



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date:	May 9, 2024	Case No.:	CPC-2024-2303-CA
Time:	After 8:30 a.m.	CEQA No.:	ENV-2024-2389-CE
Place:	John Ferraro Council Chambers Room 340, City Hall 200 N. Spring Street Los Angeles, CA 90012	Incidental Cases:	None
Public Hearing:	Required	Related Cases:	None
Appeal Status:	Not Applicable	Council No.:	15-McOsker
		Plan Area(s):	Wilmington-Harbor City
		Specific Plan:	None
		Certified NC:	Harbor City, Wilmington and North West San Pedro

PROJECT LOCATION: The Proposed Trucking-Related Use Regulations Ordinance applies to all zones within the Geographic Project Area in the Wilmington-Harbor City Community Plan Area (CPA), bounded by the following: Sepulveda Boulevard and Lomita Boulevard on the north, Alameda Street on the east, Western Avenue on the west, and the jurisdictional boundary with the Port of Los Angeles on the south (generally Harry Bridges Boulevard), except the industrial area east of Alameda Street and the Wilmington Industrial Park area generally located south of G Street, east of Quay Avenue, south of D Street and Lakme Avenue.

PROPOSED PROJECT: The Proposed Ordinance would prohibit establishment of new or expansion of trucking-related uses, including, but not limited to, truck storage, truck parking, trucking terminals, and trucking yards, as the primary use of the land in the Geographic Project Area.

RECOMMENDED ACTIONS:

1. **Recommend** that the City Council determine, based on the whole of the administrative record, that the Proposed Ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15061(b)(3), 15308 (Class 8), and no exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies.
2. **Approve** the Staff Recommendation report as the Commission Report.

3. **Approve and Recommend** that the City Council **adopt** the Findings in the Staff Recommendation Report.
4. **Approve and Recommend** that the City Council adopt the Proposed Ordinance, attached as Exhibit A.

VINCENT P. BERTONI, AICP
Director of Planning

Michelle Singh

Michelle Singh
Principal City Planner

Jessica Alvarado

Jessica Alvarado
City Planner

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PROJECT ANALYSIS

Project Summary

The project includes amendments to Section 12.22.A of the Los Angeles Municipal Code (LAMC) to establish use regulations for trucking related uses, to apply to parcels within the defined Geographic Project Area, located in the Wilmington-Harbor Community Plan. The Proposed Ordinance would address trucking-related concerns by prohibiting truck uses, including, but not limited to, truck storage, truck parking, trucking terminals, and trucking yards, as the primary uses of the land. Electric Vehicles Charging Facility (EVCF), Large Vehicles are exempted from the prohibition if additional development regulations are met.

Background

As a port community, residents of the Wilmington-Harbor City Community Plan Area (CPA) face extreme pressure from the Ports of Los Angeles and Long Beach, as well as port-related industries, including trucking-related uses. Approximately 39% of the Wilmington-Harbor City CPA allows industrial uses. Many of the industrially planned areas in the CPA include trucking operations that are often adjacent to residential neighborhoods, and share use of public rights-of-way often resulting in challenges within the community. These industries have caused adverse public health and safety impacts that have spilled into residential neighborhoods. While the ports are crucial economic assets to the region and global economy, there are many consequential impacts to the surrounding residential communities and local infrastructure. Trucking-related uses perpetuate longstanding negative health and environmental impacts on the community, including visual blight and noise from truck idling on public streets and unpermitted stacking of cargo containers near residential neighborhoods, and create negative health and environmental impacts to the community.

Existing Interim Control Ordinance

On July 6, 2022, the City Council adopted a trucking related uses Interim Control Ordinance, Council File 22-0231. The Interim Control Ordinance (ICO) was an immediate temporary measure to prohibit the issuance of any demolition, building, grading, and any other applicable permits to prevent the establishment of new, or expansion of existing truck parking, open storage and container storage uses on all industrial land in the Wilmington-Harbor City Community Plan Area, except for the area east of Alameda Street and the Wilmington Industrial Park area located south of G Street and east of Broad Avenue. Government code 65858 allows an ICO to be extended for a maximum of two years. Therefore, the ICO is set to expire on July 6, 2024.

