

Memorandum

Planning & Development Services Division



To: Planning and Public Works Committee
From: Justin Wyse, Senior Planner
Date: May 23, 2013
RE: Commercial Vehicle Parking in Residential Districts

Background

Staff presented information on the City's regulations for the parking of commercial vehicles in residential areas at the March 24, 2011 meeting of the Planning and Public Works Committee meeting (Staff Report and Meeting Minutes attached). At that time, concern was raised about coordination between the City of Chesterfield and those who would be impacted by the regulations being discussed by the Committee. The Committee directed Staff to continue to reach out to groups and individuals who would be potentially impacted by the regulations and bring back information for the Committee.

Coordination

Following the meeting, Staff attempted to contact various groups and organizations to gather as much information as possible by means of email and/or phone calls. The following organizations were contacted:

- Air Conditioning Contractors of America *
- American Society of Concrete Contractors
- Associated General Contractors *
- Carpenters' District Council of Greater St. Louis and Vicinity
- Home Builders Association of STL *
- Independent Electrical Contractors of Greater St. Louis
- Mason Contractors Association of St. Louis
- Mechanical Contractors Association
- National Electric Contractors Association
- Sheet Metal & Air Conditioning Contractors Association

Of the organizations list above, only three (indicated with an asterisk above) responded with input on the proposed regulations. One item of concern that was raised was the inclusion of vehicles with a licensed weight in excess of 12,000 pounds being included as a commercial vehicle. As discussed at the Committee meeting, Staff has no concerns removing this restriction and presented graphics to illustrate vehicles that would be prohibited under this restriction.

Additionally, Staff did hear a general concern from one agency that they were concerned about restricting commercial vehicles in residential areas. They indicated they have had individuals who have been required to move when cities have enacted restrictions on commercial vehicles. No specific concerns over the language presented were given. *It should be noted that efforts to reach out to the above organizations was conducted back in late 2011 and early 2012.*

Proposed Regulations

Based on the discussion at the previous meeting and input from agencies after the meeting, the following changes are presented for your discussion.

Sec. 18-107. Parking of commercial motor vehicles in residential districts prohibited.

- (a) No commercial motor vehicle having a gross weight in excess of twelve thousand (12,000) pounds shall be parked on any roadway or highway in a residential district between the hours of 12:00 midnight and 6:00 a.m. of any day, except in an emergency.
- (b) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any roadway in a residential district at any time, except while loading or unloading, with the exception of governmental vehicles during work-in-progress.
- (c) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any driveway in a residential district at any time, except while loading or unloading.
- (d) No commercial vehicle shall be parked outside of an enclosed structure on any paved or unpaved portion, including driveways, of any parcel of land whose primary use is residential or on any street in a residential area except for:
 1. Commercial vehicles parked temporarily while engaged in providing products or services to the owner of the property.
 2. Vehicles parked temporarily during active construction work at a permitted site or building construction activity authorized by these regulations.
 3. Emergency vehicles on call including utility vehicles during the course of repairs.
- (e) The term commercial vehicle shall be defined as:
 - ~~1. A vehicle with a licensed weight in excess of 12,000 pounds.~~
 1. Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scrappers, excavators, and front-end loaders.
 2. Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, stake bed trucks, flat-bed trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with the following exceptions:
 - a. Government owned emergency response vehicles.
 - b. Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered "modified for a special purpose."
 3. Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements painted or otherwise affixed when operated by an occupant of the dwelling where they are parked.
 4. Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments

used exclusively to farm established agricultural property on which they are kept or to maintain property on which they are kept.

Attached please find a copy of the Staff Report and Meeting Minutes from the March 24, 2011 Planning and Public Works Committee meeting.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Justin Wyse". The signature is stylized and cursive.

