

Case # 21-LDC-0010

Heavy Truck Parking Land Development Code Amendments



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Background

Metro Council has directed staff and the Planning Commission to review the heavy truck parking regulations in the LDC and consider additional zoning districts in which such use may be permitted (Resolution #064, Series 2020).

What Types of Trucks Are Heavy Trucks?

- Definitions of “Heavy Truck” can vary and be dependent on the truck’s size, weight, features, and/or attributes
- In the LDC, a Heavy Truck is:
 - Any truck or similar vehicle with 2 or more rear axles (including truck tractors)
 - An accessory RV that is greater than 25 ft in length
 - A utility trailer that is greater than 16 ft in length

What Types of Trucks Are Heavy Trucks?



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Greater than 25' in length

What Types of Trucks Are Heavy Trucks?



Greater than 16' in length

What Types of Trucks Are Heavy Trucks?



Greater than 16' in length

What Types of Trucks Are Medium Trucks?

- Medium are defined differently and regulated less restrictively
- A Medium Truck is:
 - Any truck or similar vehicle with a single rear axle and dual rear wheels
 - An accessory RV that is equal to or less than 25 ft in length
 - A utility trailer that is equal to or less than 16 ft in length

What Types of Trucks Are Medium Trucks?



What Types of Trucks Are Medium Trucks?



What Types of Trucks Are Medium Trucks?



What Types of Trucks Are Medium Trucks?



Less than 25' in length

What Types of Trucks Are Medium Trucks?



Less than 16' in length

What Types of Trucks Are Medium Trucks?



Less than 16' in length

What Types of Trucks Are Light Trucks?

- A Light Truck is any truck or similar vehicle with a single rear axles and single rear wheels

What Types of Trucks Are Not Classified as Heavy Trucks?



How is Heavy Truck Parking Regulated?

- Local zoning regulations/Land Development Code (LDC) – generally off-street
- Local ordinance/Louisville Metro Code of Ordinances (LMCO) – generally on-street
- *Guidelines and standards required by agencies and organizations*

Overview of Current LMCO Regulations (Not Under Review)

- Regulates parking on streets and public ways
- Violation to park a truck in any one place on any street/public way of Metro Government for a period of 24 hours or longer
- Further restrictions on heavy truck parking not involved in loading/unloading

Overview of Current Metro LDC Regulations

Heavy Trucks:

- Parking is only allowed in areas that are predominately industrial in nature (M-2 and M-3)
- Such storage is generally prohibited in commercial and residential areas
- Temporary parking for loading/unloading permitted in any lawful Loading Area / Space
- Parking expressly prohibited in any residential zoning district and/or N, TN, or V form district

Overview of Current Metro LDC Regulations

Medium Trucks:

- Parking allowed as an accessory use in a parking area/space in any zoning district
- Parking allowed as a principal use in an off-street parking area in any zoning district (a CUP may be required)
- Temporary parking for loading/unloading permitted in any lawful Loading Area / Space
- Permitted as an accessory use in any residential zoning district and/or N, TN, or V form district, subject to the overall parking max and:
 - Only one per dwelling unit may be parked outdoors on a lot that is less than 20,000 square feet
 - No more than two per dwelling unit may be parked outdoors on a lot that is greater than or equal to 20,000 square feet

Overview of Current Metro LDC Regulations

Light Trucks:

- Regulates the same as any other common passenger vehicle
- Parking allowed as an accessory use in a parking area/space in any zoning district
- Parking allowed as a principal use in an off-street parking area in any zoning district (a CUP may be required)

Issues That Need to be Addressed

- Address the demand for parking resulting from an increased number of heavy trucks
- Apply appropriate standards and limitations
- Consider disproportionate concentration

Proposed Changes: Heavy Trucks

- Maintains existing definition
- Continues to allow by right in M-2 and M-3 (and W-3 under certain circumstances)
- Expands the allowance by right to M-1, C-M, and PEC
- Expands the allowance by CUP to C-2 and C-3 (excluding in the DT, N, and TN Form Districts)
- Continues to prohibit in residential zoning (unless within an enclosed accessory garage)

