Red highlight/or container st new and expanding truck and FTZs these containers on char being used to store empty containers in Wilmington (WCO) that allows parking of main use. A district requires the CUGU Supplemental Use District to this land of the facilities other than Junior’s/Old Port, none of WCO ‘Q’ conng and landscape are well-maintained solid fenci
Sanford Ave west side – formerly Old Port Transmissions & Junior’s Automotive

8/2015

8/2016

In 2012 the Wilmington Neighborhood Council approved a zoning variance for the metal enclosure. The variance did not include a change in business operations.

Sanford Ave at Anaheim St 12-2016

property for sale

9/28/2017
Foreign Trade Zones - Sanford Ave & I Street – entrance on Flint

no name, address or FTZ signage on facility

Port-permitted FTZ's located in Wilmington that have open storage should, at minimum, comply with the 2006 Wilmington Control Ordinance 'Q' conditions that require well-maintained solid fences & landscaped setbacks.

ASK Marine – McFarland Ave & Opp St

McFarland truck restricted street

10/22/2017

10/26/2017

5/28/2017
Dominguez Ave west side (entrances on Dominguez & McFarland –east side)

8/2015

10/22/2017

5/25/2017

10/22/2017

6/18/2017

No company name or address on entrance. Property purch 12/29/2016

Dominguez Ave at Anaheim St

12/2016 Property purchased 4/12/2016

RJS Trucking

5/25/2017
McFarland Ave (east side) entrances on Dominguez & McFarland

McFarland east side – no name on facility; building listed by Colliers for 3+ years. Building and lots purchased 12/29/2016.

Container truck headed north on McFarland toward residential area

McFarland Ave (west side)

No name or address on facility. Sign advertises 300 truck parking spaces for rent.

Sign advertises Intermodal Container Yard for sale – property purch 12/7/2016 (see pg 6 for current changes)
McFarland (west side) 10/26/17

Property purchased 12/7/2016
According to ZIMAS there is no recent activity (no construction permit filed, no ZA case)

Adjacent property – Juniors Trucking Services
Eubank Ave east side btwn Anaheim & Opp St – adjacent to ILWU casuals dispatch hall

920 Eubank – 2 entrances, no name on facility

9/5/2016
10/16/2016

920 Eubank – In 2011 & 2012 the WNC opposed a zoning variance requested by property owner to allow truck/container parking & open storage. Variance approved on appeal in 2013, 15-ft setback waived.

Seventh Street Garage - 5/28/2017

1022 Eubank
east side, between
Opp St & Grant St

Formerly Ancon Marine-provided environmental services for the Port of LA

Property sold 8/10/2016

Flint Ave & Anaheim Street

Henean Trucking

12/2016
5/28/2017

Colliers online listing reads: zoned LA[Q]MR2-1VL-O, use code industrial miscellaneous, great for an industrial development or container storage. Property purchased 12/22/2016
Warren E&P – Property bordered by Mahar, Anaheim & Watson

property purchased 5/18/2015 – no name on facility

Truck sales - Dominguez & Anaheim (south side)
2006 Wilmington Control
Ordinance #177243
Effective 2/18/2006
ZONE CHANGE ORDINANCE

The property shall be subject to the following [Q] conditions:

1. Any open storage uses on the property shall be subject to the following limitations:
   a. A 15-foot setback shall be required along a major highway, or adjacent to or directly across from any residential zone.
   b. A 5-foot landscaped buffer shall be required along a Class I or II Major Highway or facing any residential zone. The setback shall be landscaped with one or more of the following: trees, climbing vines, hedges or similar living plant material. All landscaped areas shall be well maintained at all times.
   c. The open storage area shall be enclosed by a solid fence or wall at least 8 feet in height, not to exceed 12 feet. No material or equipment shall be stored to a height exceeding that of the enclosing fence or wall. Such fencing shall be maintained in good condition and appearance. All walls, fences and other structures shall be maintained free of graffiti. Sheet metal and barbed wire shall be prohibited as fencing material along a Class I or II Major Highway, or adjacent to or directly across from any residential zone.
   d. All driveways and parking spaces shall be paved.

The following existing [Q] conditions are retained from Ordinance Number 172,853 and shall cover the same area described in that ordinance.