Community Plan Update

On February 8th, 2024, the City Planning Commission voted to approve the Wilmington-Harbor City Community Plan Update (CPU). The CPU is a multi-year program that involved extensive public engagement with numerous community stakeholder, advocacy, and constituent groups. In total, over 60 community outreach events were conducted, reaching over 1700 participants. Over the years, community stakeholders identified environmental justice issues stemming from a number of industries including oil extraction, refineries, auto dismantling and open storage, as well as from mobile sources such as the use of railroads, freight truck traffic and port related goods movement. The Wilmington-Harbor City CPU will address community issues and incompatible land use patterns and make the necessary changes to trucking-related uses and zoning regulations. The current zoning, and associated allowance of trucking-related uses near residential uses are inconsistent with the goals, policies and proposed land uses of the Wilmington-Harbor City CPU which seek to protect residential areas from adverse impacts caused by nearby heavy or incompatible industrial uses. The Wilmington-Harbor City CPU is nearly complete but awaiting hearings before the Planning Land Use and Management Committee

(PLUM) and City Council. The Proposed Ordinance and CPU program share similar goals to protect residents from negative health and environmental impacts. The CPU is incorporating comparable regulatory measures for trucking-related uses. The plan update will regulate trucking-related uses adjacent to residential neighborhoods and sensitive uses by prohibiting or requiring a distancing separation from those uses. The Proposed Ordinance builds upon the CPU proposed ECVF, Large Vehicle development standards by incorporating vetted regulations in this ordinance. The plan update will reflect similar policies of this ordinance when it's adopted.

Electric Vehicle Charging Facilities

Over the decades, several initiatives at the state level have advanced legislation for Electric Vehicles, and programs that aim to reduce statewide GHG emissions. The state has set a goal to reduce GHG emissions by 40 percent below 1990 levels by 2030.¹ In 2020, Governor Newsom's Executive Order N-79-20 requires the State of California to increase the number of new medium and heavy-duty vehicles to be sold and operated in the State to be 100% zero-emission vehicles by 2045; and all drayage trucks to be zero emission by 2035.² At the local level, reducing GHG emissions and advancing environmental justice has been at the forefront of the City of Los Angeles policy objectives. In 2019, the City adopted LA's Green New Deal: Sustainable City pLAN, which is the City's first sustainability plan.³ The City of LA is committed to zero emissions infrastructure and reducing GHG emissions, in part, by increasing the percentage of electric and zero-emission vehicles in the City to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050. Infrastructure for zero emission transportation and goods movement is essential in advancing environmental goals for the City, improving air quality, meeting climate goals, and enhancing quality of life. Another goal of the City is to end pollution hotspots generated by freight corridors and reduce GHG emissions by 80% by 2050; Wilmington is within one of the City's pollution hot spots due to ongoing freight traffic issues. The City is committed to reaching 100% zero emissions on-road drayage trucks by 2035.

Proposed Ordinance

In anticipation of the ICO expiration, the Director of City Planning initiated code amendments to Section 12.22.A (Trucking Related Use Regulations Ordinance) of Article 2 of the LAMC. These amendments aim to regulate trucking-related activities during the interim period before the adoption of the Wilmington-Harbor City community plan. The goal is to safeguard the public health, welfare, and safety of the Wilmington and Harbor City communities, which are the most affected by trucking-related activities.

Key Provisions

The Proposed Ordinance prohibits the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all trucking-related primary uses, including, but not limited to, truck parking, truck storage, trucking yard and trucking terminal and provides an exemption to the "Electric Vehicle Charging Facility (EVCV), Large Vehicle" use subject to distancing requirements from sensitive uses and development standards.

The Proposed Ordinance keeps new or expanded trucking-related uses east of Alameda Street and within the Wilmington Industrial Park area south of G Street, east of Quay Avenue, south of

¹ State of California. 2016. "SB-32 California Global Warming Solutions Act of 2006: emissions limit." https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32.

² State of California. 2020. "Executive Order N-79-20." <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>.

³ City of Los Angeles. 2019. "LA's Green New Deal: Sustainable City pLAN." <https://plan.lamayor.org/>.

