



Attention:

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

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

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

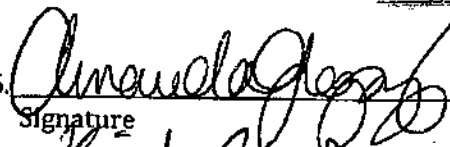

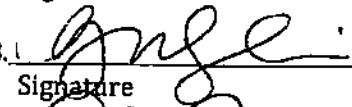
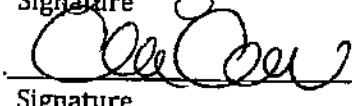
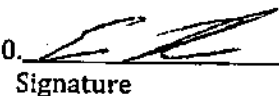
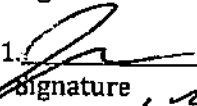
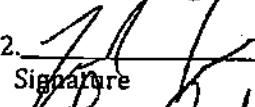

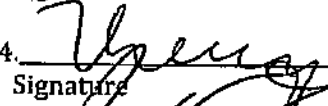
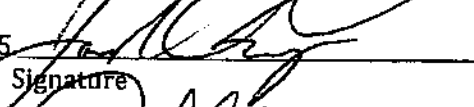
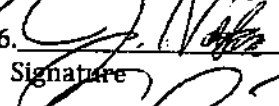
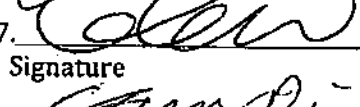



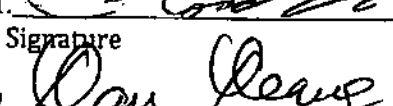
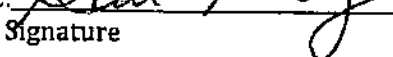
We understand the need for the Regional Connector, but we simply cannot accept this development in its present form; the impact on our community is too severe. We implore you and the MTA to find another way.

Sincerely,

The Residents of the Savoy

- | | | | |
|----|-----------|---------------|--------|
| 1. | | SUSAN LIN | 430 |
| | Signature | Name | Unit # |
| 2. | | SEAN USHEROFF | 471 |
| | Signature | Name | Unit # |
| 3. | | Heera Chot | 449 |
| | Signature | Name | Unit # |
| 4. | | Young S. Yoon | 449 |
| | Signature | Name | Unit # |
| 5. | | Yvette Kim | 359 |
| | Signature | Name | Unit # |


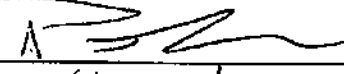
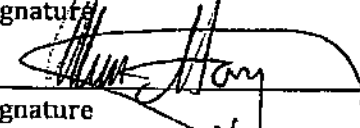
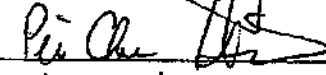
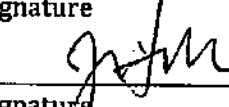




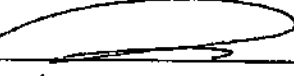
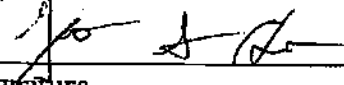
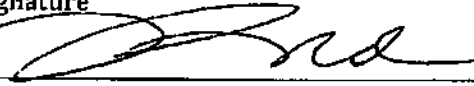


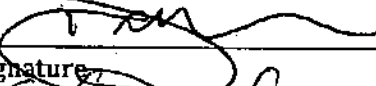
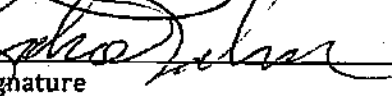
SAVOY

6.		Amanda Gregory	126
	Signature	Name	Unit #
7.		Krista Evans	126
	Signature	Name	Unit #
8.		Grace Shim	427
	Signature	Name	Unit #
9.		SIN SUN	427.
	Signature	Name	Unit #
10.		Eric Nicsinger	152
	Signature	Name	Unit #
11.		Jimmy Lee	265
	Signature	Name	Unit #
12.		Jack Yuan	267.
	Signature	Name	Unit #
13.		Paula Williams	308
	Signature	Name	Unit #
14.		TERESA CONIG	271
	Signature	Name	Unit #
15.		Joseph C Ferraro	368
	Signature	Name	Unit #
16.		Joshua Norton	368
	Signature	Name	Unit #
17.		GRACE PAE LIU	473
	Signature	Name	Unit #
18.		Sang Rim Son	212
	Signature	Name	Unit #
19.		Nam H. Lee	212
	Signature	Name	Unit #
20.		SCARLETT LEE	212
	Signature	Name	Unit #
21.		Robert Cordova	246
	Signature	Name	Unit #
22.		DAN DEANG	104
	Signature	Name	Unit #

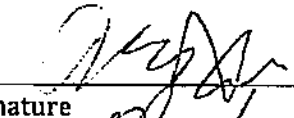

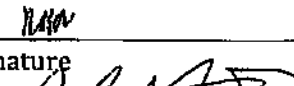
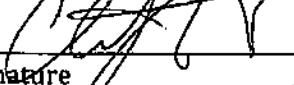
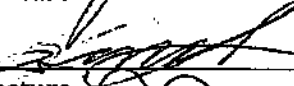



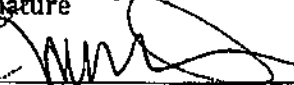

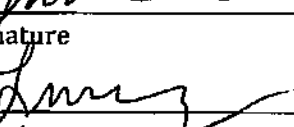


23.		SAL MAGTURO	475
	Signature	Name	Unit #
24.		KYONG SUK JIK	370
	Signature	Name	Unit #
25.		Pei Yun Ching	355
	Signature	Name	Unit #
26.		FRANCIS FEDERIS	351
	Signature	Name	Unit #
27.		John J. Kim	469
	Signature	Name	Unit #
28.		SARA FEINMAN-GROSPE	457
	Signature	Name	Unit #
29.		Jon - thae Lin	322.
	Signature	Name	Unit #
30.		BARBARA BAUZA	425
	Signature	Name	Unit #
31.		Joy PAE	115
	Signature	Name	Unit #
32.		Sabrina Villalba	329
	Signature	Name	Unit #
33.		CHRISTINE CHAN	164
	Signature	Name	Unit #
34.		Shirley J. Keyser	303
	Signature	Name	Unit #
35.		Bastia Lygan	371
	Signature	Name	Unit #
36.		Dean Kim	250
	Signature	Name	Unit #
37.		Robby Guerra	371
	Signature	Name	Unit #
38.		SHARON SANDO	409
	Signature	Name	Unit #
39.		YUN Lim	434
	Signature	Name	Unit #

SAVOY

40.		JAMES Beltran	166
	Signature	Name	Unit #
41.		Peter Choi	377
	Signature	Name	Unit #
42.		Mimi Hong	320
	Signature	Name	Unit #
43.		Pai Chen Hsieh	260
	Signature	Name	Unit #
44.		Jennifer Shim	378
	Signature	Name	Unit #
45.		PAUL YEH	203
	Signature	Name	Unit #
46.		Hyung Mee Byun	468
	Signature	Name	Unit #
47.		Eric Yank	202
	Signature	Name	Unit #
48.		Judy Chang	402
	Signature	Name	Unit #
49.		MARIA MURAKAWA	360
	Signature	Name	Unit #
50.		Sung Kee Yoo	121
	Signature	Name	Unit #
51.		Mihyun Kim	336
	Signature	Name	Unit #
52.		DOMINO CHEUNG	242
	Signature	Name	Unit #
53.		ANDY FOSTER	261
	Signature	Name	Unit #
54.		DANIEL NAKAMURA	420
	Signature	Name	Unit #
55.		KYOKO NAKAMURA	279
	Signature	Name	Unit #
56.			
	Signature	Name	Unit #

