

### **June 30, 2016 Commercial Vehicle Parking Sub-committee Notes**

1. The sub-committee has established a desire to undertake three tasks:
  - a. Define a commercial vehicle;
  - b. Determine the applicability of any commercial vehicle restrictions within the public ROW;
  - c. Set the enforcement threshold for private residential property, with the exception of backyard enforcement, a subject that will be presented separately to City Council.
2. The sub-committee recognized that the tasks are somewhat iterative – it needs a working draft of a definition to proceed with the next steps but recognizes that the definition may change based on subsequent discussion about enforcement within the public ROW or on private residential property.
3. The sub-committee would like to conduct outreach but chose not to expand the sub-committee to include members of the public.
  - a. Outreach may consist of a presentation to CenCON and select outreach to the business community.
4. Staff will conduct some research and analysis for the sub-committee:
  - a. Chris Price will review the City's current definitions of a commercial vehicle in the MTC and LDC and will propose a definition as a starting point for the sub-committee discussion before the next meeting.
  - b. Derek Holcomb will expand the jurisdictional comparisons to include the definition of a commercial vehicle and will coordinate with Chris.
  - c. Chris will also introduce, as a starting point for discussion, potential ROW regulations that would preclude someone from operating a business within the ROW (the complaint the City received from the Cherry Creek Business Center) but would allow someone to park a vehicle signed "Mary Kay" on the street and would contemplate the many trade contractors who drive work trucks home from their place of business.
  - d. Staff will endeavor to share any working drafts with the sub-committee a week in advance of the sub-committee meeting.
5. The sub-committee set a goal of completing the three tasks by the end of September / early October. The next meetings are as follows:
  - a. August 1, 3:00 p.m.
  - b. August 18, 4:15 p.m.
  - c. CenCON, August 22 (Derek to lead presentation).

### **August 1, 2016 Commercial Vehicle Parking Sub-committee Notes**

1. The sub-committee discussed the definition of a commercial vehicle, including the truck classifications. Generally, there is consensus to modify the definition to be consistent with the definition in state traffic laws.
  - a. The definition of a commercial vehicle should be any of the four scenarios listed in the July 28 memo. Chris Price to correct.
2. The sub-committee discussed the application of the definition of a commercial vehicle within a residential area, both on-street and private property, and the current MC regulations that restrict commercial vehicle parking in a residential area. More specifically:
  - a. The sub-committee discussed the definition of commercial vehicle and the threshold when a vehicle may be in use for a commercial purpose.

- b. Tamra Gregory shared with the sub-committee that the most recent complaints about commercial vehicles were regarding a walk-in van that likely would be defined as a Class 4 or 5 commercial vehicle based on the July 28 memo.
  - c. The sub-committee expressed concern about defining a passenger vehicle that carried an incidental amount of cargo, such as a Mary Kay vehicle in which was stored a small amount of product, as a commercial vehicle under a strict interpretation of the definition of a commercial vehicle.
  - d. The sub-committee agreed to maintain the current commercial vehicle parking restrictions in residential areas with several changes:
    - i. The regulations on private property should be moved to a section of code that may be enforced by code compliance;
    - ii. The regulations should except the storage of a commercial vehicle in a completely enclosed structure; and
    - iii. The current exception for lots exceeding one acre in size within the AG and NC2A zoning district should be reevaluated and potentially limited to those vehicles necessary to support the residential agriculture allowances in Section 12-2-420 of the LDC. Sgt. McIntosh commented that there is a similar exception in the MTC for husbandry.
3. The sub-committee discussed the draft regulations of commercial vehicles in commercial areas. More specifically:
- a. The sub-committee generally supported the approach to creating a time restriction for the parking of commercial vehicles on a public street in a commercial area with limited exceptions. Sgt. McIntosh commented that this approach is readily enforceable.
  - b. The sub-committee discussed the exception granting a vehicle owner the ability to park a commercial vehicle on a street when they maintain a business or residence within 0.5 miles of the parked location. Concerns were expressed about the maintenance of a residence within 0.5 miles of the parked location.
  - c. The sub-committee discussed whether the exceptions for delivery or service or for a disabled vehicle need a time limit.
4. The sub-committee agreed that it is far enough along to proceed with outreach to CenCON on August 22.
5. The next sub-committee meeting is scheduled for August 18 at 4:15 p.m.

### **August 18, 2016 Commercial Vehicle Parking Sub-committee Notes**

1. The sub-committee reviewed and discussed the draft ordinance. More specifically:
  - a. The sub-committee supports a modification to the exception to the prohibition on parking or stopping to limit this to car carrier trailers within an area bounded by Dayton, Peakview, Revere, and Briarwood / Costilla such that car carrier trailers may load and unload on local and collector streets within this geographic area but not arterials.
  - b. The sub-committee recognized that this modification may affect other commercial vehicles ability to load and unload, specifically if the exception is modified to be limited to car carrier trailers and not create any other exception for loading and unloading on City streets. The sub-committee responded that it was accepting of this approach as there are not problems, existing or anticipated, with other commercial vehicles and their ability to load and unload on City streets.

2. The sub-committee discussed their approach to outreach to commercial property owners and businesses. The outreach should include:
  - a. Broad outreach through e-mail using the City's economic development contacts; and
  - b. Focused outreach to known industries and businesses that may be impacted by a change to commercial vehicle parking, including auto dealers and brokers; grocery stores; moving and storage companies; and large distribution companies. The focused outreach should consist of a phone call and an offer to meet one-on-one, if desired.
3. The sub-committee supports a presentation of the progress and findings of the sub-committee to City Council on October 10, 2016. The sub-committee would like to separate the discussion into three segments: 1) MTC amendments to address commercial vehicle parking on public streets in non-residential zoning districts (the MTC already addresses commercial vehicle parking on public streets in residential zoning districts); 2) LDC amendments to address commercial vehicle parking on private property (this was discussed on 8/1/16 and there were several recommendations); and 3) other parking related subjects (number of vehicles, surface parking, etc.). The sub-committee would like to offer Council a recommendation on item 1) and conduct discussion on items 2) and 3).
4. The next sub-committee meeting is scheduled for October 18 at 10:00 a.m.