D Street and Lakme Avenue, avoiding sensitive residential areas. These industrial zones are positioned away from sensitive uses and closer to port and freeway infrastructure. New development standards for EVCF, Large Vehicles are included as part of the proposed amendments. New EVCF for Large (Freight) Vehicles will be required to locate a minimum of 200 feet from a Sensitive Use or a Residential or Agricultural zoned parcels. New design standards will require electric vehicle facilities to incorporate amenities that visually and physically buffer operations from the general public. A minimum constructed masonry wall of 3.5' feet tall, 8" inch thickness will be required along any lot line abutting a street. Walls may not include chain link, barbed wire, or concertina nor may they be constructed of tires, junk, leaves or other discarded materials. Additionally, landscaped areas will require a minimum 4-foot landscaped buffer at the frontage lot line with a minimum of 20 perennial plants including shrubs, vines, succulents, grasses, and ferns every 50-feet with a minimum height at maturity of 3 feet on the exterior side of the frontage lot wall. The landscaped area also requires a minimum of 3 trees with a minimum 15-gallon container size and a minimum caliper of 1 inch at the time of planting every 50-feet of the frontage lot line. Trees are to be planted on the exterior side of the required frontage wall. In addition, the landscaped area is required to follow the design and install irrigation systems of Guidelines BB- Irrigation Specification of Section 12.41 B.2 of the LAMC.

Definitions

In addition to the proposed modifications, the ordinance introduces new definitions for Trucking-Related Uses, Geographic Project Area, Electric Vehicle Charging Facility, Large Vehicles and Sensitive Uses. The proposed trucking regulations and defined terms as described in Section 12.22.A will only apply to Subdivision 36 and expire upon the effective date of the Wilmington-Harbor City Community Plan Update or other appropriate local land use regulatory controls which regulates trucking-related uses within the Wilmington-Harbor City Community Plan.

Conclusion

The Proposed Trucking-Related Use Ordinance aims to address current and future impacts associated with trucking-related activities. These activities have become increasingly critical due to the growing demand for shipping and port activities. While the Port and related industries provide economic benefits, they also contribute to environmental issues, including air pollution and freight truck traffic. The Proposed Ordinance aims to strike a balance of protecting sensitive uses, while supporting the City's Sustainable City pLAn and environmental justice goals by allowing zero emission and electric charging facility infrastructure, which is essential to the reduction of GHG emissions, public health, safety, and quality of life of the Wilmington-Harbor City community.

FINDINGS

General Plan/ City Charter Findings

City Charter Section 556. In accordance with City Charter Section 556, the subject ordinance is in substantial conformance with the purposes, intent, and provisions of the City's General Plan, in that the ordinance seeks to improve the physical environment by imposing a prohibition on the issuance of all permits and certificate of occupancy associated with the establishment of new, or expansion of existing trucking-related uses, including but not limited to truck parking, truck storage, trucking terminal and trucking yard uses.

The Proposed Trucking-Related Uses Ordinance is consistent with the current Community Plan, in that it discourages incompatible and noxious industrial uses (i.e., freight trucks) near residential neighborhoods and sensitive uses as an effort to protect residents from air pollution, and adverse health and environmental impacts. In addition, the Proposed Ordinance supports cleaner uses like "Electric Vehicle Charging Facility, Large Vehicles" when distanced away from residential areas and buffered with landscaping. The Proposed Ordinance also supports industrial uses (i.e., truck parking and storage) in appropriate industrial areas east of Alameda Street and the Wilmington Industrial Park south of G Street, east of Quay Avenue, south of D Street and Lakme Avenue. These industrial areas are closer to the ports and freeway infrastructure. In particular, the Proposed Ordinance would further the intent and purpose of the following relevant goals and objectives of the current Community Plan:

Objective 1-3. Eliminate incompatible and non-conforming uses from existing residential neighborhoods, to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses.

Goal 3. Provide sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the workforce, and which have minimal adverse impact on adjacent residential uses.

Object 3-1. To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.

This Proposed Ordinance is also consistent with the Wilmington-Harbor City Community Plan (Update), in that it will prohibit further establishment or expansion of trucking-related uses within the Plan Area, and thereby protect residential areas of the community from adverse health and environmental impacts caused by these uses, pending the solution to these problems. This is consistent with the numerous objectives and policies of the Community Plan to protect residential areas from negative impacts caused by nearby industrial uses.

City Charter Section 558. In accordance with City Charter Section 558, the Proposed Ordinance is in substantial conformance with public necessity, convenience, general welfare and good zoning practice in that it provides protections to the Wilmington and Harbor City communities by regulating the establishment of new or expansion of existing trucking-related uses within the proposed Geographic Project Area until appropriate land use regulatory controls become effective.