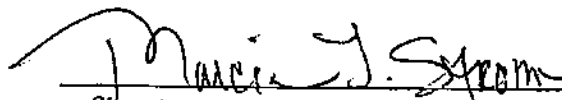
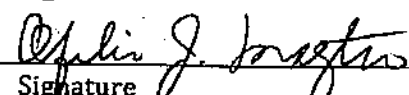

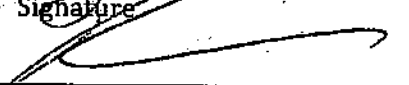
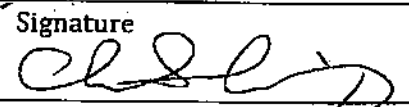

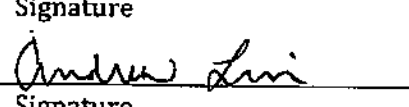
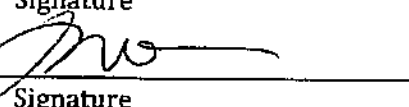
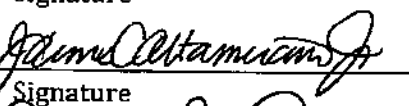

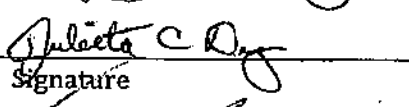


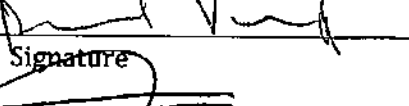
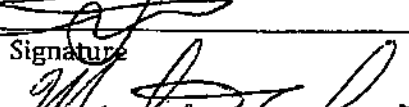
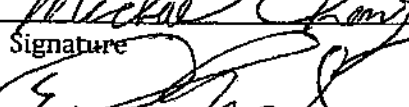

SAVOY

57.		Maggie Xu	452
	Signature	Name	Unit #
58.		GISELLE FEDERIS	351
	Signature	Name	Unit #
59.		ADINA a mendini	172
	Signature	Name	Unit #
60.		CHRISTOPHER TAN	368
	Signature	Name	Unit #
61.		In hee Choi	426
	Signature	Name	Unit #
62.		Channon Mitchell	1302
	Signature	Name	Unit #
63.		Miki Yokoyama	466
	Signature	Name	Unit #
64.		Ewan Fujii	206
	Signature	Name	Unit #
65.		James H	204
	Signature	Name	Unit #
66.		Richard Cho	204
	Signature	Name	Unit #
67.		Lamy Lu	204
	Signature	Name	Unit #
68.			
	Signature	Name	Unit #
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73.			
	Signature	Name	Unit #



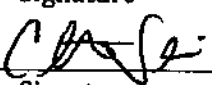
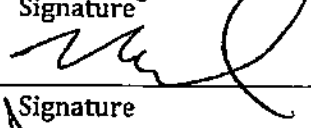
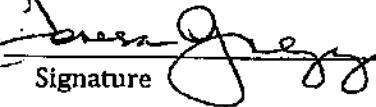
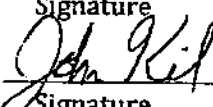
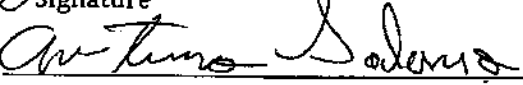
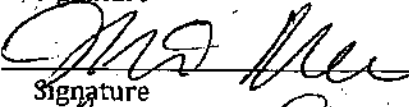

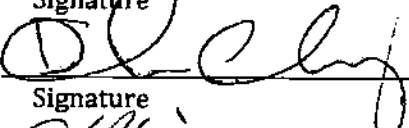
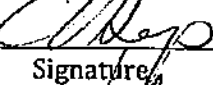
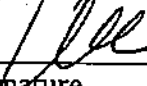
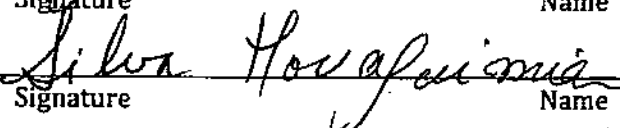
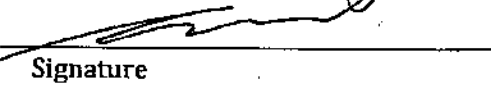

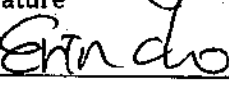



	LINDA C. BLAKEMAN	302
Signature	Name	Unit #
	JAMES R. BLAKEMAN	302
Signature	Name	Unit #
	NELWINA TOMI	155
Signature	Name	Unit #
	SAM ROE	352
Signature	Name	Unit #
	Hyun Min Park	435
Signature	Name	Unit #
	ANDREW LIU	473
Signature	Name	Unit #
	Karen Lee	348
Signature	Name	Unit #
	Dong S Kim	348
Signature	Name	Unit #
	B. Wu	136
Signature	Name	Unit #
	J. Park	433
Signature	Name	Unit #
	Sylvia Lee	265
Signature	Name	Unit #
	ANDREA DILLON	446
Signature	Name	Unit #
	Felise Okita	114
Signature	Name	Unit #
	JACK TSAI	682
Signature	Name	Unit #
	Drew Pahlis	462
Signature	Name	Unit #
	Johnnie Raines	318
Signature	Name	Unit #
	Robert Y. Starn	213
Signature	Name	Unit #

SAVOY

	MARCIA J. STROM	213
Signature	Name	Unit #
		
Signature	Name	Unit #
		#443
Signature	Name	Unit #
	H. Villalba	#329
Signature	Name	Unit #
	Chun-Shen Chiang	#228
Signature	Name	Unit #
	MARCUS DRISCOLL	#472
Signature	Name	Unit #
	ANDREW LIN	#430
Signature	Name	Unit #
	LINDA VAKHRAMEEVA	419
Signature	Name	Unit #
	JAIME C ALTAMIRANO, JR	168
Signature	Name	Unit #
	TIFFANY DEANG	104
Signature	Name	Unit #
	Julieta Deang	104
Signature	Name	Unit #
	Eurree Kim	238
Signature	Name	Unit #
	Michael Maguire	475
Signature	Name	Unit #
	Paul Vaughan	369
Signature	Name	Unit #
	Jonathan Nahm	466
Signature	Name	Unit #
	Michael Chang	207
Signature	Name	Unit #
	Eve Chang	207
Signature	Name	Unit #

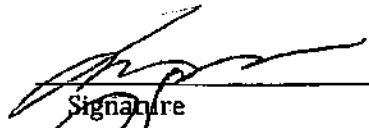


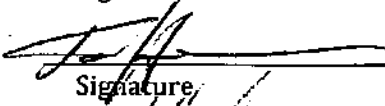
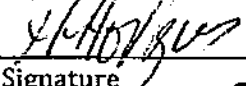
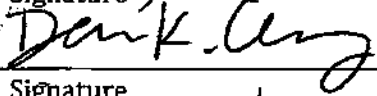
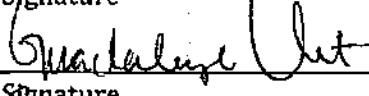
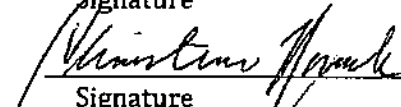
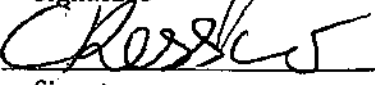
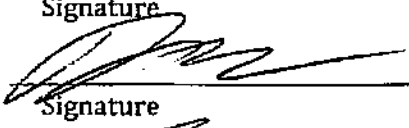

