



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
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ATTACHMENT H

Los Angeles County Supervisor Sheila Kuehl
Metro Board of Directors, Chair
Third Supervisorial District
sheila@bos.lacounty.gov
May 16, 2019

RE: Link US Project Draft EIR Public Comment Response Changes

Dear Honorable Supervisor Kuehl,

I am writing this letter on behalf of the Little Tokyo Community Council (LTCC) in support of the changes proposed in the Draft EIR for the Link US Project presented to us on April 23, 2019. Established in 1999, the LTCC is the nonprofit community coalition of residents, businesses, and religious, cultural, and community organizations as well as other vested stakeholders in the Little Tokyo community. By bringing together a broad range of stakeholders to speak with one voice, we protect, preserve, and promote the character and values of the historic Little Tokyo community.

During the 45-Day Public Review from January 17 to March 4 (2019), a number of community members and organizations representing various stakeholders in Little Tokyo submitted comment letters and online comments with concerns. The concerns mainly included opposing the above-grade passage way, negative construction impacts (air quality, rail operations, traffic) and the permanent closure of Vignes Street. We were pleased to see that the Link US Metro staff team took these public comments very seriously and is proposing direct solutions to them.

We support the following summary of proposed responses presented.

1. **Maintaining access to Vignes Street:** “the Final EIR Project would shift the run-through track alignment north; thereby avoiding the need to close Vignes Street or realign Commercial Street.”
2. **Minimal US-101 on-/off-ramp improvements:** “Changes to the SB US-101 Off-Ramp to Commercial Street are no longer required”
3. **No US-101 HOV lane reconfiguration:** “Reconfiguration...is not part of the proposed project because no long term impacts on this facility would occur.”
4. **Alameda Street Bridge:** “The Link US Project would not cause long-term traffic impacts that would require widening of Alameda Street.”
5. **Minimizing simultaneous detours/closure of roads during construction & Advance notifications:** “Mitigation Measure TR-1 currently includes advanced notifications for the surrounding residents and communities. Mitigation measure TR-1 was modified to include provisions that restrict simultaneous closure of roads during construction during peak hours, where feasible.”
6. **Minimizing construction traffic impacts:** “With implementation of proposed mitigation, temporary construction-related impacts in the AM or PM peak-hour conditions would not result in significant traffic delays per LADOT guidelines.”



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LTCC appreciates the time the Link US Metro staff took to inform the community as well as finding alternatives to our various concerns. This is a great example of meaningful community engagement that can be modeled for ongoing Metro projects. Furthermore, we strongly recommend that the **Metro Board support these proposed changes to be included in the Final EIR** that are in direct response to addressing community concerns in Little Tokyo. If you have any questions, you may reach me at kristin@littletokyola.org . Thank you for taking the time to review our letter of support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Fukushima', written over a horizontal line.

Kristin Fukushima
Managing Director



**LITTLE TOKYO BUSINESS ASSOCIATION
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT**

ATTACHMENT H

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June 8, 2019

Metropolitan Transportation Authority
Attn: Vincent Chio
Link US Deputy Project Manager
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: Link Union Station Final EIR

Dear Mr. Chio,

Thank you for taking the time recently to share with us the updated plans for the Link Union Station (Link US) project. Most important, we appreciate the climate of mutual understanding that has emerged through meaningful two-day dialogue between our organization and your team.

The Little Tokyo Business Association (LTBA) and its Transportation Committee are pleased to be able to confirm our support for the Link US Final Environmental Impact Report (EIR) plan that allows the Vignes Street north-south traffic artery from Commercial Street to 1st Street to remain open and avoids the purchase of property, saving METRO \$120 million. The re-engineering has addressed the concerns we expressed previously that would have negatively impacted many of our community institutions, businesses and residents.

We encourage efforts to meet the region's long-term transportation needs, expand regional rail connectivity, and create opportunities for transit-oriented development and urge the METRO Board of Directors to approve the Link US Final EIR plan as currently configured.

Yours truly,

Masao "Mike" Okamoto
President

David Ikegami
LTBA Transportation Chair