



Edwin Grover <edwin.grover@lacity.org>

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**Re: Council File Number 16-1411-S1 - Please grant the appeal of the South Central Farmers and deny the FEIR for 4051 S. Alameda, the PIMA project - Case No. AA-2012-919-PMLA CEQA No. ENV-2012-920-EIR**

3 messages

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**lindap\_a@verizon.net** <lindap\_a@verizon.net>

Sat, Mar 4, 2017 at 6:11 PM

To: clerk.plumcommittee@lacity.org, edwin.grover@lacity.org, zina.cheng@lacity.org, sharon.dickinson@lacity.org

March 4, 2017

Dear Chair Huizar and Members Cedillo, Harris-Dawson, Price and Englander:

I oppose the FEIR for the parcel at 4015 S. Alameda, submitted by the PIMA Corporation (Case No. AA-2012-919-PMLA CEQA No. ENV-2012-920-EIR) because of the following deficiencies:

1. The Final EIR does not address the lack of data for the applicant's claim that their operation would result in only 75 proposed truck trips per day, most of them being small and medium trucks, with only 31 being diesel (down from 264 truck trips proposed by the previous project, despite a larger operational footprint with the new plans). There are no studies nor statistics to back up this new lower, arbitrarily estimated, and unenforceable number. The applicant states that the current number of truck trips for their operation is 33, but, again, there are no verifiable data to support this.

(See Dr. Tom Williams' report, sent to your committee on 2-16-2017.)

2. The final EIR increases the Project's number of truck docks from 22 to 30. When these docks are utilized at maximum capacity production ("worst case scenario"), they would result in far more than 75 truck trips per day. Additionally, the FEIR states that most of the 75 trucks would be small and medium trucks, yet 18 of the 30 loading docks are designed to accommodate long, multiple axle trucks, which must be assumed to be diesel trucks. This increase in number of the loading docks, including large docks, will most likely increase the Project's estimated truck traffic, including an increase in diesel trucks as well as small and medium trucks. These potential and likely increases are not reflected in the traffic impact analysis or health risk analysis, thus understating the Project's impacts.

(See Dr. Tom Williams' report, sent to your committee on 2-16-2017.)

3. Because of the inadequate truck trip analysis and unenforceable projections and an understatement of impacts related to the number of employees, truck and delivery traffic and air emissions, the actual impacts on air quality cannot be truly known. The health risk assessment vastly understates the Project's health impacts with regard to diesel particulate matter generation and must be revised. A new air quality analysis must be done, based on a more accurate truck trip analysis.

(See Dr. Tom Williams' report, sent to your committee on 2-16-17.)

4. The Final EIR did not consider the submitted alternative to create a community food hub, proposed by the South Central Farmers. This alternative addresses the community's needs for green space, "project objectives" of local job creation, and access points for local, healthy, fresh produce to enter South Central LA and the larger LA community. The City has an opportunity to show civic leadership and political will by facilitating this community based solution in creating green, sustainable jobs that serve both the local community and the region in an area that is historically underserved in open space per capita.

5. The Final EIR does not follow the City of LA's policies, as outlined in its "Open Space and Conservation Element". For example, policy 6.1.1 states, "Consider appropriate methodologies to protect significant remaining open spaces." Policy 6.1.6 states, "Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics." A methodology to protect the parcel in question could be to use Quimby funds to acquire it, or negotiate with a land trust entity. As an undeveloped 13 acre parcel, it is a significant remaining open space. The character of the community was undeniably expressed when the South Central Farm operated between 1992 and 2006 and should be re-established, per this policy.

Policy 6.4.2 states, "Encourage increases in parks and other open space lands where deficiencies exist, such as South East and South Central Los Angeles and neighborhoods developed prior to the adoption of the State Quimby Act in 1965." Re-establishment of a community farm/food hub would directly address this deficiency in a specifically named part of the City.

Policy 6.4.7 states, "Consider as part of the City's open space inventory of pedestrian streets, community gardens, which are accessible to the public, even though such elements fall outside the conventional definitions of 'open space.' This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources."

A community farm/food hub may not be considered "conventional" yet this policy directs the City to not exclude it from consideration if it would address stated deficiencies.

The land is only vacant and "underutilized," as stated in previous reports, because the City bulldozed the land in 2006, effectively stripping the South Central Farm of their crops, labor, food source, environmental resources, community open space, and neighbor networking center. This theft has never been constructively addressed nor the damage healed.

The Southeast Los Angeles Community Plan, which the Planning Dept. cites as being consistent with PIMA's proposed project, does not reflect the best interests of the surrounding residents with its stated goals of increased industrial activity instead of addressing the environmental health and environmental resources of the local residents with the proposed use of this land.

The surrounding area is not exclusively industrial. There is a food bank immediately south, a grocery store not far away and single family homes to the west, just one block south. This area of the city is particularly deficient and underserved in open space and it would serve environmental justice to establish a community farm/food hub there.