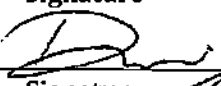

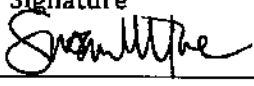
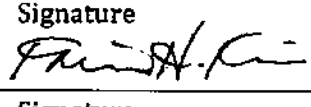
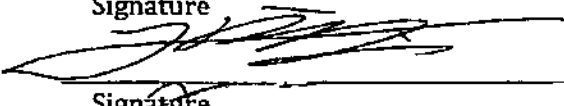
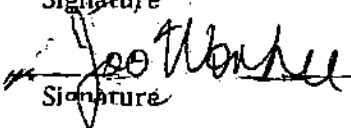
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	TERESA GREGORY	#126
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	Jame	
	John Keil	*220
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	BRANDON PAE	115
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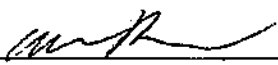
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	MONA SAMIMI	469
	Dong-Hun Kim	357
	Erika Koyama	315
	Kenneth Hsu	315
	Elaine Kim	443
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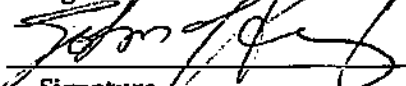
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	Guadalupe Ortiz	459
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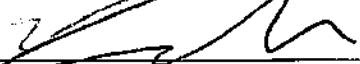
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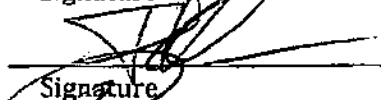
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	Jane Kim	380
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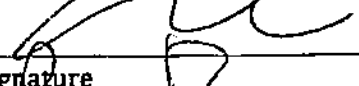
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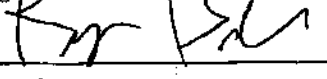
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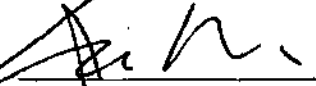
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	CEC JANG	324
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	Hyung	324
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	RYAN BUERDIA	314
Signature	Name	Unit #


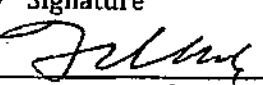


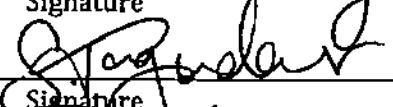
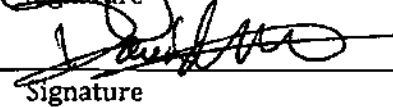
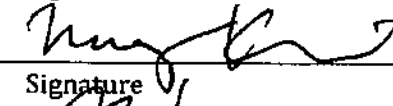

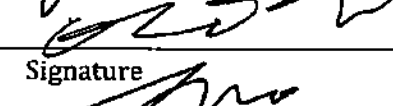
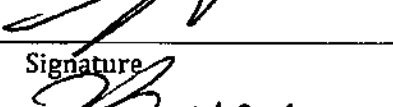
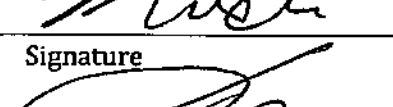

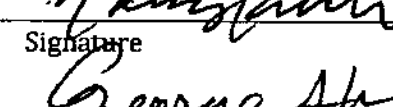
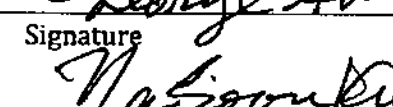
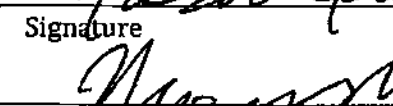


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Signature	Name	Unit #

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Signature	Name	Unit #



	Seung S Hong	378
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	Daniel Gusher	379
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SAVOY

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	George Ahn	102
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	Kwak. Wo. Seon	102
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	MARY Ahn	102
Signature	Name	Unit #
	Peter Han	230
Signature	Name	Unit #

SAVOY

	Lorceluna Cabrera	406
Signature	Name	Unit #

	Lori A. Norrick	414
Signature	Name	Unit #

	NICK LEE	403
Signature	Name	Unit #

	ASHA LEE	403
Signature	Name	Unit #

	C.T. (CIM #401)	
Signature	Name	Unit #

	Todd Costo	465
Signature	Name	Unit #

	Alan Costo	465
Signature	Name	Unit #

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	Won Lee	454
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	Randy Lee	454
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	Scott	244
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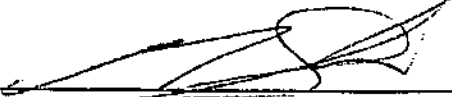


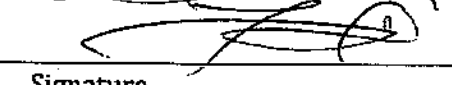
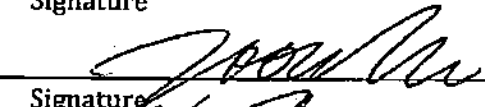


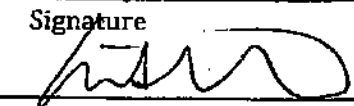
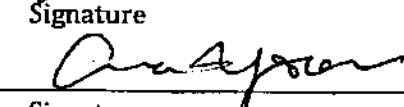
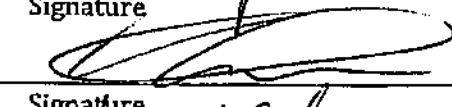

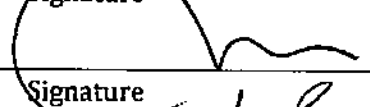
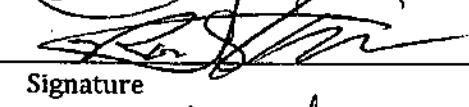
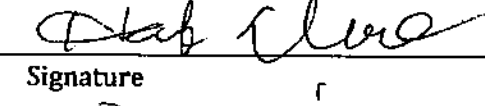
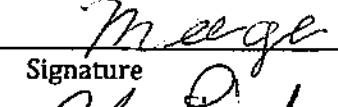
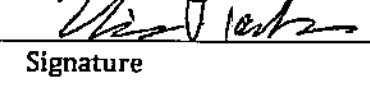
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	Alan Costo	465
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	Jennifer Hoi	322
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SAVOY

	Mayela Solorio	105
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	Sea C. Lee	109
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Savoy MTA Petition



Paul (1)

	Bree Canaan	208
Signature	Name	Unit #
	SUN M LEE	217
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	Young Kim	217
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	JEAH JUNG	221
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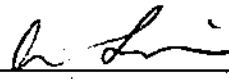
OPPOSITION LETTER

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

We, the patrons, businesses and community members of Little Tokyo, hereby list our signatures below to oppose Metro Regional Connector's underground, or light rail project, which will run through our beloved community. The Metro Regional Connector is only a thoroughfare along 2nd Street and emerges onto 1st and Alameda. It offers no stops along the way. This will threaten long time established businesses, forcing closures and loss of jobs, due to 3-5 years of construction; as well as visitors and tourists seeking accessibility elsewhere. Many Japanese senior citizens who reside in Little Tokyo will not be able to cross the street safely. The Metro line will delineate resident's from their current lifestyle, which will segregate them from everyday shopping, community centers and temples/churches of worship. 2nd Street is very narrow and should not be allowed for Metro's proposed commuter transportation.