Proposed Changes: Medium Trucks

- Maintains existing definition
- Allows in a Parking Area if appropriately parked
- Additionally allows at a Storage Yard and Contractor's Yard with a CUP in C-2, M-1, and C-M
- Continues to allow in residential zoning, subject to the existing max parking and site location requirements

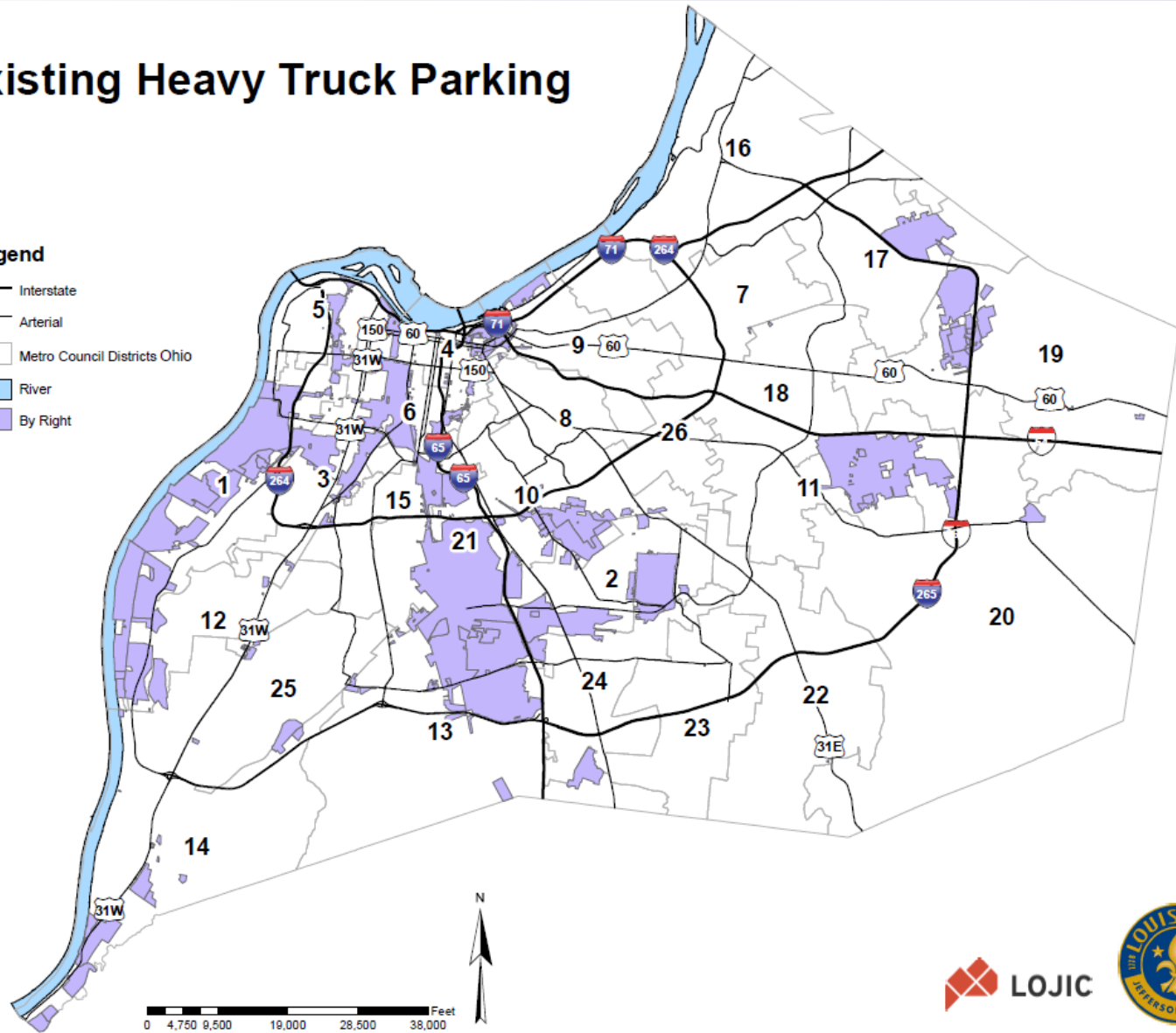
Proposed Changes: Light Trucks

- Maintains existing definition
- Continues to allow light trucks to be parked and stored in the same manner as most other common passenger vehicles