The Metro Blue Line is not incompatible with a community farm/food hub. The Metro Expo Line is adjacent to Expo Park and numerous museums, thus setting a precedent.

The cash exchange for the 2.6 acres that was to be soccer fields, from the previous agreement, that is to be used for open space elsewhere, is not of equal value to the 13 acres of the former South Central Farm. The residents, and city in general, have lost 10 acres' worth of open space with this deal.

In conclusion, please grant the appeal by the South Central Farmers and deny the FEIR for the PIMA Project. Please exercise the political will to return the land to community serving purposes.

Thank you,

Linda Piera-Avila  
Santa Monica, Calif. 90401

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**Kristen Jackson** <kristenjacks@gmail.com>  
To: edwin.grover@lacity.org, zina.cheng@lacity.org, sharon.dickinson@lacity.org

Tue, Mar 7, 2017 at 8:09 AM

Dear Chair Huizar and Members Cedillo, Harris-Dawson, Price and Englander:

We oppose the FEIR for the parcel at 4015 S. Alameda, submitted by the PIMA Corporation (Case No. AA-2012-919-PMLA CEQA No. ENV-2012- 920-EIR) because of the following deficiencies:

1. The Final EIR does not address the lack of data for the applicant's claim that their operation would result in only 75 proposed truck trips per day, most of them being small and medium trucks, with only 31 being diesel (down from 264 truck trips proposed by the previous project, despite a larger operational footprint with the new plans). There are no studies nor statistics to back up this new lower, arbitrarily estimated, and unenforceable number. The applicant states that the current number of truck trips for their operation is 33, but, again, there are no verifiable data to support this.

(See Dr. Tom Williams' report, sent to your committee on 2-16- 2017.)

2. The final EIR increases the Project's number of truck docks from 22 to 30. When these docks are utilized at maximum capacity production ("worst case scenario"), they would result in far more than 75 truck trips per day. Additionally, the FEIR states that most of the 75 trucks would be small and medium trucks, yet 18 of the 30 loading docks are designed to accommodate long, multiple axle trucks, which must be assumed to be diesel trucks. This increase in number of the loading docks, including large docks, will most likely increase the Project's estimated truck traffic, including an increase in diesel trucks as well as small and medium trucks. These potential and likely increases are not reflected in the traffic impact analysis or health risk analysis, thus understating the Project's impacts.

(See Dr. Tom Williams' report, sent to your committee on 2-16- 2017.)

3. Because of the inadequate truck trip analysis and unenforceable projections and an understatement of impacts related to the number of employees, truck and delivery traffic and air emissions, the actual impacts on air quality cannot be truly known. The health risk assessment vastly understates the Project's health impacts with regard to diesel particulate matter generation and must be revised. A new air quality analysis must be done, based on a more accurate truck trip analysis.

(See Dr. Tom Williams' report, sent to your committee on 2-16- 17.)

4. The Final EIR did not consider the submitted alternative to create a community food hub, proposed by the South Central Farmers. This alternative addresses the community's needs for green space, "project objectives" of local job creation, and access points for local, healthy, fresh produce to enter South Central LA and the larger LA community.

The City has an opportunity to show civic leadership and political will by facilitating this community based solution in creating green, sustainable jobs are so desperately needed and that serve both the local community and the region in an area that is historically underserved in open space per capita.

5. The Final EIR does not follow the City of LA's policies, as outlined in its "Open Space and Conservation Element". For example, policy 6.1.1 states, "Consider appropriate methodologies to protect significant remaining open spaces." Policy 6.1.6 states, "Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics." A methodology to protect the parcel in question could be to use Quimby funds to acquire it, or negotiate with a land trust entity. As an undeveloped 13 acre parcel, it is a significant remaining open space. The character of the community was undeniably expressed when the South Central Farm operated between 1992 and 2006 and should be re-established, per this policy.

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A community farm/food hub may not be considered "conventional" yet this policy directs the City to not exclude it from consideration if it would address stated deficiencies.

In conclusion, please grant the appeal by the South Central Farmers and deny the FEIR for the PIMA Project.

Thank You.

Sincerely,  
A concerned and mindful citizen and MTA Employee  
Kristen Jackson  
Los Angeles, CA 90012

Kristen Jackson  
Contact: 323.509.4794  
kristenjacks@gmail.com

life is but a dream...

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**Zina Cheng** <zina.cheng@lacity.org>  
To: Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>

Tue, Mar 7, 2017 at 8:57 AM

\*\*\*NOTE TO LA CITY STAFF\*\*\*

\*\*\*Please Cc sharon.dickinson@lacity.org on all emails related to PLUM Committee.\*\*\*

Zina Cheng, Legislative Assistant  
Planning and Land Use Management Committee

City of Los Angeles, Office of the City Clerk  
Council and Public Services  
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