We ask that you and your constituents reconsider this project and find other routes that will not destroy our community.

We hereby oppose this project as presented below:

<u>ANDREW LIN</u>	<u></u>	<u>9/19/09</u>	<u>310-766-4206</u>
Print Name	Signature	Date	Phone No.
_____ Print Name	_____ Signature	_____ Date	_____ Phone No.
_____ Print Name	_____ Signature	_____ Date	_____ Phone No.
_____ Print Name	_____ Signature	_____ Date	_____ Phone No.
_____ Print Name	_____ Signature	_____ Date	_____ Phone No.
_____ Print Name	_____ Signature	_____ Date	_____ Phone No.

CN10

Responses to Comments from the Savoy Homeowners Association

Response to Comment CN10-1

This letter and the signature pages are included herein as part of this Final EIS/EIR. This Final EIS/EIR also includes refinements to the Locally Preferred Alternative presented in the Draft EIS/EIR that reduce construction impacts both in Little Tokyo and other parts of the project area (see Chapter 2). The Locally Preferred Alternative involves reconstruction of a portion of the Metro Gold Line underground, including the tracks at the 1st and Alameda intersection. All trains would run underground or in an open-cut portal in the vicinity of the Savoy complex. This would reduce train activity on the surface in front of the building. The rail infrastructure and trains would be less visibly noticeable than the current at-grade Metro Gold Line. No pedestrian bridges in Little Tokyo are proposed as part of the Locally Preferred Alternative. Metro will continue to work with the community throughout project construction. Metro believes that the mitigation measures presented in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR would minimize project impacts to the extent feasible, including business loss, traffic congestion, air pollution, and noise. It should also be noted that light rail trains are powered by electricity, and do not generate air pollution in the vicinity of the vehicles.



Japanese American National Museum

October 15, 2010

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

Dear Ms. Roybal-Saltarelli:

The Japanese American National Museum is appreciative for the opportunity to provide its position on Metro’s proposed Regional Connector and, more specifically, on the Draft Environmental Impact Study and Environmental Impact Report (Draft EIS/EIR) for the Regional Connector Transit Corridor Study which was first released on September 3, 2010.

Given the magnitude of the proposed project and the direct impact on the Japanese American National Museum’s facilities (located at the corner of Alameda and First Street) and operations, the Board of Trustees wants to convey the following to Metro:

- 1) Of the proposed build options listed in the Draft EIS/EIR, the Japanese American National Museum believes the Fully Underground Alternative is the best choice in terms of long-term economic, social, environmental, and public benefit to the local and greater community. By constructing the Regional Connector entirely underground, Metro would mitigate potential problems of great concern to the National Museum, such as safety, noise and traffic. The commitment to construct a Little Tokyo station is of primary importance. Given the potential disruption to Little Tokyo during a construction period that could span four years or more, it would be unjust if the community does not receive a commensurate benefit when the project is completed. The National Museum deems the Little Tokyo station as an essential part of the proposed project.
- 2) The two other build options, the At-Grade Emphasis and the Underground Emphasis, are both problematical for the National Museum. Because the light rail lines would run at-grade, traffic will continuously be disrupted, creating hazards for pedestrians trying to visit our facilities and producing an unhealthy environment filled with noise pollution. One scenario has as



many as 24 trains an hour running adjacent to the Museum’s Pavilion and the Museum’s tenant, Chado Tea Room. The two other build proposals would require the excavation of Alameda Street, adjacent to the Museum’s Pavilion and Chado Tea Room. Such a development would inhibit access to the Museum’s underground garage, loading dock, and bus loading zones on First Street and Alameda, jeopardizing thousands of student visits as well as normal operations for the institution.

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3) The National Museum, while expressing its preference for the Fully Underground Alternative, has grave concerns on how the project and its lengthy construction period will affect the stability of the institution. There are three major areas in which the National Museum will be severely impacted by the construction of the Regional Connector:

- a. access to the Museum;
- b. facilities/operations; and
- c. business revenue.

Mitigation for each area is essential to ensure that the Museum may continue day-to-day operations without suffering an increased burden on its finances and human resources and to compensate for any lost revenue due to construction circumstances that prevent the Museum from doing business with visitors and event rental clients. The National Museum is concerned about its members and visitors not being able to visit its facilities. The perception alone that access is difficult is enough to decrease the institution’s attendance. For facilities, increased wear-and-tear on its HVAC (Heating, Ventilation & Air Conditioning) equipment, specifically in regard to air filtration systems, ventilation shafts and rooftop condenser coils due to dust and debris from construction are enormous expenses. Also of major concern is the likelihood of utility service disruptions, including electrical power, natural gas, plumbing and telecom. The construction will likely inhibit the Museum’s ability to host visitors and event rental clients, of which the Museum depends for operating revenue. Construction noise and lack of accessibility will greatly reduce the appeal and logistical ability for the Museum to rent event space for meetings, lectures, seminars and receptions. Renting location space for events and media productions constitute an important stream of earned income for the Museum. Noise and accessibility challenges will certainly make the location undesirable and the Museum would lose that revenue source.

4

4) The Japanese American National Museum seeks assurances from Metro that it will be responsive to these concerns and will engage in direct discussions throughout the process and duration of construction. Given

5

the length of the project, direct communication with Metro leadership and staff will be crucial to facilitating resolution of any challenges. The National Museum is gratified by the amount of cooperation shown by Metro since the proposed Regional Connector project was made public and believes that continued cooperation with the willingness to seek new, innovative solutions will be the key to making the project successful for all involved.

5
cont'd

The Japanese American National Museum looks forward to working with Metro to find ways to handle the challenges that lie ahead.

Thank you for your consideration.

Sincerely,

Akemi Kikumura Yano
President & CEO
Trustees

Gordon Yamate
Chairman of the Board of

CN11

Responses to Comments from Japanese American National Museum, Yano, Akemi Kikumura**Response to Comment CN11-1**

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 CN11-2

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. This alternative includes a new underground station on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street.

Response to Comment CN11-3

Comment noted. Metro will ensure that access to the museum, including bus loading areas, is maintained during construction. The Locally Preferred Alternative would not involve at-grade train operations at 1st and Alameda Streets like the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative would have.

Response to Comment CN11-4

Preference 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 will provide replacement parking during construction on the Mangrove property to offset displaced parking spaces and help maintain access to the museum and other destinations nearby. Pedestrian and automobile access to the museum will be maintained during operating hours throughout the construction phase of the project, and Metro will ensure that visitors remain able to access the museum. Mitigation measures to assist businesses and organizations, including the Japanese American National Museum, are included in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro will work to minimize any utility service disruptions, and will notify the community in advance should any brief outages be necessary. Metro will repair any inadvertent damage to private property that occurs as a result of construction, including heating, ventilation, and air conditioning (HVAC) systems. Metro will work to establish construction schedules around important community events at the museum so as to accommodate the museum's need to utilize its outdoor spaces. Barriers will be placed around construction staging areas to minimize the visual and noise impacts of construction activities.