The Proposed Ordinance is consistent with the intent of the General Plan and other plans in that it will further improve the physical environment of the Wilmington and Harbor City communities by imposing regulatory measures on the establishment of trucking-related uses. Program 18 of the General Plan Framework is to "amend the Zoning Ordinance to implement the policies and

standards of the General Plan” and enacting regulations on the establishment of all trucking-related uses would help decrease the potential adverse impacts on the Wilmington-Harbor City Community Plan Area and would allow the Wilmington-Harbor City Community Plan Update to be finalized.

The Health and Wellness Element (Health Element) of the General Plan Goal 1 calls for "Los Angeles, [to be] a leader in health and equity." In addition, Objective 1.3 calls for the "promotion of healthy communities by focusing on prevention, interventions, and by addressing the root causes of health disparities and inequities in Los Angeles." This is further expanded upon by Objective 1.5 directing such intervention to utilize existing tools, practices, and programs to "improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions." The City strives for "an environment where life thrives" stated in Goal 5. Objective 5.1 calls for "reducing air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health." Objective 5.2 further supports the need for "reducing negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions." The subject uses create an environment that does not support the City's goals of health and equity. The proposed regulations of trucking-related uses prevents intensification of health disparities and inequities.

In order to achieve state and local objectives, allowance of EVCF for Large Vehicles in suitable industrial areas will encourage cleaner trucking-related uses and reduce air pollution. The Proposed Ordinance will exempt EVCF from the trucking-related use prohibition and include distancing and development standards. Distancing and development requirements ensure residents are protected from any potential impacts created by the EVCF use. The Proposed Ordinance is compliant with AB1236, which requires cities to develop a streamlined permitting process for EVCF charging installation. The Proposed Ordinance ensures regulations are in place to protect the communities that may see the high level of demand and increase of new EVCF infrastructure, due to the industrial areas close proximity to the Port of LA. Future amendments (CF 22-0120-S1) to the Electric Vehicle Charging Facilities use and definitions are anticipated through the Department's citywide Electric Vehicle Charging work program. The proposed regulatory measures are necessary to prevent further expansion until the Community Plan adoption is finalized.

The Housing Element (2021-2029) of the General Plan Goal 3 promotes "healthy, livable, and sustainable, and resilient communities" with Objective 3.2 which directs the City to "promote sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods." This is further expanded upon by Policy 3.1.4 which calls for the City to "minimize exposure to features that may result in negative health or environmental impacts." The proposed regulations of trucking-related uses would allow the City to promote the above-stated goal, objective, and policy by continuing to guide growth and development that meets the needs of current and future residents, including the ability to live in neighborhoods without trucking-related uses that have a demonstrated record of disrupting quality of life.

City Charter Section 253. In accordance with City Charter Section 253, the Proposed Ordinance contains an Urgency Clause for the immediate preservation of the public peace, health, and safety, and is effective upon publication. Permanent measures are needed for the immediate protection of residential areas from adverse impacts such as noise, dust, visual and air quality impacts, and increased truck traffic through residential streets caused by the establishment of trucking-related uses near residential neighborhoods. This ordinance will prevent potentially irreversible negative impacts on the community resulting from the expansion or establishment of additional Trucking-Related Uses. Many of these Trucking-Related Uses are currently located in areas adjoining residential areas, including public rights-of-way along residential streets. The

Wilmington and Harbor City community have felt the burden of these impacts. The communities experience large drayage trucks driving at high rates of speed down residential streets and non-truck routes, with little regard for the safety of the community. Many of these Trucking-Related Uses are visually unattractive, involve trucks idling on public streets, and result in the unpermitted storage/stacking of cargo containers near residential areas. All of this creates negative safety, health and environmental impacts to the community far worse than previously experienced. In many instances, trucking operations spill over into the public right-of-way with trucks, containers and chassis parked on local streets, as well as on properties not approved for this type of use. Without these proposed regulations, these unpermitted activities will increase as additional trucking-related businesses are expanded or established. Without appropriate planning and policy measures this type of development could continue to undermine the objectives of the Wilmington-Harbor City Community Plan. This ordinance is necessary to protect the public safety, health, and welfare of the Wilmington and Harbor City communities and prevent further impacts to them, pending adoption of appropriate regulatory measures that regulate these uses. For all these reasons, Urgent implementation of this ordinance is necessary to prevent irreversible and incompatible development of many more subject uses that are inconsistent with the protection and enhancement of neighborhoods and would further impact public health and environmental conditions in the Wilmington and Harbor City communities.