Justin Wyse, AICP
Senior Planner

Cc: Aimee Nassif, Planning and Development Services Director

Memorandum Department of Planning & Public Works



To: Planning and Public Works Committee
From: Justin Wyse, Project Planner
Date: March 24, 2011
RE: Commercial Vehicle Parking in Residential Districts

Background

At the September 2, 2010 Planning and Public Works Committee Meeting Staff asked to review the City’s regulation of parking of commercial vehicles in residential districts. This direction was given due to the growing concern that parking of certain commercial vehicles distracts from the residential nature of neighborhoods and may decrease property values

Existing Vehicle Regulations in the City of Chesterfield

The City of Chesterfield currently has seven ordinances which restrict both the parking of various types of vehicles and the locations where various vehicle types may be parked. Table 1 provides a summary each of these ordinances.

Table 1: Chesterfield Ordinance Summary

| Ordinance | Regulates | Summary |
|-----------|---|--|
| 159 | Parking location | Parking not permitted in grassy areas |
| 163 | Residential districts | No parking in required front yard |
| 164 | Roadway | No vehicle on roadway for more than 24 hours |
| 165 | Roadway | No parking on roadway to display vehicles for sale or for working on vehicles |
| 166 | Residential districts | No commercial vehicle over 12,000 pounds parked on a roadway in a residential district between midnight and 6 A.M. |
| 169 | Restrictions on parking in various places | No parking for various areas (on sidewalk, in crosswalk, etc.) |
| 2345 | Residential districts | No tractor or tractor trailer or tractor trailer truck in any driveway in any residential district |
| 2641 | Residential districts | Sets limitations for parking of “recreational vehicles” in, and within 500 feet of, residential districts |

As can be seen on the previous page, the City of Chesterfield ordinances deal with parking of vehicles on public roads, requiring parking of all vehicles to be on a paved surface, prohibiting parking to preserve safety of the public, and restricting tractor trailers in residential areas. Additionally, most of the restrictions in place regarding parking aim at controlling parking on public facilities. Three ordinances (163, 2345 and 2641) restrict parking on private property in residentially zoned areas and one ordinance (166) is specifically related to commercial vehicles.

Following on the recent changes to the regulations for parking of *recreational vehicles* in residential areas, Staff has prepared the following report and recommendation for the regulation of commercial vehicle parking in residential areas.

Commercial Vehicles in the State of Missouri

One of the primary difficulties in regulating commercial vehicles in residential areas is defining what types of vehicles are considered *commercial*. An overwhelming number of municipalities rely on some type of weight to define commercial vehicles. While this method provides a regulation that is generally easy to enforce, the results of the regulation often allow many vehicle types that would be considered inappropriate in residential neighborhoods.

The term *commercial vehicle* is defined in Sec. 301.010, RSMo, as "a motor vehicle designed or regularly used for carrying freight and merchandise, or more than eight passengers but not including vanpools or shuttle buses." Based on this definition, *commercial vehicles* receive a license plate which allows determination of the registration class based on the configuration of the plate. Below is the system that the State uses to delineate vehicle registration weight.

Table 2: State of Missouri Truck Registration Configuration

| Weight (lbs) | Configuration | | | | |
|----------------|---------------|-----|---|-----|-----|
| 6,000 - 12,000 | NAA NNN * | | | | |
| 18,000 | 00A | 1AA | - | 99A | 9VZ |
| 24,000 | 00A | 1WA | - | 99B | 9FZ |
| 26,000 | 00B | 1GA | - | 99B | 9KZ |
| 30,000 | 00B | 1LA | - | 99B | 9ML |
| 36,000 | 00B | 1MM | - | 99B | 9NX |
| 42,000 | 00B | 1NY | - | 99B | 9PU |
| 48,000 | 00B | 1PV | - | 99B | 9RT |
| 54,000 | 00B | 1RU | - | 99B | 9TT |
| 60,000 | 00B | 1TU | - | 99B | 9UL |
| 66,000 | 00B | 1UM | - | 99B | 9VC |
| 72,000 | 00B | 1VE | - | 99B | 9VK |
| 80,000 | 00B | 1VS | - | 99B | 9YF |

* N = Numeral and A = Alpha

The following images are provided to help provide a better understanding of the types of vehicles included in each of these vehicle classes.