2. No cargo containers may be kept or stored on the site. However this condition shall not prohibit the loading and/or parking of trucks and truck trailers, including containers on wheels, provided that no trailers or containers may be “stacked” vertically at any time, and that any truck loading or parking facility shall maintain a landscaped buffer at least 10 feet wide that includes trees and/or shrubs, designed to visually screen the use, facing any residential zone that is adjacent or directly across a street or alley.

Ordinance 172853

Ordinance 172,853: On September 29, 1999, the City Council adopted Ordinance No. 172,853 for General Plan Amendments for the Wilmington - Harbor City Community Plan Update including zone changes, height district changes and the imposition of 'Q' Conditions. The area-wide 'Q' Condition prohibited the storage of cargo containers on-site and the stacking of containers, and required a minimum 10-foot wide landscape buffer between any truck loading or parking facility facing any residential zone that is adjacent or directly across a street or alley.
Definitions of Open Storage from Wilmington Interim Control Ordinance
ICO Effective date August 15, 2003, extended July 29, 2005
Note: WCO #177243 does not include these definitions

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

Section 1. DEFINITIONS. The following words and phrase, whenever used in this Ordinance, shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in Section 12.03 of the Los Angeles Municipal Code.

Open Storage Yard. An outdoor space, that is not contained in a building, which is utilized for any of the following uses:

(a) Open-air storage of merchandise or materials, including rubbish containers, used tires, used batteries and items of a similar nature, as permitted in Los Angeles Municipal Code Section 12.14 A6;

(b) Open storage of materials and equipment, including used materials and equipment, as permitted in Los Angeles Municipal Code Sections 12.14 A42, 12.17 A3, 12.17.1 A4, 12.17.5 B9(b), 12.17.5 B9(d), 12.17.6 A6(b), 12.18 B5(b), 12.18 B5(d), 12.19 A1.5, 12.19 A1.5(g), 12.20 A6(a)(5);

(c) Any use pursuant to Los Angeles Municipal Code Sections 12.17.5 B5, 12.18 B3, 12.19 A1.5, 12.19 A4, and 12.20 A6, unless conducted wholly within an enclosed building;

(d) Any "junk yard" as defined in Los Angeles Municipal Code Section 12.03;

(e) Any recycling use pursuant to Subsections (d), (e), or (f) of Los Angeles Municipal Code Section 12.21 A18, unless conducted wholly within an enclosed building;

(f) Any container storage facilities including cargo containers and trailers, refrigerated containers, shipping containers, container chassis and truck cabs, except when actively loading or unloading at a loading dock; and,

(g) Any other use where the purpose is the open storage of anything, unless the use is within the exceptions stated in Section 4 below.

Sec. 2. PROHIBITION. Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, for a period of 365 days from the effective date of this Ordinance, or until a permanent set of guidelines and development standards or an ordinance is adopted, which regulates open storage of various types within the area covered by this Ordinance, and as shown on the map identified in Section 3, whichever occurs first:

No building or use of land permits, or certificates of occupancy shall be issued for the establishment and/or expansion of open storage yards of any kind, except for the specific exceptions listed in Section 4 below.
Note: WCO #177243 does not include these requirements

Sec. 4. EXCEPTIONS.

A. The prohibition specified in Section 2 of this Ordinance shall not apply to the issuance of a permit for any open storage uses:

1. Where open storage activities are incidental and accessory to a main use conducted within a fully-enclosed building, provided that the open storage activities must be conducted on the rear half of the lot, screened from public view, in compliance with all applicable regulations of the Los Angeles Municipal Code, and the open storage areas does not include more than 25% of the total lot area, excluding the Code required parking;

2. Where the permit is for the construction, expansion or remodeling of a building, provided the open storage area is not also expanded.

3. In order to comply with an order issued by the Department of Building and Safety to repair, remove or demolish an unsafe or a substandard condition with respect to any open storage uses;

4. In order to replace any items pertinent to the open storage uses, damaged as a result of fire, earthquake, or other natural disaster, provided that the replacement is not prohibited by any provision of the Los Angeles Municipal Code;

5. Where site plans sufficient for complete plan checks were accepted by the Department of Building and Safety on or before the effective date of this Ordinance; and

   (a) The plan check fee was accepted by the City on or before the effective date of this Ordinance; and

   (b) No subsequent changes are made to these plans, which increase or decrease the height or area of the storage yard by more than five percent or change the location or orientation of the materials/items stored, or any aspects pertinent to the use of open storage yards.