Response to Comment CN11-5

Metro intends to engage in direct discussions with the museum throughout the construction phase and will be responsive to the museum's concerns. Metro agrees that direct communication will be crucial to resolving challenges. Metro looks forward to the continued involvement of the museum.



October 15, 2010

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

Via email: regionalconnector@metro.net

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

Go For Broke National Education Center (GFBNEC) is a 501(c)(3) established by second-generation Japanese American or Nisei veterans of World War II. Our founders and supporters were soldiers of the 100th Infantry Battalion, 442nd Regimental Combat Team and Military Intelligence Service, the heroic units recently designated by Congress to collectively receive its highest civilian honor, the Congressional Gold Medal. Our programs include:

- Hanashi Oral Histories, an archive of more than 1,000 interviews that we've conducted with Nisei or second-generation Japanese American veterans that is the largest of its kind in the nation, and
- an educational curriculum for history and social studies classes that we support with teacher training nationwide and that is offered to students in California, Hawaii, Maryland, Washington, D.C. and Virginia.

In addition, we serve as a resource center for academics, journalists, historians, documentary and film producers, journalists, writers and others. Our symbol is the **Go For Broke Monument**, a lasting reminder of the U.S. Constitution's guarantees of civil liberties to Americans of all races and ethnic backgrounds that stands in Little Tokyo off of Temple Street at Alameda near MOCA's Geffen Contemporary Museum.

GFBNEC has raised millions of dollars, including funding from Congress and the State of California, for the development and planning of a new Go For Broke National Education Center to be built adjacent to the Go For Broke Monument.

On behalf of the veterans, our GFBNEC Board of Directors and our Board of Governors, we join fellow members of the Little Tokyo Community Council (LTCC) in urging the Metropolitan Transit Authority to adopt the Fully Underground Alternative as the only acceptable build option, with the caveat that critical mitigation measures be part of the plan. This option is the Locally Preferred Alternative. It addresses more of our

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concerns about environmental, economic, social and cultural impacts on our existing Go For Broke Monument, our future National Education Center and the Little Tokyo community than any of the other alternatives examined by the DEIS/EIR, with the exceptions of the no-build alternatives. We also support Metro's finding that "the Draft EIS/EIR does designate the Fully Underground LRT Alternative...as a staff recommended Preferred Alternative based on the technical analysis...and input received from the community."

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The veterans and GFBNEC agree, as stated in the Draft EIS/EIR, that the Fully Underground Alternative "was developed to best address community concerns simultaneous with cost, operational, and design concerns." The Draft EIS/EIR also shows this option to be the best performing alternative from a ridership, travel time savings, environmental, noise, safety, cost-effectiveness and social impact perspective. Over time, we believe the fully Underground Alternative will also be the most prudent choice fiscally. In contrast, other alternatives, with the exceptions of the no-build alternatives, pose significant, disproportionate impacts on our Go For Broke Monument, our National Education Center, the Little Tokyo community and, ultimately, the City of Los Angeles.

We also agree with our fellow LTCC members that our support for the Fully Underground Alternative is contingent on satisfactory acceptance of LTCC's proposed mitigation measures identified on April 27, 2010. The other alternatives, with the exceptions of the no-build alternatives, pose significant disproportionate impacts on our Go For Broke Monument, our National Education Center and Little Tokyo that are unacceptable. Little Tokyo is one of three remaining Japan Towns in America and is a vibrant part of the Downtown Los Angeles renaissance.

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We also agree with LTCC that the Draft EIS/EIR is incorrect in its assessment of the impacts of the At-Grade Emphasis and Underground Emphasis alternatives. The draft understates the environmental impacts on the Little Tokyo community of the grade separations required along Alameda Street that would physically bisect the Little Tokyo community, potential impacts if tunnel boring were to be initiated from 2nd/Central, and the aesthetic impacts associated with at-grade LRT operations through our community. As such, these two alternatives would place disproportionate burdens on a minority community in the areas of Transit Service Equity Deterioration and Community and Neighborhood Impacts.

3

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The At-Grade Emphasis is especially objectionable to GFBNEC. Running at street level on Temple Street to Alameda, tracks and right-of-way would take up most of the parking lot area north of the Geffen at the corner of Temple and Alameda Streets. The inward curve of the two sets of tracks would be very close to the Go For Broke Monument and would significantly encroach into our GFBNEC building site. In addition, if the LA City Department of Transportation requires more right-of-way for safety reasons as we've been told that it may do, the At-Grade Emphasis would take away most of our building site. This street-level option would have detrimental effects on GFBNEC's plans and on work now underway. Frequent trains would make it impossible to hold veterans' celebrations at the Go For Broke Monument or to use the long-awaited Art Park for special events. It would also make it unlikely that buses filled with school children or 80 and 90-year-old veterans would be able to enter or exit from our new Go For Broke National Education Center on Temple Street.

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GFBNEC further agrees with LTCC that it is critical for Metro to establish a broader safety net for Little Tokyo businesses and institutions, and that boring must begin at the vacant parcel on 2nd Street between Flower and Hope Streets to minimize impacts of construction on daily life in our Little Tokyo community and on access to our community. And we agree that it is important for Metro to formalize a process for the Little Tokyo Community to have a continuing voice regarding these issues throughout design, engineering and construction of the Regional Connector.

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On behalf of the veterans, GFBNEC Board of Directors and GFBNEC Board of Governors, thank you for your consideration. We look forward to continuing to work with Metro to move forward with this project and develop effective mitigation measures that will address our own and our community's concerns.

7

Sincerely,

Michael Ozawa
Chairman of the Board
GFBNEC

CC:
Bill Watanabe, Chair, Little Tokyo Community Council and Board of Directors

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CN12**Responses to Comments from Go For Broke National Education Center,
Ozawa, Michael****Response to Comment CN12-1**

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. Appropriate candidate mitigation measures identified in the Draft EIS/EIR for the Fully Underground LRT Alternative have been refined and confirmed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR.

Response to Comment CN12-2

Comment acknowledged.

Response to Comment CN12-3

The impacts of the proposed pedestrian bridge and roadway underpass in Little Tokyo were discussed in Sections 4.17.3.3.2 and 4.17.3.4.2 of the Draft EIS/EIR and this Final EIS/EIR, respectively. The potential impacts of beginning tunnel boring machine operations at 2nd and Central were described in Section 4.18.3.4 of the Draft EIS/EIR. Impacts were adequately analyzed in the Draft EIS/EIR. Disproportionate impacts on the Little Tokyo community were analyzed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The refined Locally Preferred Alternative would not involve construction of any pedestrian bridges or roadway underpasses in Little Tokyo, and would not involve starting tunnel boring machine operations at 2nd and Central. Tunnel boring machine operations would instead begin at the Mangrove property as indicated in Section 4.18, Construction Impacts, of this Final EIS/EIR which is farther from the center of Little Tokyo and would involve fewer impacts.

Response to Comment CN12-4

Metro recognized the proximity of the proposed At-Grade Emphasis LRT Alternative alignment to the Go For Broke Monument in Section 4.1.4.3 of the Draft EIS/EIR and this Final EIS/EIR. The alternative's potential traffic access impacts to the Go For Broke Monument were identified in Section 4.17.3.3.1 of the Draft EIS/EIR and this Final EIS/EIR. This alternative is not being pursued for further study. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The Locally Preferred Alternative alignment would not use any part of the lot containing the Go For Broke Monument, and would run along the opposite side of Alameda Street in an underground configuration.