Figure 1: Not registered by the State as a commercial vehicle



Figure 2: Registered for 36,000 pounds



Figure 3: Registered for 24,000 pounds



Figure 4: Registered for 18,000 pounds



Figure 5: Registered for 6,000 to 12,000 pounds



Figure 6: Registered for 6,000 to 12,000 pounds



In addition to the vehicles shown above, many common pickup trucks are registered by the State of Missouri as commercial vehicles between 6,000 and 12,000 pounds. These vehicles are considered to be commercial vehicles because they are *designed* to carry freight. Examples of these common vehicles are shown below.

Figure 6: Ford F150



Figure 7: Chevrolet 2500HD



Figure 8: GMC Savana



Based on the information provided above, Staff believes that regulating vehicles based solely on the registration weight (by the State of Missouri) does not achieve the desired result. As such, Staff is recommending changes to the regulations for restricting parking of commercial vehicles in residential areas of the City of Chesterfield.

Regulating Commercial Vehicles

The proposed method of regulating commercial vehicles in residential districts includes the inclusion of a complex definition for the term *commercial vehicle*. Utilizing this method, Staff is recommending the following:

The term *commercial vehicle* shall include the following types of vehicles:

1. A vehicle with a licensed weight in excess of 12,000 pounds.

2. Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scappers, excavators, and front-end loaders.
3. Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, box trucks, stake bed trucks, flat bed trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with following exceptions:
 - a) Government owned emergency response vehicles.
 - b) Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered "modified for a special purpose."
4. Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements painted or otherwise affixed when operated by an occupant of the dwelling where they are parked.
5. Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments used exclusively to farm established agricultural property on which they are kept or to maintain property on which they are kept.

The term commercial vehicle shall not include any recreation vehicle, as defined by the City of Chesterfield Code.

Visual Explanation of Definition

Staff has prepared the following figures to illustrate which types of vehicles would be included in the above definition.

2. *Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scappers, excavators, and front-end loaders.*

Figure 9: Backhoes (prohibited)



Figure 10: Construction Equipment (prohibited)



3. *Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, stake bed trucks, flat bed trucks, box trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with following exceptions:*
- a. *Government owned emergency response vehicles..*
 - b. *Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered “modified for a special purpose.”*

Figure 11: Stake Bed Truck (prohibited)



Figure 12: Step Van (prohibited)



Figure 13: Box Truck (prohibited)



Figure 14: Bicycle Rack (allowed)



Figure 15: Mounting Accessories (allowed)



- Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements painted or otherwise affixed when operated by an occupant of the dwelling where they are parked.*

Figure 16: Modified for Advertising
(prohibited)



Figure 17: Modified for Advertising
(prohibited)



Figure 18: Stock Motor Vehicle with Business Name (allowed)



- Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments used exclusively to farm established agricultural property on which they are kept or to maintain property on which they are kept.*

Figure 19: Agricultural vehicle (allowed if only used on the property)



Figure 20: Mowing Equipment (allowed if only used on property)



Proposed Regulations

The following changes are recommended:

Sec. 18-107. Parking of commercial motor vehicles in residential districts prohibited.

- (a) No commercial motor vehicle having a gross weight in excess of twelve thousand (12,000) pounds shall be parked on any roadway or highway in a residential district between the hours of 12:00 midnight and 6:00 a.m. of any day, except in an emergency.
- (b) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any roadway in a residential district at any time, except while loading or unloading, with the exception of governmental vehicles during work-in-progress.
- (c) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any driveway in a residential district at any time, except while loading or unloading.
- (d) No commercial vehicle shall be parked outside of an enclosed structure on any paved or unpaved portion, including driveways, of any parcel of land whose primary use is residential or on any street in a residential area except for:
 - 1. Commercial vehicles parked temporarily while engaged in providing products or services to the owner of the property.
 - 2. Vehicles parked temporarily during active construction work at a permitted site or building construction activity authorized by these regulations.
 - 3. Emergency vehicles on call including utility vehicles during the course of repairs.
- (e) The term commercial vehicle shall be defined as:
 - 1. Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scrappers, excavators, and front-end loaders.
 - 2. Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, stake bed trucks, flat bed trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with following exceptions:
 - a. Government owned emergency response vehicles.
 - b. Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered "modified for a special purpose."
 - 3. Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements

- painted or otherwise affixed when operated by an occupant of the dwelling where they are parked.
4. Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments used exclusively to farm established agricultural property on which they are kept or to maintain property on which they are kept.

Respectfully submitted,



Justin Wyse
Project Planner

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Planning and Public Works
Aimee Nassif, Planning and Development Services Director



MEMORANDUM

TO: Michael G. Herring, City Administrator

FROM: Mike Geisel, Director of Planning, Public Works and Parks

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, March 24, 2011

A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, March 24, 2011 in Conference Room 101.

In attendance were: **Chair Matt Segal** (Ward I); **Councilmember Bruce Geiger** (Ward II), **Councilmember Mike Casey** (Ward III), and **Councilmember Connie Fults** (Ward IV).

Also in attendance were: Acting-Mayor Barry Flachsbart; Michael Herring, City Administrator; Mike Geisel, Director of Planning, Public Works and Parks; Brian McGownd, Public Works Director/City Engineer; Justin Wyse, Project Planner; and Kristine Kelley, Recording Secretary.

The meeting was called to order at 5:31 p.m.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the February 10, 2011 Committee Meeting Summary.

Councilmember Casey made a motion to approve the Meeting Summary of February 10, 2011. The motion was seconded by Councilmember Fults and **passed** by a voice vote of 4 – 0.

II. OLD BUSINESS - None

III. NEW BUSINESS

Councilmember Geiger made a motion to place Item III.B discussion first on the agenda under New Business. The motion was seconded by Councilmember Casey and **passed** by a voice vote of 4 – 0.

B. Parking of Commercial Vehicles in residential areas – Discussion

Mike Geisel, Director of Planning, Public Works and Parks stated that a representative of the Associated General Contractors of St. Louis (AGC) contacted Staff and requested time to consider the proposed changes to the regulations and offer suggestions before the Committee makes any decisions.

STAFF REPORT

Justin Wyse, Project Planner gave a PowerPoint presentation showing photos of vehicles defined as “commercial” – how and why they are rated. Mr. Wyse provided the following:

Background

On September 2, 2010 the Committee asked Staff to review the City’s Regulations of parking of commercial vehicles in residential districts. *He noted that recently Ordinance 2641 was approved by City Council, which restricts the parking of Recreational Vehicles in residential districts.*

Existing Vehicle Regulations

Currently the City has restrictions for commercial vehicles, which primarily relate to on-street parking.

The City of Chesterfield currently has several ordinances which restrict both the parking of various types of vehicles and the locations where various vehicle types may be parked. Table 1 provides a summary of each of these ordinances.

Table 1: Chesterfield Ordinance Summary

| Ordinance | Regulates | Summary |
|-----------|---|--|
| 159 | Parking location | Parking not permitted in grassy areas |
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| 165 | Roadway | No parking on roadway to display vehicles for sale or for working on vehicles |
| 166 | Residential districts | No commercial vehicle over 12,000 pounds parked on a roadway in a residential district between midnight and 6 A.M. |
| 169 | Restrictions on parking in various places | No parking for various areas (on sidewalk, in crosswalk, etc.) |
| 2345 | Residential districts | No tractor or tractor trailer or tractor trailer truck in any driveway in any residential district |
| 2641 | Residential districts | Sets limitations for parking of “recreational vehicles” in, and within 500 feet of, residential districts |

Definition of a Commercial Vehicle

The term *commercial vehicle* includes the following types of vehicles:

1. A vehicle with a licensed weight in excess of 12,000 pounds.
2. Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scrappers, excavators, and front-end loaders.
3. Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, box trucks, stake bed trucks, flat bed trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with the following exceptions:
 - a) Government owned emergency response vehicles.
 - b) Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered “modified for a special purpose.” (*the “Weiner Mobile” is an example of a modified vehicle*)
4. Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements painted or otherwise affixed when operated by an occupant of the dwelling where they are parked. *This essentially relates to someone adding a billboard to a vehicle.*
5. Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments used exclusively to farm established agricultural property on which they are kept or to maintain property on which they are kept.