California Environmental Quality Act (CEQA) Findings

The Proposed Ordinance consists of amendments to LAMC Chapter 1, Section 12.22 A (Exceptions). Amendments include regulations for trucking-related uses in the Wilmington-Harbor CPA. The Proposed Ordinance prohibits the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all trucking-related primary uses, including, but not limited to, truck parking, truck storage, trucking yard and trucking terminal on industrial zones in the Wilmington-Harbor CPA. The Proposed Ordinance provides an exemption to Electric Vehicle Charging Facility, Large Vehicle subject to development standards.

The Proposed Ordinance is consistent with CEQA Guidelines, Article 19, Section 15061(b)(3), Common Sense Exemption that “applies only to projects which have the potential for causing a significant effect on the environment.” Continuance of trucking-related uses will further expand the over concentration of trucking activities and impact the surrounding residents and adversely impact the environment. The Proposed Ordinance does not increase environmental impacts, instead it reduces impacts that are caused by trucking activities.

Department of City Planning staff concludes the Proposed Ordinance is exempt from the California Environmental Quality Act of 1970 (CEQA), pursuant to Article 19, Section 15308, Class 8, “consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.”

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 *“consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption.”*

In anticipation of the ICO expiration and expected rise in demand for trucking-related uses due to port-related activities and goods movement, the proposed amendments will ensure necessary measures are in place to protect the environment and residents in Wilmington-Harbor CPA. The CPA is directly adjacent to the Ports of Los Angeles and Long Beach, where over the decades there has been a proliferation of trucking uses in the community. Wilmington and Harbor City experiences large drayage trucks driving at high rates of speed down residential streets and non-

truck routes, with little regard for the safety of the community. Oftentimes, these trucking uses are visually unattractive, involve trucks idling on public streets, and result in the unpermitted storage/stacking of cargo containers near residential areas. All of this creates negative safety, health and environmental impacts to the community far worse than previously experienced prior to the pandemic at the Ports. In many instances, trucking operations spill over into the public right-of-way with trucks, containers and chassis parked on local streets, as well as on properties not approved for this type of use.

Without these amendments, the establishment of new or expansion of existing trucking-related uses could continue to impact the safety and environmental conditions of the residential and commercial areas in Wilmington and Harbor City resulting in potentially irreversible adverse impacts on the community. Thus, the use of Categorical Exemption Class 8 from the State CEQA Guidelines for the Proposed Ordinance is appropriate as the regulations placed upon the subject use is necessary for the protection of the environment and will prevent any further impacts associated with the establishment of such uses.

ORDINANCE NO. _____

An ordinance to add Subdivision 36 to Subsection A of Section 12.22 of Article 2 of Chapter 1 of the Los Angeles Municipal Code to regulate new or expanded trucking-related uses in the Wilmington-Harbor City Community Plan Area.

**THE PEOPLE OF THE CITY OF LOS ANGELES DO
ORDAIN AS FOLLOWS:**

Section 1. Subdivision 36 is added to Subsection A. of Section 12.22 of Article 2 of Chapter 1 of the Los Angeles Municipal Code to read as follows:

36. Trucking-Related Uses. Notwithstanding anything to the contrary in Article 2 of this Chapter, within the Geographic Project Area, Trucking-Related Uses shall be prohibited as provided below:

(a) **Use Regulations.**

(1) Prohibition. This Subdivision prohibits the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all Trucking-Related Uses as a primary use. This prohibition shall not apply to a Electric Vehicle Charging Facility, Large Vehicle, which complies with the development standards in Subparagraph (2).

(2) Electric Vehicle Charging Facility, Large Vehicle. In the Geographic Project Area, Electric Vehicle Charging Facility, Large Vehicle uses shall be subject to the following development standards:

(i) The use shall not be within 200 feet of a Sensitive Use or within 200 feet of a Residential or an Agricultural zoned parcel.

