

## **LEGISLATIVE DIGEST**

[Planning Code - Parcel Delivery Services Definition]

**Ordinance amending the Planning Code to revise the definition of Parcel Delivery Services to include Fleet Charging for freight or Autonomous Vehicles, as defined, that are primarily engaged in or preparing to deliver parcels or goods, and Parking Garages for use by employees of a Parcel Delivery Service use; affirming the Planning Department’s determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

### Existing Law

Section 102 of the Planning Code includes many definitions of uses that are permitted, conditional, or not permitted under the City’s zoning and planning regulations. The current definition of “Parcel Delivery Services” is “[a] Non-Retail Automotive Use limited to facilities for the unloading, sorting, and reloading of local retail merchandise for deliveries, including but not limited to cannabis and cannabis products, where the operation is conducted entirely within a completely enclosed building, including garage facilities for local delivery trucks, but excluding repair shop facilities. Where permitted in PDR Districts, this use is not required to be operated within a completely enclosed building.”

### Amendments to Current Law

This ordinance would amend the definition of Parcel Delivery Services to include:

- Fleet Charging for freight or Autonomous Vehicles, that are primarily engaged in or preparing to deliver parcels or goods, and
- Parking Garages for use by employees of a Parcel Delivery Service use.

The ordinance defines Autonomous Vehicles based on the current state law definition in Section 38750(a)(2)(A) of the Vehicle Code, as it may be amended from time to time. That definition reads: ““Autonomous vehicle” means any vehicle equipped with autonomous technology that has been integrated into that vehicle that meets the definition of Level 3, Level 4, or Level 5 of SAE International’s “Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, standard J3016 (APR2021),” as may be revised.”

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The ordinance amendments include other uses that are already defined in the Planning Code, such as Fleet Charging and Parking Garage, which mean, respectively, an “Automotive Use, Non-Retail that provides electricity to electric motor vehicles through one or more Electric Vehicle Charging Stations that are dedicated or reserved for private parties pursuant to contract or other agreement and are not available to the general public (...)” and “[a] Non-Retail Automotive Use that provides temporary parking accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage...”.

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