Response to Comment CN12-5

Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR with the goal of minimizing impacts to businesses and institutions affected by the project. As part of the refinements made to the Locally Preferred Alternative in response to public comments on the Draft EIS/EIR, Metro is no longer considering inserting tunnel boring machines from the

2nd/Central Avenue station or the 2nd/Hope Street station sites. Instead, the tunnel boring machine would be inserted from the Mangrove property, which is farther from the center of Little Tokyo. This refinement would reduce impacts to the Little Tokyo community and its businesses. Metro will have at least one project office in the Little Tokyo community, and staff will be available via a 24-hour hotline to ensure the minimization of impacts during construction.

Response to Comment CN12-6

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

Response to Comment CN12-7

Thank you for your comment. Metro has met and will continue to meet with the Little Tokyo community groups regarding the Regional Connector Transit Corridor project. During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included the Little Tokyo community, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Input from the community was incorporated into the refinement of the Locally Preferred Alternative and the mitigation measures presented in this Final EIS/EIR.



EAST WEST PLAYERS

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Tim Dang
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ARTISTIC DIRECTORS EMERITI
Mako (d.)
Nobu McCarthy (d.)

October 18, 2010

Via Email & U.S. Mail

RegionalConnector@Metro.net

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

Re: Comments of East West Players on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

On behalf of East West Players (“EWP”), I am submitting comments on the Draft EIS/EIR for the proposed Regional Connector.

By way of introduction, EWP is the nation’s largest producing organization of Asian American artistic work and the longest-running professional theater of color in the country. EWP performs in a 240-seat theater in a restored, historic building once known as the Union Church of Los Angeles, now the Union Center for the Arts. The Union Center, which also houses EWP’s administrative offices, is located at 120 John John Aiso Street near the corner of First and San Pedro Streets in the heart of the historic Little Tokyo District in downtown Los Angeles. The Union Center’s parking lot is shared with the Go for Broke Monument, the Geffen Contemporary at MOCA and the Japanese American National Museum.

EWP is a member of the Little Tokyo Community Council (“LTCC”) and has participated in the prior discussions that Metro has had with Little Tokyo community stakeholders concerning the proposed Regional Connector. EWP fully supports LTCC’s position on this issue and joins in LTCC’s comments dated October 1, 2010 on the Draft EIS/EIR. Specifically, EWP strongly urges Metro to adopt the Fully Underground LRT Alternative for the proposed Regional Connector as it is the only

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option that adequately addresses the environmental, economic, social and cultural impacts to the community.

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The balance of this letter addresses a few comments specific to EWP and the potential impact the proposed Regional Connector may have on EWP.

Through its main stage productions, Actors Conservatory, David Henry Hwang Writers Institute and other programs, EWP is a cultural and economic engine for Little Tokyo and the surrounding downtown area. Surveys confirm that over 70% of our patrons visit local restaurants and shops before and/or after attending EWP performances.

Because most of our patrons arrive at the theater via private cars, EWP’s main concerns about the proposed Regional Connector is that automobile traffic in the downtown area not be unduly hindered during the construction phase, that access to the Union Center be maintained at all times and that parking in Little Tokyo be preserved as much as reasonably practicable. EWP understands that LTCC has advocated for Metro to implement construction/traffic mitigation measures in addition to those already contemplated in the Draft EIS/EIR, and we join those recommendations.

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Moreover, upon the completion of the proposed Regional Connector utilizing the Fully Underground Alternative, EWP’s patrons will be able to reach the theater using various light rail lines, thus potentially reducing traffic. Many of EWP’s patrons reside in Los Angeles’ West Side (West LA, Culver City, Beverly Hills, Santa Monica, etc.), South Bay (Gardena, Torrance) and San Gabriel Valley (Pasadena, Monterey Park, Alhambra). The proposed Regional Connector will fulfill the goal stated in the Executive Summary of connecting the spokes of Metro’s expanding rail lines and providing a “one seat ride,” via the Blue, Gold and Expo lines, from home to the theater for many of EWP’s patrons.

3

Given the importance of EWP to Little Tokyo’s cultural and economic life, and the impact that the proposed Regional Connector can have on EWP, we believe it would be appropriate to include a specific reference to EWP in the final EIS/EIR as follows and as reflected in the attached pages:

4

--In Chapter 4, “Environmental Analysis, Consequences and Mitigation,” Section 4.3.2.4.6 Little Tokyo, the following (or similar) sentence should be inserted immediately before the final sentence of the third paragraph: --

East West Players, the largest and oldest Asian American theater organization in the country, is located across from the Geffen Contemporary and the Go For Broke Monument.

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cont'd

--In Appendix O, "Community and Neighborhood Impacts," Section 4.9.6 Little Tokyo, on page 21 before the last sentence of the third paragraph, insert the following (or similar) sentence:

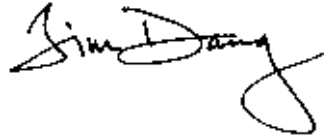
East West Players, the nation's largest and oldest producing organization of Asian American artistic works, is housed in the historic Union Church Building (now the Union Center for the Arts) located across from the Geffen Contemporary and the Go For Broke Monument.

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In conclusion, East West Players thanks Metro for this opportunity to comment on the draft EIS/EIR and reiterates its support for the staff recommended Preferred Alternative of the Fully Underground LRT Alternative for the proposed Regional Connector. Please do not hesitate to contact me if you require any further information.

6

Sincerely,



Tim Dang
Producing Artistic Director

cc: EWP Board of Directors

Chapter 4

Environmental Analysis, Consequences, and Mitigation

Core/Central City area and contains a large homeless population and many single-occupant hotel residential properties.

4.3.2.4.6 Little Tokyo

Little Tokyo is a unique cultural community in downtown Los Angeles because it has the largest Japanese-American community in the continental United States (City of Los Angeles Planning Department 2003). Little Tokyo is one of only three remaining Japantowns in the United States (in addition to San Francisco and San Jose). Little Tokyo has a range of mixed uses including retail, hotel, office, and commercial spaces.

The area also contains a substantial portion of the central downtown's residential units and has several new residential developments. The rehabilitation of existing spaces into residential uses is also occurring in Little Tokyo. Important developments in the early planning stages include a 4.5-acre site adjacent to the Little Tokyo/Arts District Station on the Metro Gold Line. Due to the proximity to Metro's transit lines, this development could potentially contain a high-density combination of offices and housing.

Little Tokyo contains a variety of important cultural venues and resources including the JANM, the Jodo Shu Betsuin Temple, the Los Angeles Hampa Hongwanji Temple, and the Japanese-American Cultural and Community Center. The Geffen Contemporary at the MOCA is located behind JANM. The Go For Broke Monument, located North of The Geffen Contemporary at MOCA at Temple and Alameda Streets is a monument dedicated to the Japanese-American veterans of World War II. Little Tokyo also houses the Little Tokyo Service Center that provides affordable housing and community services to residents of the area.

INSERT

The Little Tokyo Historic District was listed on the National Register of Historic Places in 1986. The district spans from the north side of 1st Street from Judge John Aiso Street to Central Avenue and the east side of Judge John Aiso Street from 1st Street to midblock between 1st and Temple Streets. Buildings in the Historic District include commercial buildings on the north side of 1st Street, the Union Church on San Pedro Street, and the former Nishi Hongwanji Temple (the first Buddhist Temple built in Los Angeles) located at 1st and Central Streets.

