

 <p><b>DLANC</b> Downtown Los Angeles Neighborhood Council</p> <p><a href="http://www.dlanc.com">www.dlanc.com</a> P.O. Box# 13096 Los Angeles, CA 90013-0096</p>	 <p>lacity.org</p>	<p><b>Patti Berman, President</b> <b>Cellina Mancla, VP Administration</b> <b>Jay Klm, VP Outreach &amp; Communication</b> <b>Scott Bytof, Treasurer</b> <b>Shira Blatt, Secretary</b></p> <p><b>PHONE # 678-65 DLANC</b></p>
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May 31, 2011

Metro  
c/o Historic Streetcar Service  
One Gateway Plaza, 99-22-2  
Los Angeles, California 90012

**RE: Restoration of Historic Streetcar Service in Downtown Los Angeles – Early Scoping Meeting**

The Downtown Los Angeles Neighborhood Council (“DLANC”) submits the following comments as part of the Early Scoping for Alternatives Analysis for the proposed restoration of historic streetcar service in Downtown Los Angeles. DLANC has consistently supported the proposed Downtown Los Angeles Streetcar as a key project for both the improvement of mobility within Downtown Los Angeles, and to enhance several on-going economic development efforts aimed at the revitalization of the central city, including the City’s Bringing Back Broadway Initiative.

DLANC believes the Streetcar will be critical to continuing the redevelopment of Downtown Los Angeles that has occurred over the last decade, adding new residents and attracting a wide variety of businesses to the urban core. This renaissance continues to transform Downtown Los Angeles into a true urban center with many cultural, civic and entertainment destinations, as well as being Southern California’s primary employment center. Although this revitalization has involved major investments by both the public and private sectors, there remains a critical need for improvements in transit infrastructure.

The extensive public outreach conducted to date for the Downtown L.A. Streetcar demonstrates the high level of interest and support for a new circulator system within Downtown. The strong support for the Downtown L.A. Streetcar is not only a function of the high demand for new transportation options triggered by urban revitalization, but also by a recognition that the Streetcar is a sustainable, pedestrian-friendly system that has been demonstrated to promote walkability and active sidewalks, and encourage private sector investment, as well as an efficient means of transportation. The Streetcar will also improve the mobility of the large population of Downtown users without access to a car, including seniors, persons with disabilities, and the residents of the many affordable housing options within Downtown.

The Alternatives Analysis must ensure that the proposed streetcar project is effectively integrated into the evolving fabric of Downtown’s streets and transit systems. Combined with improved regional transit options, the Streetcar will serve as a “last mile” solution to connect workers, residents and visitors from high-speed rail, light rail and bus transit lines to Downtown’s cultural, entertainment, civic and workplace destinations and institutions without the use of a single occupancy vehicle. As such, it is critical that the locally-preferred alternative link areas of high population density in Downtown with destinations that lack effective transit connections. Further, the selected alternative should inter-connect with other transit service options, but avoid duplicating existing and planned rail service within Downtown.

In addition, the locally-preferred alternative should enhance the continuing economic development efforts in the urban center by linking major population centers with areas that have significant redevelopment potential. The Streetcar route developed and proposed by L.A. Streetcar Inc. will provide access to numerous development opportunity sites within Downtown, including vacant and under-utilized historic properties located in two National Historic Districts. DLANC believes that route will enhance the pedestrian and transit experience along historic Broadway and improve antiquated infrastructure, thus encouraging new investment along one of the City's oldest historic corridors. These public realm improvements will encourage the re-use of the over 1,000,000 square feet of vacant or significantly under-utilized commercial space on Broadway, as well as the revitalization of the 12 historic theaters that define the nation's largest historic theater district.

In summary, DLANC believes that Metro should select a locally-preferred alternative that is consistent with the route developed by L.A. Streetcar Inc. in cooperation with key Downtown stakeholders. That route must link the key cultural, government and office facilities of the Bunker Hill and Civic Center areas with the entertainment and retail destinations in the LA Live! and South Park districts; those population centers should be connected to the development opportunities located along Broadway and other parts of the Historic Core which are not served by existing or future light rail service. Further, we strongly encourage Metro to prioritize this Project as critical to the revitalization of Downtown, and actively explore opportunities to provide additional funding for the Streetcar, including for both construction and operational costs.

Thank you for your consideration of these comments.

Very truly yours,



Patricia Berman  
DLANC President

Very truly yours,



Shiraz D. Tangri  
DLANC Planning & Land Use Committee Co-Chair

CC: Los Angeles City Councilmember José Huizar  
Los Angeles City Councilmember Jan Perry  
Dennis Allen (L.A. Streetcar, Inc.)