Existing Heavy Truck Parking

Legend

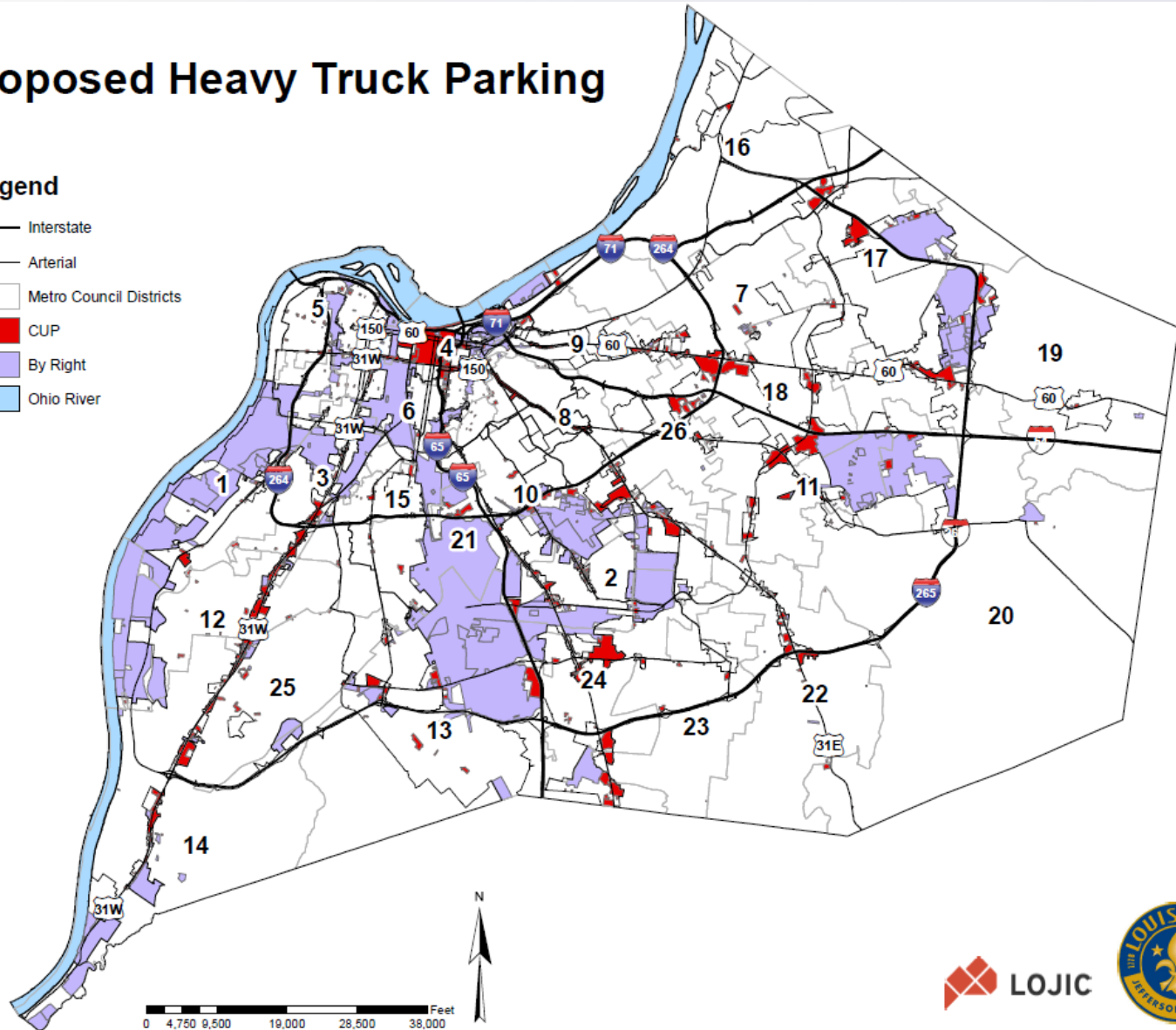
-  Interstate
-  Arterial
-  Metro Council Districts Ohio
-  River
-  By Right