Mr. Wyse noted that the AGC’s biggest concerns related to a vehicle with a licensed weight in excess of 12,000 pounds. He then offered and described multiple images to provide a better understanding of the types of vehicles included in each of the vehicle classes based on their weight – as follows:

- Vehicles weighing under 12,000 pounds;
- Vehicles weighing between 12,000 – 18,000 pounds; and
- Vehicles weighing between 18,000 – 24,000 pounds

Additional photos were then shown depicting which types of vehicles would be prohibited from, or allowed to, park in residential areas.

In response to the Committee’s direction, Staff offers the following changes to Section 18-107. Parking of commercial motor vehicles in residential districts prohibited. **(changes shown in red)**

- (a) No commercial motor vehicle having a gross weight in excess of twelve thousand (12,000) pounds shall be parked on any roadway or highway in a residential district between the hours of 12:00 midnight and 6:00 a.m. of any day, except in an emergency.
- (b) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any roadway in a residential district at any time, except while loading or unloading, with the exception of governmental vehicles during work-in-progress.
- (c) No tractor or tractor-trailer or tractor-trailer truck unit shall be parked on any driveway in a residential district at any time, except while loading or unloading.
- (d) No commercial vehicle shall be parked outside of an enclosed structure on any paved or unpaved portion, including driveways, of any parcel of land whose primary use is residential or on any street in a residential area except for:
 - 1. Commercial vehicles parked temporarily while engaged in providing products or services to the owner of the property.
 - 2. Vehicles parked temporarily during active construction work at a permitted site or building construction activity authorized by these regulations.
 - 3. Emergency vehicles on call including utility vehicles during the course of repairs.
- (e) The term commercial vehicle shall be defined as:
 - 1. A vehicle with a licensed weight in excess of 12,000 pounds.
 - 2. Construction vehicles and equipment including, but not limit to, tractors, backhoes, blades, buckets, bulldozers, compactors, crane scappers, excavators, and front-end loaders.
 - 3. Vehicles designed or modified to serve a special purpose including, but not limited to, tow trucks, dump trucks, stake bed trucks, flat bed trucks, step vans, refuse or garbage trucks, buses, fire engines, ambulances, and ice cream trucks with the following exceptions:
 - a. Government owned emergency response vehicles.
 - b. Vehicles with bicycle racks, roof racks, or similar mounting accessories, which shall not be considered "modified for a special purpose."
 - 4. Vehicles designed or modified for advertising or business identification purposes, not including stock motor vehicles with business name, logo, or advertisements painted or otherwise affixed when operated by an occupant of the dwelling where they are parked.
 - 5. Agricultural, lawn, or landscaping vehicles, equipment, and attachments including, but not limited to, agricultural tractors, farm implements, mowing equipment, bush hogs, trimmers, spreaders, and their attachments, not including such vehicles, equipment, and attachments used exclusively to farm

established agricultural property on which they are kept or to maintain property on which they are kept.

Mr. Geisel noted that the State of Missouri uses the Gross Vehicle Weight Rating to determine the commercial status of vehicles. He then pointed out the difficulty of using weight limitations for the purpose of a parking restriction.

Mr. Wyse noted the similarity to the “*recreational vehicle*” ordinance in that the proposed “*commercial vehicle*” language restrictions also have been expanded to parking along the street. He noted that exceptions have not been provided as related to property size.