B. However, any permits for an open storage use issued pursuant to this section shall become invalid if work is not commenced within six months of the date issued. With respect to an open storage yard, work has commenced if the placing/compiling of items to be stored pursuant to a valid permit has progressed to the point that one of the called inspections required by Los Angeles Municipal Code Section 91.108.5 has been made and the work for which the inspection was called has been approved.
COUNCILWOMAN HAHN GETS UNANIMOUS SUPPORT FOR ORDINANCE PROHIBITING JUNKYARDS & CONTAINER STORAGE YARDS IN RESIDENTIAL WILMINGTON

Continuing her drive to clean up the Wilmington community, Councilwoman Janice Hahn received unanimous support from her City Council colleagues to implement a permanent ordinance prohibiting any new junkyards or container storage facilities in residential Wilmington. For many years storage and junk yards have been allowed to run rampant in the Wilmington community, where more than a quarter of the City of Los Angeles' junkyards are located. Since taking office, the Councilwoman has been working to ensure that Wilmington residents receive the same protections from illegal business practices that the rest of the city receives.

"Wilmington has been neglected and stomped on by port activities for years, one of the worst abuses being the storage of containers in residential neighborhoods. Kids are walking to school past containers stacked 40 feel high. Containers are literally stacked outside homes and schools. You won't find this type of blight in any other areas of the City," said the Councilwoman. "Today, by adopting this new ordinance we are sending a message to businesses that they can no longer trample on people's quality of life just to make a buck. Today, we take yet another step toward returning this community to the people that live there."

A number of Wilmington community members attended the City Council meeting today to thank the Councilwoman for her efforts in the community and to testify in favor of the new ordinance. The Wilmington Chamber of Commerce also testified in favor of the new ordinance, stating that the community deserved to be treated better, in spite of the new regulations the ordinance will impose on businesses.

Soon after taking office, Councilwoman Hahn began to push to ban junkyards and container storage facilities in Wilmington and in July of 2003, an interim ordinance was adopted by the City Council. Today, the new permanent ordinance was adopted. The ordinance provides a definition for these cargo containers, mandates that they be stored only in heavy industrial zones and also provides for various conditions for all new storage facilities throughout the City. This ordinance will require yearly inspections by our Building & Safety Department of these container yards to ensure that they are complying with our laws. The ordinance will also prohibit any new junkyards in the community of Wilmington forever by placing [Q] conditions on those parcels of land located in residential Wilmington.

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Effective October 1, 2008

The Port of Los Angeles Clean Truck Program Overview & Benefits

The objectives of the Port of Los Angeles Clean Truck Program are to...
- Rapidly advance the improvement of air quality at the Port
- Establish performance criteria for providers of drayage services that promote the Port’s business objectives
- Ensure sufficient supply of drayage services and drivers that promote the Port’s business objectives;
- Enhance Port security and safety; and
- Reduce negative impacts that port drayage inflicts on the local community.

Accountability to Our Communities

Local communities bear the brunt of our fragmented trucking system. The POLA CTP is a community-friendly model because it provides solutions to address present issues that the existing loose confederation of drivers and Licensed Motor Carriers (LMCs) cannot address, including...
- Requirements for off-street truck parking – a major issue in many Los Angeles communities and a factor that concessionaires will need to manage as part of their agreement with the Port
- More control over how LMCs operate their trucks when coming into the Port, while at the Port, and upon leaving the Port.
- Greater authority for the Port to exercise direct control over the concessionaires, and, as employers, giving concessionaires greater ability to control the operations of the drivers

PORT OF LOS ANGELES CLEAN TRUCK CONCESSION AGREEMENT TERMS AND CONDITIONS

COMPLIANCE. Motor Carrier and all Drayage Trucks and their Drivers dispatched by Motor Carrier to perform Drayage Services shall when entering and leaving Port Property and while on Port Property, comply with this Concession Agreement, Port of Los Angeles Tariff No. 4 and all applicable federal, state and municipal laws, statutes, ordinances, rules and regulations that govern Motor Carrier’s operations, including without limitation, any laws, rules and regulations regulating motor carriers, transportation, hazardous materials, safety, security, environment, employment, traffic, zoning and land use. Motor Carrier agrees that any non-compliant Drayage Trucks and drivers shall be denied access to Port property. Motor Carrier agrees that the Concession Administrator (or any other agent designated by the Harbor Department) may on reasonable notice inspect any property, offices or equipment utilized by the Motor Carrier to perform Drayage Service and any files or records which the Harbor Department reasonably believes may demonstrate the extent to which the Motor Carrier has complied or has failed to comply with requirements set forth in this Agreement.