Proposed Heavy Truck Parking

Legend

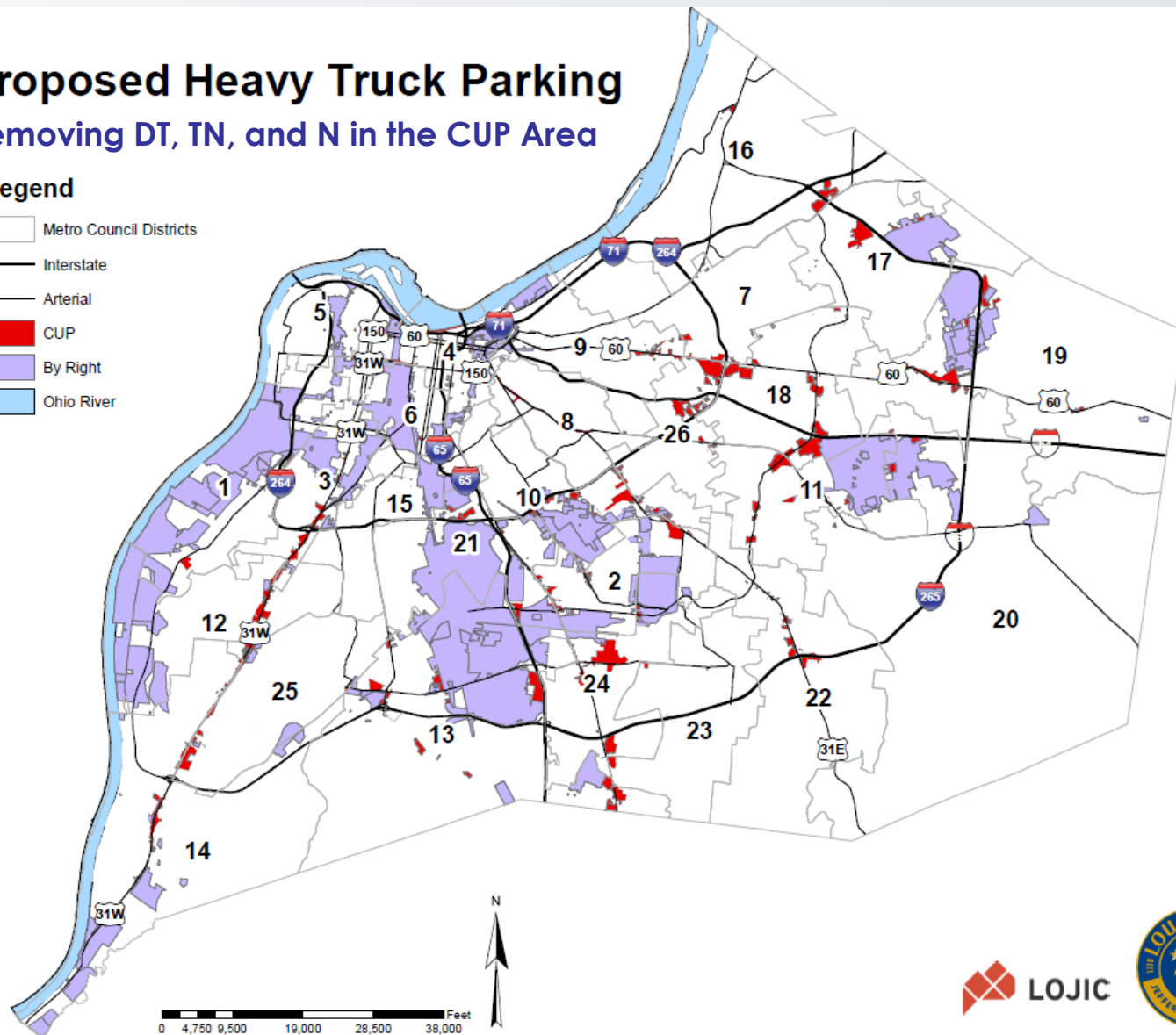
- Interstate
- Arterial
- Metro Council Districts
- CUP
- By Right
- Ohio River



Proposed Heavy Truck Parking Removing DT, TN, and N in the CUP Area

Legend

- Metro Council Districts
- Interstate
- Arterial
- CUP
- By Right
- Ohio River



The Planning Commission RECOMMENDED to Metro Council and the legislative bodies of cities with zoning authority that the LDC amendments, as described in the staff report, be APPROVED WITH MODIFICATIONS