4.3.2.4.7 Arts District

The Arts District is technically outside central downtown and considered a part of the Central City North Community Plan area; however, it is discussed in this section because it is adjacent to Little Tokyo and could be affected by the project. The Arts District consists mostly of old warehouses that have been converted to artists' lofts and studios (City of Los Angeles Planning Department 2003b). The largest concentration of artists is within the area between 1st, Palmetto, and Alameda Streets, and the Los Angeles River. This area is also sometimes referred to as the Artist-in-Residence District (City of Los Angeles Planning Department 2003b).

4.3.3 Environmental Impacts/Environmental Consequences

The following sections summarize the evaluation of potential community and neighborhood impacts for each alternative. Table 4.3-4 summarizes the results of the analysis.



(City of Los Angeles Planning Department 2003a). To the east, a variety of offices, hotels, shops and government buildings exist along Los Angeles, Spring, and Main Streets. Many buildings here have been renovated and converted to residential uses with ground floor retail, restaurants, and art galleries. Most of the historic financial buildings of the 1920s are found on Spring Street. Several historic theatres are located in this area; however, some are being used for retail purposes or are currently vacant.

The southern end of the Historic Core/City Center is adjacent to the Fashion District and contains historic buildings now used to manufacture clothing. The Metro Red Line travels beneath this district with a station on Hill Street between 4th and 5th Streets (City of Los Angeles Planning Department 2003a). The Skid Row community is located adjacent to the Historic Core/Center City area and contains a large homeless population and many single occupancy hotel residential properties.

4.9.6 Little Tokyo

Little Tokyo is a unique cultural community in downtown Los Angeles with the largest Japanese-American community in the continental United States (City of Los Angeles Planning Department 2003). Los Angeles' Little Tokyo is one of only three remaining Japantowns in the US (in addition to San Francisco and San Jose). Located between 1st, 3rd, San Pedro, and Alameda Streets, Little Tokyo has a range of mixed uses including retail, hotel, office, and commercial spaces.

The area also contains a substantial portion of the central downtown's residential units and has several new residential developments. The rehabilitation of existing spaces into residential uses is also occurring in Little Tokyo. Important developments in the early planning stages include a 4.5-acre site adjacent to the Little Tokyo/Arts District Station on the Metro Gold Line. This development could potentially contain a high-density combination of offices and housing, utilizing its proximity to transit.

Little Tokyo contains a variety of important cultural venues and resources including the Japanese American National Museum (JANM), the Jodo Shu Betsuin Temple, the former Nishi Hongwanji Temple, and the Japanese American Cultural and Community Center. The Geffen Contemporary at the Museum of Contemporary Art (MOCA) is located behind JANM. North of The Geffen Contemporary at MOCA, at Temple and Alameda Streets, is the Go For Broke Monument, a monument dedicated to the Japanese American veterans of World War II who fought for the United States even as their families were classified as "enemy aliens" and were forced into internment camps (Experience L.A. 2009). Little Tokyo also houses the Little Tokyo Service Center that provides affordable housing and community services to the area.

INSERT

The Little Tokyo Historic District was listed on the National Register of Historic Places in 1986. The district spans the north side of 1st Street from Judge John Aiso Street to Central Avenue, and the east side of Judge John Aiso Street from 1st Street to midblock between 1st

CN13

Responses to Comments from East West Players, Dang, Tim

Response to Comment CN13-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Please refer to Responses to Comments CN13-2 through CN13-6, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment CN13-2

As indicated in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, during construction of the Locally Preferred Alternative significant traffic impacts would occur due to temporary lane closures and installation of decking above proposed stations. Mitigation has been incorporated to reduce traffic impacts associated with construction of the Locally Preferred Alternative to the maximum extent feasible. Nonetheless, traffic impacts associated with construction of the Locally Preferred Alternative would be significant and unavoidable. However, access to Union Station would be maintained.

On-street and off-street parking impacts were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.2, Displacement and Relocation, of the Draft EIS/EIR and this Final EIS/EIR, respectively. Appropriate candidate mitigation measures to reduce parking impacts associated with the Locally Preferred Alternative were identified in the Draft EIS/EIR and confirmed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Examples of parking mitigation include development of a parking mitigation and circulation plan by the contractor in coordination with Metro and the City of Los Angeles; possible sequencing of construction activities so that multiple blocks of on-street parking are not temporarily removed at one time; and any unmet demand for parking spaces eliminated from the northern portion of the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street shall be replaced with spaces within one block of the land uses that rely on those spaces, or through a combination of strategies identified in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative.

Response to Comment CN13-3

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

Response to Comment CN13-4

Comment acknowledged. The following sentence has been added to Section 4.3.2.4.6 of this Final EIS/EIR:

The Go For Broke Monument, located ~~North~~ north of The Geffen Contemporary at MOCA at Temple and Alameda Streets is a monument dedicated to the Japanese-American veterans of World War II. East West Players, the largest and oldest Asian American theater organization in the country, is located across from The Geffen Contemporary and the Go For Broke Monument,

in the Union Church Building (now the Union Center for the Arts). Little Tokyo also houses the Little Tokyo Service Center that provides affordable housing and community services to residents of the area.

Response to Comment CN13-5

Comment acknowledged. The following sentence has been added to Section 4.3.2.4.6 of this Final EIS/EIR instead of Appendix O, Community and Neighborhood Impacts Technical Memorandum:

East West Players, the largest and oldest Asian American theater organization in the country, is located across from The Geffen Contemporary and the Go For Broke Monument, in the Union Church Building (now the Union Center for the Arts). Little Tokyo also houses the Little Tokyo Service Center that provides affordable housing and community services to residents of the area.

Response to Comment CN13-6

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



October 18, 2010

Submitted by email

Ms. Dolores Roybal Saltarelli
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012
 Email: roybald@metro.net

Re: Regional Connector Transit Corridor Project Draft EIR

Dear Ms. Saltarelli:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on Metro’s Regional Connector Transit Corridor Project Draft EIR (DEIR). The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles County. We commend Metro for its thorough survey of historic resources within the Area of Potential Effect, and believe the Regional Connector is an important project for the continued vitality of downtown. We submit the following comments to ensure that adverse impacts to historic and cultural resources are minimized as Metro selects its locally preferred alternative and as the project advances through completion.

1

I. At-Grade Emphasis LRT Alternative

In the analysis of the three build alternatives, At-Grade Emphasis, Underground Emphasis, and Fully Underground, the DEIR identifies a direct adverse impact on a historic resource with the At-Grade Emphasis alternative. As proposed, the train tracks for this alternative would “punch” through the south wall of the National Register-eligible 2nd Street Tunnel before continuing east through the tunnel toward Hill Street.

Completed in 1924, the 2nd Street Tunnel was the fourth in a sequence of significant tunnels built by the City of Los Angeles to ease traffic congestion in the early 20th century. With the demolition of the Broadway and Hill tunnels, and the subsequent alteration of 3rd Street Tunnel in the 1960s, 2nd Street is the only remaining tunnel in this group that retains its original appearance. With a brick-arch construction method and a rusticated, Classical Revival-style portal at the eastern (Hill Street) end, the most notable feature of the tunnel is its sleek, white-tiled line interior that is instantaneously recognizable in countless films and automobile commercials.