19. WAGE AND EARNINGS ASSIGNMENT ORDERS/NOTICES OF ASSIGNMENTS. Motor Carrier and/or any subcontractor are obligated to fully comply with all applicable state and federal employment reporting requirements for the Motor Carrier and/or subcontractor’s employees. Motor Carrier and/or subcontractor shall certify that the principal owner(s) are in compliance with any Wage and Earnings Assignment Orders and Notices of Assignments applicable to them personally.
As a result of the rapid change in land use, Anaheim Street between Alameda and Eubank has become a heavy truck route and continues to get worse with all the new truck/container storage yards. Under Councilman Svorinich this stretch of Anaheim Street was temporarily designated as a truck detour while the Alameda Corridor Railway was being built and the Henry Ford Ave/SR 47 on/off ramps were closed 2000-2002. It was to be reinstated as a local highway when the ACTA work was complete in 2002.

The Port’s 1995 Designated Truck Route Map (above) that is currently included in all Port leases and contracts does not show this portion of Anaheim Street as a designated truck route.

It appears that the Port changed the designation to a Heavy Container Corridor in 2005 on the Wilmington Area Truck Routes & Restrictions map (pg 16). It is now included in the City of LA’s 2012 Overweight Container Corridor (pg 17), and in the Port’s updated 2015 Heavy Container Corridor map (pg 18).
WILMINGTON DISTRICT

ALAMEDA STREET
ANAHEIM STREET east of Eubank Ave.
ANCHORAGE ROAD
AVALON BOULEVARD south of Harry Bridges Blvd.
BANNING BOULEVARD from G St. to E St.
BANNING BOULEVARD from D St. to C St.
BROAD AVENUE south of Harry Bridges Blvd.
C STREET from Broad Ave. to Lecouvreur Ave.
CANAL AVENUE
COIL AVENUE north of Hwy 1 (PCH)
COLON STREET from Sanford Ave. to 909 E. Colon St.
D STREET from Broad Ave. to McFarland Ave.
E STREET from Broad Ave. to Alameda St.
EUBANK AVENUE between Anaheim St. and Harry Bridges Blvd.
F STREET from Quay Ave. to Banning Blvd.
F STREET from Eubank Ave. to Pioneer Ave.
FALCON STREET
FLINT AVENUE from Anaheim St. to end south of F St.
FRIES AVENUE south of Harry Bridges Blvd.
G STREET from the Alley east of Broad Ave. to Watson Ave.
HARRY BRIDGES BOULEVARD
HENRY FORD AVENUE
HERMOSA STREET
LA PALOMA STREET
LAKME AVENUE from D St. to Harry Bridges Blvd.
LECOUVREUR AVENUE from end north of E St. to C St.
MCFARLAND AVENUE from G St. to end south of F St.
NEPTUNE AVENUE south of Harry Bridges Blvd.
O STREET from Coil Ave. to Alameda St.
PENINSULA ROAD
PIER A STREET
PIER A PLACE
PIONEER AVENUE from Anaheim St. to G St.
QUAY AVENUE from G St. to Harry Bridges Blvd.
SAN CLEMENTE STREET
SANFORD AVENUE from Anaheim St. to E St.
SANFORD AVENUE from 130 south of Hwy 1 (PCH) to Colon St.
SEPULVEDA BOULEVARD from the City of Long Beach to the City of Carson
SHORE ROAD
WALTER STREET
WATSON AVENUE from Anaheim St. to G St.
YACHT STREET

SAN PEDRO DISTRICT

ADAMS DRIVE
ADIMAR HIGBEE WAY
FERRY STREET
FRONT STREET
HARBOR BOULEVARD
JOHN S. GIBSON BOULEVARD
MINER STREET
OUTER STREET
PACIFIC AVENUE from Front St. to John S. Gibson Blvd.
REGAN STREET
SIGNAL STREET

TERMINAL ISLAND DISTRICT

ALTOONA PLACE
BARRACUDA STREET
BASS STREET
CANNERY STREET
CARACK AVENUE
EARLE STREET
FERRY STREET
MORMON STREET
MORRIS STREET
NAVY WAY
NEW DOCK STREET
OCEAN AVENUE
PILCHARD STREET
SARDINE STREET
SEASIDE AVENUE
TERMINAL WAY
TUNA STREET
WAYS STREET
WHARF STREET

Rev. 6-18-12