(ii) A minimum 3.5-foot high concrete or masonry wall that has a minimum thickness of 8 inches along any lot line abutting a street. Walls shall not include chain link, barbed wire, or concertina. No wall may be constructed of tires, junk, leaves or other discarded materials.

(iii) A minimum 4-foot landscaped buffer shall be required at the frontage lot line with a minimum of 20 perennial plants including shrubs, vines, succulents, grasses and ferns every 50-feet with a minimum height at maturity of 3 feet, shall be provided on the exterior side of the frontage wall.

(iv) A minimum of 3 trees with a minimum 15 gallon container size and a minimum caliper of one inch at the planting (or the standard specified by *the American Standard for Nursery Stock*) shall be required for every 50-feet of the frontage lot line.

(v) Trees shall be planted on the exterior side of the required frontage wall.

(vi) Design and install of irrigation systems pursuant to Guidelines BB- Irrigation Specification of Section 12.41 B.2 of the LAMC.

(b) **Expiration.** The Ordinance shall expire upon the effective date of the adoption of a comprehensive update to the Wilmington-Harbor City Community Plan or other land use regulatory controls which regulates Trucking-Related Uses within the Geographic Project Area.

(c) **Definitions.** The following terms and phrases when used in this Subdivision 36., shall be construed as provided in the following definitions. The following definitions shall be limited to construing only this Subdivision.

(1) **Electric Vehicle Charging Facility, Large Vehicles.** Any fueling station dedicated to providing electric vehicle charging for large vehicles. Large vehicles include vehicles possessing 3 or more axles, such as trailer trucks, construction vehicles, and motor homes. Electric Vehicle Charging Facility, Large Vehicle, does not include electric vehicle charging stalls within a parking area serving another use or uses;

(2) **Geographic Project Area. Wilmington-Harbor City Community Plan Area, bounded by the following: Sepulveda Boulevard and Lomita Boulevard on the north, Alameda Street on the east, Western Avenue on the west, and the jurisdictional boundary with the Port of Los Angeles on the south (generally Harry Bridges Boulevard), except the industrial area east of Alameda Street and the Wilmington Industrial Park area generally located south of G Street, east of Quay Avenue, south of D Street and Lakme Avenue;**

(3) **Sensitive Use.** Any use containing residential, medical centers, schools, or any open space and recreational uses shall be considered a Sensitive Use;

(4) **Truck Parking (Parking of Trucks).** A building, structure, or principal use of land used to park freight trucks, freight truck trailers, or the associated equipment/accessories, including, but not limited to, storage of chassis, container stackers, cranes, and forklift trucks;

(5) **Trucking-Related Uses.** Uses where a building, structure or principal use of land relates to the use, operation, service or storage of freight trucks and freight truck operations. Trucking-Related Uses include but are not limited to, Truck Parking, Truck Storage, Trucking Terminal, Trucking Yard, Electric Vehicle Charging Facility, Large Vehicle, and similar uses.

(6) **Truck Storage (Commercial Vehicle Storage).** A building, structure, or principal use of land used to store freight trucks, freight truck trailers, or the associated equipment/accessories, including, but not limited to, storage of chassis, container stackers, cranes, and forklift trucks;

(7) **Trucking Terminal.** A building, structure, or principal use of land where freight trucks dock to unload/ load and transport goods, and which may include the storage of freight trucks or truck trailers or associated equipment/accessories, including, but not limited to, chassis, container stackers, cranes, and forklift trucks;

(8) **Trucking Yard.** A building, structure or principal use of land used to store freight trucks, freight truck trailers or the associated equipment/ accessories including but not limited to chassis, container stackers, cranes, and forklift trucks and may include a maintenance yard.

- (d) Nothing in this Subsection is intended to allow any uses, not otherwise allowed under Chapter 1 or any ordinance adopted under Chapter 1. And nothing in this Subsection is intended to prohibit any use not explicitly prohibited by this Subsection.

Sec. 2. Severability. If any section, subsection, sentence, clause, phrase, or application of this Ordinance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity or application of the remaining sections, subsections, sentences, clauses, phrases or applications of this Ordinance, which shall remain in full force and effect. This adopted Ordinance and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional, without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional. The courts are hereby authorized to reform the provisions of this Ordinance in order to preserve the maximum permissible effect of each section, subsection, sentence, or clause herein.

