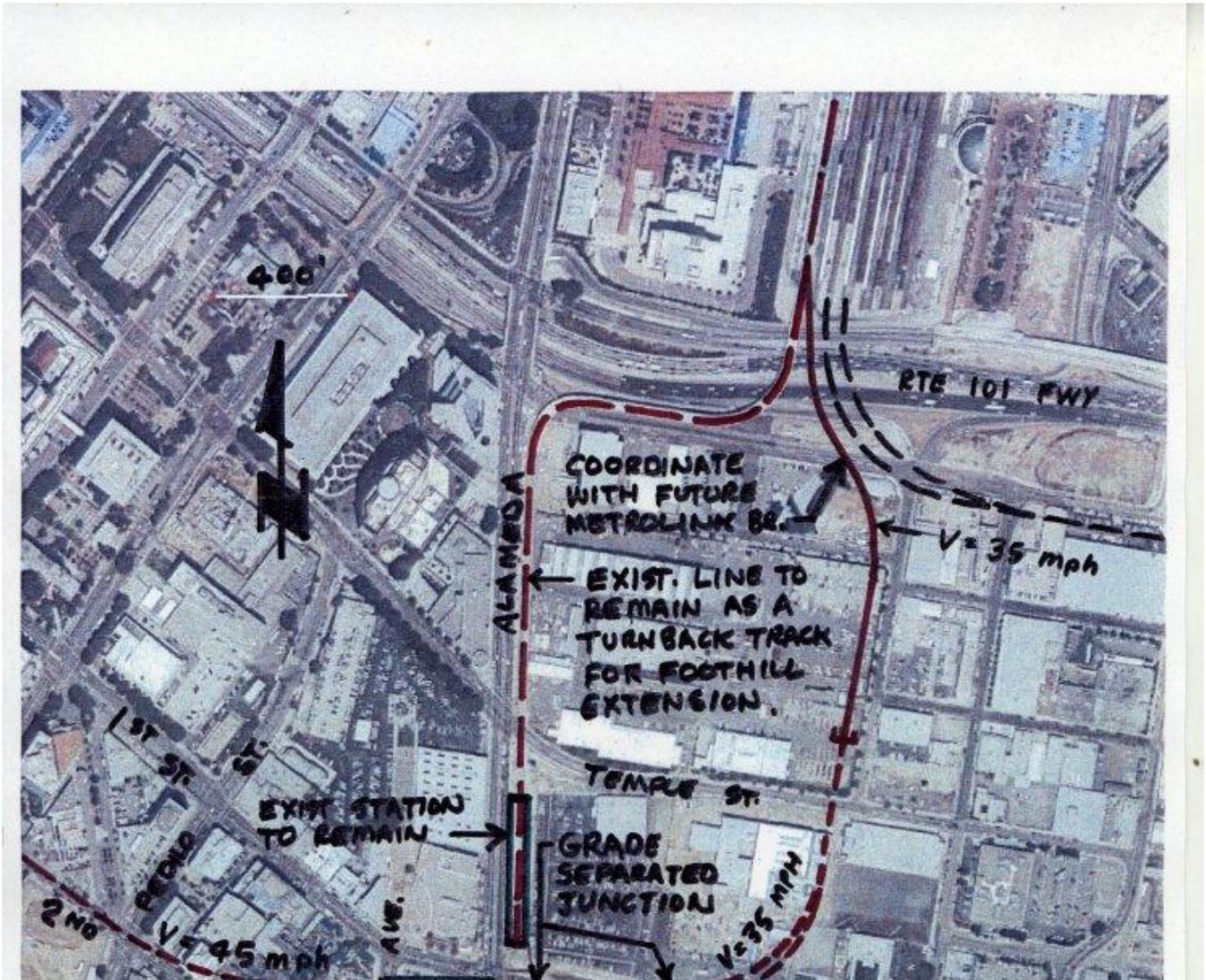
3
cont'd

Please consider this design for all of the all of the reasons shown and when this project is complete you and all involved can look back and be proud and not have to apologize for a design that is less than it could or should have been.

4

Thank you for my consideration

Alan Fishel





STATION SHELL AVOIDS HISTORICAL BUILDINGS
ON CENTRAL AVE.
BORED TUNNEL UNDER EXIST. BUILDINGS

CONCEPT BY ALAN FISHEL

PC111

Responses to Comments from Fishel, Alan

Response to Comment PC111-1

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

Response to Comment PC111-2

As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the alignment in Little Tokyo has been refined to increase curve radii and allow for higher speed train operation through the curves. The refinements would also reduce cut and cover excavation within Little Tokyo and increase tunnel boring machine use, thereby reducing impacts to the community. The Regional Connector would connect to the existing bridge over the US 101 Freeway, but would not preclude improvement from being made to this bridge as a possible future project. The design shown in the comment would involve greater impacts to the City of Los Angeles Department of Water and Power facilities, which the Locally Preferred Alternative alignment would avoid. Metro appreciates the submission of the detailed conceptual alignment.

Response to Comment PC111-3

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

Response to Comment PC111-4

Comment acknowledged. Please refer to Responses to Comments PC111-1 through PC111-3, above, for detailed responses regarding concerns raised by the commenter.