In addition, if it is decided to retain the weight restriction, Staff recommends keeping the weight limitation based on how the State of Missouri registers vehicles. This would make it easier from an enforcement standpoint – as the license plates are specifically numbered based on the vehicle’s weight. Councilmember Fults responded that most subdivisions have indentures limiting parking of commercial vehicles. It was noted that the proposed changes would not affect the current subdivision indentures.

Mr. Geisel stated that Staff does not recommend that commercial vehicles be restricted under the definition of “*commercial vehicles*” as defined by the State; nor should a vehicle be restricted based solely on weight. He felt that the problematic vehicles related to construction vehicles, modified vehicles – specifically used for advertising, along with agricultural and lawn vehicles. He added that the proposed language would not encroach upon regular use of small business vehicles.

DISCUSSION

Chair Segal further explained to those in attendance the origin of the proposed ordinance. Staff was asked to research and draft language restricting “*recreational and commercial*” vehicles in the City of Chesterfield. In as much, the “*recreational vehicle*” ordinance has already been approved and adopted by the City. He felt strongly that he would not approve any “*commercial vehicle*” ordinance that would directly impact someone’s livelihood. He encouraged a collaborative effort involving Staff, Union representatives, and the AGC to address any concerns that they might have. Councilmember Geiger noted his agreement with the comments made by Chair Segal.

Enforcement

There was additional discussion regarding Ordinance 166 which prohibits any *commercial vehicle* over 12,000 pounds to be parked on a roadway in a residential district between midnight and 6 A.M. Councilmember Geiger asked for the definition of a commercial vehicle under the current ordinances and how the Police Department enforces this restriction. Mr. Geisel replied that any vehicle over 12,000 pounds is “*commercial*” even if it is privately owned – but not necessarily commercially operated. Officer Beckmann explained that if a complaint is filed about a vehicle that is over 12,000 pounds, it is treated as a *commercial vehicle*, and the owner is notified of the complaint.

Councilmember Casey stated that Trustees and Councilmembers get more calls about “commercial vehicles” than any other issue. He feels that pick-up trucks, regardless of their weight, should be permitted. His concerns are those trucks with advertising signs attached and parked in the subdivision. He did not think the residents would have an issue with a truck with writing on the side.

Mr. Wyse added that Staff would gladly work with the AGC to revise the regulations directly related to Definition No. 2 of “construction vehicles and equipment” – in order to clarify that the actual ordinance will not restrict pick-up trucks.

Chair Segal would like to have item (e) 1 related to the 12,000 pound Gross Vehicle Weight stricken from the proposed language and requested that Staff work with the AGC and other labor groups to resolve any remaining issues.

PUBLIC COMMENT

Mr. Anthony Lancia, Assistant Vice President, Local Governmental Affairs/Permitting of the AGC thanked the Committee for taking the time to discuss the issue and did not feel that the Committee was trying to hinder anyone strictly driving home a pick-up truck. He added that the AGC would be more than willing to work with Staff to prepare language that would address any and all concerns.

Mr. Joseph Gambino stated that parking of commercial vehicles has been ongoing for many years, but then expressed his concerns regarding the “recreational vehicle” ordinance that was recently passed by City Council. Chair Segal noted his concerns, but added that the Recreational Vehicle Parking Ordinance was not open for discussion. He recommended to Mr. Gambino that he offer a citizen statement at one of the City Council meetings.

There was additional discussion related to where the vehicles are being parked, the number of complaints that Councilmembers and the City receives, and how those issues are enforced. It was strongly emphasized by the Committee that the proposed ordinance would not be written in any way to hinder someone’s ability to earn a living.

Councilmember Casey made a motion to ask Staff to work with the Associated General Contractors of St. Louis and additional Union organizations to draft proposed legislative language that would address any concerns by all parties and bring that language back to the Committee for further discussion. The motion was seconded by Councilmember Geiger and **passed by a voice vote of 4 to 0.**

It was noted that a conversion van is allowed under the proposed language.

A. “Wild Horse Creek Road sidewalk gap” – Connie Fults