Sec. 3. Urgency. The City Council finds and declares that this ordinance is required for the immediate protection of the public peace, health and safety for the following reasons: permanent measures are needed for the immediate protection of residential areas from adverse impacts such as noise, dust, visual and air quality impacts, and increased truck traffic through residential streets caused by the establishment of trucking-related uses near residential neighborhoods. This ordinance will prevent potentially irreversible negative impacts on the community resulting from the expansion or establishment of additional Trucking-Related Uses. This ordinance is necessary to protect the public safety, health, and welfare of the Wilmington and Harbor City communities and prevent further impacts to them, pending adoption of the Community Plan Update. For all these reasons, this ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.

Section 4. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality
HYDEE FELDSTEIN SOTO, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf
of the City Planning Commission and
recommend that it be adopted.

By _____
ADRIENNE KHORASANEE
Assistant City Attorney

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Ordinance Posted: _____

Approved _____

Effective Date: _____

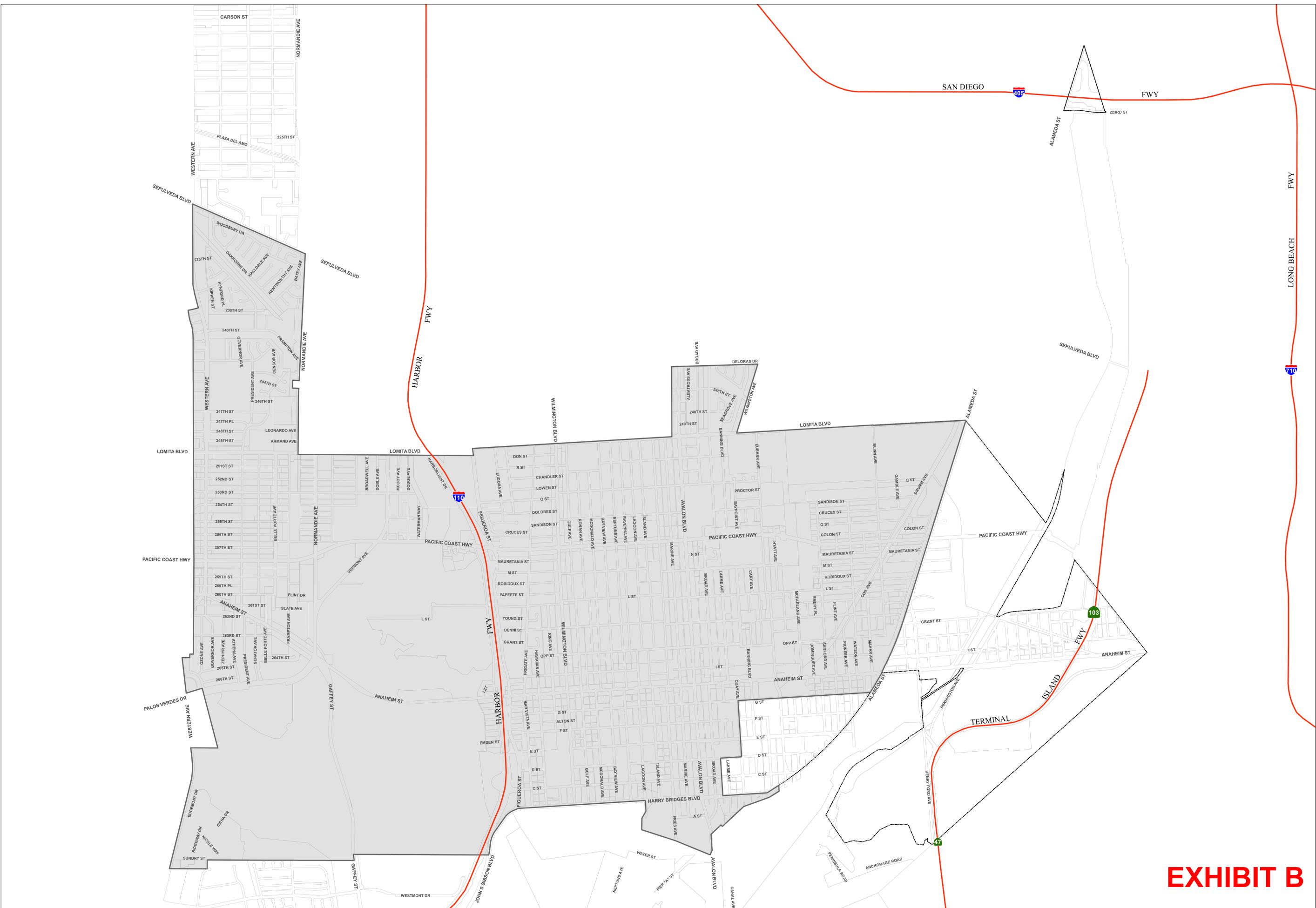


EXHIBIT B

-  Wilmington-Harbor City CPA
-  Geographic Project Area

Geographic Project Area, Wilmington-Harbor City CPA

CPC-2024-2303-CA/ ENV-2024-2389-CE

[FOR INFORMATIONAL PURPOSES ONLY]



COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2024-2303-CA

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2024-2389-CE

PROJECT TITLE

Proposed Trucking-Related Use Regulations Ordinance

COUNCIL DISTRICT

15

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

 Map attached.

Wilmington-Harbor Community Plan Area (CPA) except the industrial area east of Alameda Street and the Wilmington Industrial Park area generally located south of G Street, east of Quay Avenue, south of D Street and Lakme Avenue.

PROJECT DESCRIPTION:

 Additional page(s) attached.

The proposed project includes amendments to Section 12.22.A of the Los Angeles Municipal Code to establish use regulations for truck related uses. The Proposed Ordinance addresses trucking-related concerns by prohibiting the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all trucking-related primary uses, including, but not limited to, truck parking, truck storage, trucking yard and trucking terminal on industrial zones and exempts "Electric Vehicle Charging Facility, Large Vehicle" subject to development standards.

NAME OF APPLICANT / OWNER:

Department of City Planning

CONTACT PERSON (If different from Applicant/Owner above)

Jessica Alvarado

(AREA CODE) TELEPHONE NUMBER