Subject: FW: Support of Fully Underground Alternative for the Light Rail Regional Connector
Date: Monday, October 11, 2010 3:34 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Barbara Broide [mailto:bbroide@hotmail.com]
Sent: Saturday, October 09, 2010 12:11 AM
To: Regional Connector
Cc: Litvak, Jody Feerst; Jay Greenstein
Subject: Support of Fully Underground Alternative for the Light Rail Regional Connector

To the Metro Regional Connector Team and Metro Staff:

Please accept this email as a letter in support of the Fully Underground Alternative for the Downtown Light Rail Regional Connector. This alternative appears to be the most cost-effective and long-term alternative to support the needs of Downtown Los Angeles City/County as well as the other regions throughout the County that will benefit from this Connector. This is in many ways a "missing link" to the downtown transit puzzle and worthy of the investment of resources needed to make its construction and completion possible.

1

Thank you for your consideration.

Sincerely,

Barbara Broide
President, Westwood South of Santa Monica Blvd. HOA

PC112

Responses to Comments from Westwood South of Santa Monica Blvd. HOA, Broide, Barbara

Response to Comment PC112-1

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

Subject: FW: Regional connector question.

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

From: Regional Connector <RSC_RegionalConnector@metro.net>

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

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

From: J. Russell Brown [mailto:dlanc.jr2brown@gmail.com]

Sent: Wednesday, September 08, 2010 7:50 PM

To: Regional Connector

Subject: Regional connector question.

This is the public info that is listed concerning the Regional Connector project.

Questions? If the project is listed as 1.32 billion and the latest numbers I see are 1.24 billion, why is this project short money and the 5th and Flower station may need to be omitted?

The list below shows the entire budget accounted for. Is the local funding not taken care of?

Regional Connector (links local rail lines)

\$ 1,320 total costs

\$ 160 Minimum Measure R

\$ - additional

\$ 160 Total

\$ 708 Feds

\$ 186 state

\$ 266

b Local funding

FY 2014-16 FY 2023-25

b. Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.

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Words Of Wisdom

Teamwork divides the task and doubles the success.

The art of being wise is the art of knowing what to overlook. William James

"The best way out is through." Robert Frost

"The line that is straightest offers the most resistance." Leonardo DaVinci

"Genius is eternal patience." Michaelangelo

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Downtown Los Angeles Neighborhood Council
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ATTACHMENT A

Proposed One-Half Cent Sales Tax for Transportation

Outline of Expenditure Categories

Sunsets in 30-Years: Fiscal Year (FY) 2010 - 2039
(millions)

| Subfund | Program | % of Sales Tax (net of administration) | First Year Amount | 10-Year Amount | 30-Year Amount |
|-------------------------|---|--|----------------------|-------------------|-------------------|
| Transit Capital | New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process | 35% | \$ 241 | \$ 2,930 | \$ 13,790 |
| Transit Capital | Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion) | 3% | \$ 21 | \$ 251 | \$ 1,182 |
| Transit Capital | Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars | 2% | \$ 14 | \$ 167 | \$ 788 |
| Highway Capital | Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls | 20% | \$ 138 | \$ 1,675 | \$ 7,880 |
| Operations | Rail Operations (New Transit Project Operations and Maintenance) | 5% | \$ 34 | \$ 419 | \$ 1,970 |
| Operations | Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.) | 20% | \$ 138 | \$ 1,675 | \$ 7,880 |
| Local Return | Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.) | 15% | \$ 103 | \$ 1,256 | \$ 5,910 |
| TOTAL PROGRAMS | | | \$ 689 | \$ 8,373 | \$ 39,400 |
| 1.5% for Administration | | | \$ 11 | \$ 127 | \$ 600 |
| GRAND TOTAL | | | \$ 700 | \$ 8,500 | \$ 40,000 |

PC113

Responses to Comments from Downtown Los Angeles Neighborhood Council, Brown, J. Russell

Response to Comment PC113-1

The \$1.32 billion figure represents the budgeted cost of the project in year of expenditure (escalated) dollars. \$1.24 billion would be the projected cost of the four-station alternative in 2009 (non-escalated) dollars, which is equivalent to \$1.44 billion in escalated dollars as was shown in Table 6-1 of the Draft EIS/EIR. This indicates a desire to bring the projected cost of the project in line with the budgeted amount. The financial information in the Draft EIS/EIR included the Measure R allocation to the Regional Connector.

Subject: FW: Support of Fully Underground Alternative for the Light Rail Regional Connector

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

From: Regional Connector <RSC_RegionalConnector@metro.net>

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

From: sealnbear@aol.com [mailto:sealnbear@aol.com]

Sent: Friday, October 08, 2010 10:44 PM

To: Regional Connector

Cc: bartreed1951@gmail.com; jerardwright@gmail.com; esirgen@usc.edu; Bob@fogl.us; darrclarke@gmail.com

Subject: Support of Fully Underground Alternative for the Light Rail Regional Connector

To the Metro Regional Connector Team and Metro Staff:

I support the Fully Underground Alternative for the Downtown Light Rail Regional Connector as the most cost-effective and long-term alternative to support the needs of Downtown Los Angeles City/County as well as the other regions throughout the County that will benefit from this Connector.

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Ken Alpern

President, The Transit Coalition

PC114

Responses to Comments from The Transit Coalition, Alpern, Ken

Response to Comment PC114-1

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



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

| | | | |
|--------------------------------------|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| TOSHIO "TERRY" HANDA | | | |
| Organization | Organización | 所属 | 단체 |
| JACCC | | | |
| Address | Dirección | 住所 | 주소 |
| 244 S. San Pedro St., L.A., CA 90012 | | | |
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| 213-626-3067 | | | |
| Email | Correo electrónico | 電子メール | 이메일 |
| hanlaca@gmail.com | | | |

Comment Comentario コメント 의견

I support the fully underground alternative, subject to (only) clarification of "cut & cover" (I object to all other alternatives.) tion and confirmation of availability/non-availability of existing parking.

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

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

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

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