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While the majority of the 2nd Street Tunnel would remain, we concur with the DEIR finding that punching through the tunnel’s tile-lined wall would constitute an adverse effect under the federal Section 106 regulations as well as under the California Environmental Quality Act (CEQA). Although the HABS/HAER documentation is a fairly common mitigation measure adopted under Section 106 review, CEQA sets the bar higher by requiring the lead agency to evaluate and adopt all feasible alternatives and mitigation measures that avoid or reduce impacts on historic resources. As feasible alternatives exist that avoid impacts to the 2nd Street Tunnel in the form of the Underground Emphasis and Fully Underground alternatives, the Conservancy urges Metro not to adopt the At-Grade Emphasis as the locally preferred alternative.

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II. Underground Emphasis and Fully Underground LRT Alternatives

Under all options for the Underground Emphasis and Fully Underground alternatives, the block bounded by 1st Street, Alameda, 2nd Street, and Central Avenue would be taken and all buildings demolished, including the California Register-eligible building at 416 East 1st Street. Located at the southwest corner of 1st Street and Alameda, the one-story building dates from the early twentieth century but is best known and culturally significant as the location of the Atomic Café. Owners Minoru and Ito Matoba first opened their curiously-named restaurant at another location in Little Tokyo one year after the bombing of Nagasaki and Hiroshima, and moved it to 416 East 1st Street in 1965. At this location, the Atomic Café was popular with intellectuals as a late night hang-out, and under the direction of the Matobas’ daughter, Nancy, became a destination for the emerging punk rock music scene in the 1970s and 1980s. The building today houses Señor Fish, which continues the decades-long tradition as a gathering place for an eclectic crowd of artists, musicians, and intellectuals.

3

a. DEIR fails to evaluate alternatives that substantially lessen adverse impacts

As mentioned above, it is well established under CEQA that documentation does not meaningfully reduce the impacts of demolition of historic resources. As recognized by the court in *League for Protection of Oakland’s Architectural and Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, “A large historical structure, once demolished, normally cannot be adequately replaced by reports and commemorative markers.” Therefore, the demolition of the Atomic Café/Señor Fish building would constitute a significant adverse impact under CEQA, and the lead agency is required to evaluate and adopt all feasible alternatives and mitigation measures that avoid or reduce impacts on historic resources.

The DEIR erroneously concludes that documentation was sufficient mitigation under CEQA and fails to evaluate any potentially feasible preservation alternatives to demolition. To ensure adequacy of the environmental documents, the Final EIR must evaluate the feasibility of relocating the train egress/ingress portal in the Underground Emphasis and the underground station in the Fully Underground alternative to avoid demolition of the Atomic Café/Señor Fish building. Since the building is located on the corner of the block, we believe that this could be accommodated.

III. Effectiveness of Proposed Mitigation Measures to Avoid Potential Construction Impacts

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Several historic resources along the route of all build alternatives have been identified as vulnerable to differential settlement and/or damage from ground-borne vibration during construction. In particular, the proximity of the routes to St. Vibiana Cathedral, which dates to 1876, and the 1910 Higgins Building should be studied. Previous Metro projects have resulted in damage to historic resources from such construction effects and it is unclear whether similar pre- and post-construction surveys, geotechnical and vibration investigation and monitoring, building protection measures, and contractor requirements near historic resources were employed. We request additional information concerning lessons learned from prior Metro projects such as the Red and Gold Lines, and examples of comparable projects in which the proposed mitigation measures have been utilized successfully.

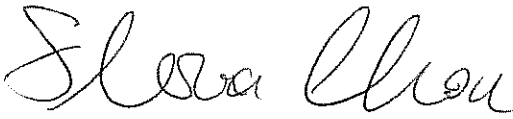
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We also urge Metro to include an additional mitigation measure committing to repair substantial damage attributable to the construction of the Regional Connection as determined through the proposed monitoring. Such repairs should conform to the Secretary of the Interior's Standards and should be overseen by a qualified architectural historian or preservation architect in consultation with the City of Los Angeles Office of Historic Resources.

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Thank you for the opportunity to comment on the Regional Connector Transit Corridor Project Draft EIR. Please feel free to contact me at (213) 430-4211 or fchou@laconservancy.org should you have any questions.

Sincerely,



Flora Chou
Preservation Advocate

CN14

Responses to Comments from Los Angeles Conservancy, Chou, Flora

Response to Comment CN14-1

Thank you for your comment. Please refer to Responses to Comments CN14-2 through CN14-5, below, for detailed responses to concerns raised by the commenter regarding historic and cultural resources.

Response to Comment CN14-2

Comment acknowledged. On October 28, 2010, the Metro Board of Directors voted to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The alignment of the Fully Underground LRT Alternative does not travel through the 2nd Street Tunnel as with the At-Grade Emphasis LRT Alternative.

Response to Comment CN14-3

Metro appreciates the comments from the Los Angeles Conservancy and the Office of Historic Resources regarding the development of mitigation measures for the impacts to the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building. Although the facts of the case for the Office of Historic Preservation and the League for Protection of Oakland's Architectural and Historic Resources v City of Oakland differ in that Metro is already developing an EIR for this project. The Draft EIS/EIR did include alternatives that avoided impacts to the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building. However, the Locally Preferred Alternative identified in this Final EIS/EIR would require acquisition of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building property. The S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building has been significantly altered from its original condition and does not meet the criteria for architectural historic significance. However, this location played an important role in California history as the commenter points out. Metro agrees that mitigation is required for the change to the property. Metro also agrees that additional mitigation measures are warranted to mitigate for the impacts to this historic resource and that the proposed additional mitigation, while not required to reach the CEQA determination in the Draft EIS/EIR, would reinforce that determination. Metro has developed additional mitigation measures to enhance reduction of the impacts to a less than significant level and to be responsive to these comments. These include Metro offering the building for a period of one year following certification of this Final EIS/EIR for the price of one dollar to any party willing to move the building off of the 1st/Central Avenue station site at their own expense. Should no parties come forward, Metro would incorporate materials from the building into the project facilities. Metro would also offer to provide an exhibit commemorating the Atomic Cafe at the Japanese American National Museum or other suitable location, including exploring incorporating such an exhibit into the proposed 1st/Central Avenue station; and developing an individual Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) submission. Section 4.12, Historic Resources, of this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) have been updated accordingly with the new mitigation measures. Please also refer to Response to Comment AL3-101.

Response to Comment CN14-4

Metro utilizes industry standards that are particular to California in identifying mitigation measures for potential ground-borne vibration and settlement near historic and non-historic resources during construction. These measures were identified in Section 4.7, Noise and Vibration, and Section 4.12, Historic Resources, of the Draft EIS/EIR and have been refined and confirmed in this Final EIS/EIR. These measures have been utilized on the Metro Red Line North Hollywood extension and the Metro Gold Line Eastside Extension where Metro completed two miles of tunnel with almost zero settlement near historic and culturally significant structures such as the Boyle Hotel at 1st and Boyle Streets which was built in 1889. In addition, structures at 2130 East 1st Street, Hollenbeck Masonic Lodge, 2415 East 1st Street and 2001-2009 were among some of the historic structures along the alignment where a tunnel boring machine, specifically an earth pressure balance (EPB) machine, was used successfully to limit ground settlement.

Response to Comment CN14-5

Metro has included this measure in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro will further stipulate that whatever repairs that are done to damaged historic properties are implemented in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation. Metro has consulted with the California State Historic Preservation Officer and other consulting parties concerning this measure and its inclusion in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative and the Memorandum of Agreement (MOA) for the project.