

Google Groups

Fwd: Council File Number 16-1411-S1

Sharon Dickinson

Mar 7, 2017 9:23 AM

Posted in group: **Clerk-PLUM-Committee**

NOTE TO LA CITY STAFF

***Please Cc zina,cheng@lacity.org on all emails related to PLUM Committee.**

--

Sharon Dickinson, Legislative Assistant
Planning and Land Use Management CommitteeCity of Los Angeles, Office of the City Clerk
Council and Public Services
Ph. (213) 978-1074
Fax (213) 978-1040
sharon.dickinson@lacity.org

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----- Forwarded message -----

From: **Emma** <emmatree02@yahoo.com>

Date: Mon, Mar 6, 2017 at 7:15 PM

Subject: RE: Council File Number 16-1411-S1

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

Hello! I am writing to ask that you show support for the restoration of the South Central Farm.

It is extremely important for this land to be re-instated to the community as there are so many possibilities for this land.

Some possibilities are a food hub, garden space, recreation area, cultural center or even an environmental justice museum.

The benefits would include sustainable job creation, improved public health and nutrition, community benefits, lowered rates of violence, climate change mitigation, biodiversity, culturally appropriate food and an example of environmental justice.

Thank you for your time and it is the right moment to return this land to the community.

My name is Emma, Mar Vista 90066.
Thank you!

Sent from my iPhone

Google Groups

Fwd: Council File Number 16-1411-S1

Sharon Dickinson

Mar 7, 2017 10:52 AM

Posted in group: **Clerk-PLUM-Committee**

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 Planning and Land Use Management Committee

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----- Forwarded message -----

From: **Jack Neff** <jackneff01@yahoo.com>
 Date: Tue, Mar 7, 2017 at 10:40 AM
 Subject: Council File Number 16-1411-S1
 To: "sharon.dickinson@lacity.org" <sharon.dickinson@lacity.org>

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

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 originally proposed by the developer. This contradicts the fact the FEIR herein is for a larger operational footprint with the new plans). Applicant)has no studies nor statistics to back up this truck 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.

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

The South Central Farm is securing pledges with partners who are ready to step up with funding if PIMA becomes a willing seller.

There is no need for applicant's project. There are abandoned warehouses in the vicinity that should be repurposed for PIMA's project instead of taking up precious open space that should be a neighborhood and regional resource. The closed American Apparel operation about a mile north of the farm site is a case in point.

The land is only vacant and "underutilized" 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 has the damage been healed.

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.

Please exercise the political will to return the land to community serving purposes.

Jack Neff
P.O. Box 491272
Los Angeles, CA 90049

Sent from Yahoo Mail on Android

Google Groups

Re: Council File Number 16-1411-S1

Zina Cheng

Mar 7, 2017 12:12 PM

Posted in group: **Clerk-PLUM-Committee**

Please be aware that the correct email address for your written response is clerk.plumcommittee@lacity.org
For your convenience, I have included the correct email address for you.

The Office of the City Clerk is in receipt of your comment. It is now included in the public record.

*****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
(213) 978-1537
zina.cheng@lacity.org

On Tue, Mar 7, 2017 at 11:38 AM, Jack Neff <jackneff01@yahoo.com> wrote:

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

Council File Number 16-1411-S1

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 originally proposed by the developer. This contradicts the fact the FEIR herein is for a larger operational footprint with the new plans). Applicant)has no studies nor statistics to back up this truck 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.

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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.)

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Sharon Dickinson

Mar 7, 2017 12:54 PM

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Sharon Dickinson, Legislative Assistant
 Planning and Land Use Management Committee

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 Fax (213) 978-1040
 sharon.dickinson@lacity.org



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----- Forwarded message -----

From: **Rosa Romero** <rromero@oxy.edu>

Date: Tue, Mar 7, 2017 at 12:33 PM

Subject: Re: Council File Number 16-1411-S1

To: plum.committee@lacity.org, edwin.grover@lacity.org, zina.cheng@lacity.org, sharon.dickinson@lacity.org

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

The Urban & Environmental Policy Institute at Occidental College respectfully submits teh attached letter to the PLUM Committee in opposition to the FEIR for the parcel at 4015 S. Alameda, submitted by the PIMA Corporation.

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

Thank you.
 Rosa

 Rosa Romero, MEd
 Adjunct Professor
 Program Director
 LA Farm to School & Wellness Initiative
 Urban & Environmental Policy Institute
 Occidental College, Los Angeles, CA

t: 323.341.5090 | f: 323.258.2917 | www.uepi.oxy.edu | rromero@oxy.edu

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Fwd: Council File Number 16-1411-S1

Sharon Dickinson

Mar 7, 2017 12:54 PM

Posted in group: **Clerk-PLUM-Committee**

NOTE TO LA CITY STAFF

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Sharon Dickinson, Legislative Assistant
Planning and Land Use Management Committee

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Thank you.
Rosa

Rosa Romero, MEd
Adjunct Professor
Program Director
LA Farm to School & Wellness Initiative
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Occidental College, Los Angeles, CA

t: 323.341.5090 | f: 323.258.2917 | www.uepi.oxy.edu | rromero@oxy.edu



Urban & Environmental Policy Institute
OCCIDENTAL COLLEGE

March 6, 2017

PLUM Committee
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

Re: Council File Number 16-1411-S1,
Case No., AA-2012-919-PMLA,
CEQA No. ENV-2012-920-EIR

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

We at the Urban & Environmental Policy Institute at Occidental College strongly urge you not to approve the Final Environmental Impact Report (FEIR) prepared for the 4051 South Alameda Street Project on the former LANCER site, previously the site of the South Central Farm, the largest urban community farm in the United States. As an environmental and health organization we find this proposal problematic for a variety of reasons:

We worked with, and wholeheartedly support Dr. Tom Williams' alternative Air Quality Report submitted to this Committee on February 2, 2017. 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.

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.



Urban & Environmental Policy Institute
OCCIDENTAL COLLEGE

Also, the FEIR does not consider the submitted alternative to create a Community Food Hub, proposed by the South Central Farmers. This alternative addresses the community needs for green space, *project objectives* of local job creation, and access points for local, healthy, fresh produce to enter South 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 has limited fresh food options and is underserved in open space per capita.

In conclusion, we urge you to address these deficiencies in the FEIR and ultimately reconsider the alternative project of the Community Food Hub proposed by the South Central Farmers and their supporters, not currently included in the analysis.

We look forward to your response.

Respectfully,

A handwritten signature in cursive script, appearing to read 'Ren Lim'.

The Urban & Environmental Policy Institute, Occidental College