(213) 978-1221

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

 STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

 CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

15308 (Class 8)

CEQA Guideline Section(s) / Class(es) _____

 OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

CEQA Guidelines Section 15061(b)(3)

JUSTIFICATION FOR PROJECT EXEMPTION:

 Additional page(s) attached

The Proposed Ordinance is exempt from the California Environmental Quality Act of 1970 (CEQA), pursuant to Article 19, Section 15308, Class 8, "consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. The Proposed Ordinance is also consistent with CEQA Guidelines, Article 19, Section 15061(b)(3), Common Sense Exemption that "applies only to projects which have the potential for causing a significant effect on the environment." Continuance of trucking-related uses will further expand trucking-related impacts to public health and adversely impact the environment. The Proposed Ordinance does not increase environmental impacts, instead it reduces impacts that are caused by trucking activities.

 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project. The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Jessica Alvarado

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

Categorical Exemption

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.



Planning CPC <cpc@lacity.org>

CPC-2024-2303-CA/ ENV-2024-2389-CE

Analyssa Luna <lunaanalyssa5@gmail.com>
To: "cpc@lacity.org" <cpc@lacity.org>

Thu, Apr 25, 2024 at 4:45 PM

Hello,

I am a resident of Harbor City and I am writing to keep/renew the ordinance prohibiting all Trucking related uses in Wilmington-Harbor City area.

In Harbor City, trucking has become a nuisance and health hazard to us residents. There are trucks constantly near Normont Elementary, often left idling, polluting the air near our most vulnerable! Please continue to prohibit trucking in Harbor City/Wilmington!



Planning CPC <cpc@lacity.org>

Regarding Case # CPC 2024-2303-CA/ENV 2024-2389-CE

jcflmg@ca.rr.com <jcflmg@ca.rr.com>

Mon, Apr 29, 2024 at 8:47 AM

To: "cpc@lacity.org" <cpc@lacity.org>

The port trucks have got to stop parking on Western Ave, South of PCH please! They create blind spots for traffic crossing side streets and for traffic turning South onto Western. They sometimes store the trucks there for a few days. It also encourages other trucks to show up, usually at night and we awake to new trucks in their place. A lot of times when I have seen them leave their smoke stacks billow out black smoke onto our neighborhoods before they drive away. Please continue to prohibit this activity on Western Ave South to Palos Verdes North intersections where they are usually parked. Thank you

John C. Fragua
1675 262nd st
Harbor City, Ca 90710
562 708-6159