

Fleet-Based Services & Service Stations Text Amendments

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Updates since 7/16 Study Session

Two Ordinance Options for Consideration

Option 1

- Require a CUP for Light Fleet-Based Services in the LC District
- Increase the separation distance for Service Stations to 150 feet
- Increase the separation distance for Fleet-Based Services to 150 feet and require for any fleet-based services, not just electric charging infrastructure
- Apply the 30-foot maximum height only to all Fleet-Based Services in all districts

Option 2

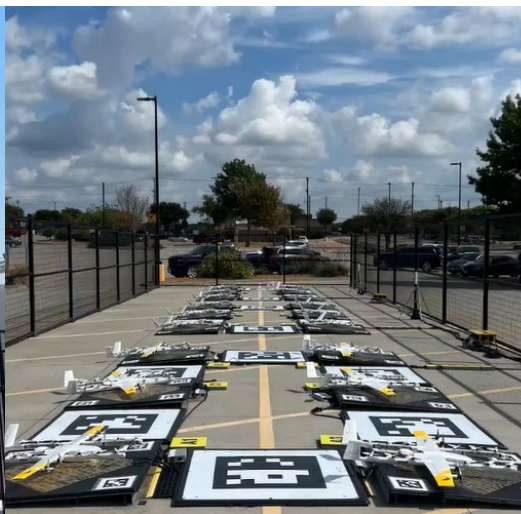
- Require a CUP for Light Fleet-Based Services in the LC District
- Increase the separation distance for Service Stations to 150 feet
- Increase the separation distance for Fleet-Based Services to 150 feet and require for any fleet-based services, not just electric charging infrastructure
- Require Accessory, Light Fleet-Based and Heavy Fleet-Based Services to be located at grade except in GI and HI at a height of up to 30 feet



Background & Purpose

New and Emerging Technology Driving the Changes

Fleet Services with Drone Delivery





Background & Purpose

New and Emerging Technology Driving the Changes

Fleet Services of Robotaxis

EV Service Station



Fleet-Based Services Text Amendments



Fleet-Based Services – Overview of Proposed Changes

- Updates to Land Use Classification Definitions
- Updates to Land Use Tables
- Introduction of fleet-specific development standards (new Section 11-31-40)



Fleet-Based Services – Updates to Definitions

Fleet-Based Services (NEW):

- Primary use is the parking, storage, staging, fueling, charging, or dispatch of fleet vehicles
- In connection with passenger transportation services, delivery, medical transport operations and similar businesses **operating more than five (5) vehicles**
- Includes EV charging infrastructure and accessory support facilities
- **Excludes:** Towing & Impound, Vehicle Sales, Major Auto Repair, Outdoor Storage, Airports, Heliports



Fleet-Based Services – Updates to Definitions

Light Fleet-Based Services:

- 50 or fewer ground- or aerial-based vehicles
- All vehicles have a GVWR of less than 10,000 lbs
- Less than 10,000 sq. ft. of dedicated fleet area

Heavy Fleet-Based Services (NEW):

- One or more vehicles with a GVWR of 10,000 lbs or more; **or**
- More than 50 ground- or aerial-based vehicles all under 10,000 lbs; **or**
- 10,000 sq. ft. or more of dedicated fleet area

Fleet-Based Services – Updates to Definitions

Accessory Fleet-Based Services (NEW):

- Fleet-Based Service that is accessory and subordinate to a principal use on the same lot or parcel
- Serves only the operational needs of the principal use
- Shall not constitute the primary use of the site
- Shall not function as an independent fleet facility or provide fleet services to off-site businesses
- Fleet parking, charging, staging, etc.) shall not exceed the area devoted to the principal use





Fleet-Based Services – Updates to Land Use Tables

- Light Fleet-Based Services remain permitted in the same zoning districts as currently allowed (GC, LI, GI, and HI) and added to the LC District
- Added Fleet-Based Services added as an accessory use in the LC, GC, PEP, LI, GI, and HI Districts
- Heavy Fleet-Based Services permitted with a CUP in the GC and LI Districts, and by-right in the GI and HI Districts



Fleet-Based Services Development Standards

Parking, Charging & Storage Standards

All Types of Fleet-Based Services (Light, Heavy, or Accessory)

- Fleet vehicles must be parked, charged, and stored in designated areas
- Fleet areas must be clearly delineated and distinct from required parking
- Not permitted in setbacks, landscape yards, maneuvering aisles, or required loading zones
- Aerial-based vehicle parking, charging, and/or storage: 30-ft maximum height

Accessory Fleet-Based Services Only

- Must be located to the side or rear of buildings
- Not permitted between the front building façade and a public street
- May occupy up to 50% of the required on-site parking spaces for the principal use



Fleet-Based Services Development Standards

Screening Standards

Ground-Based Fleet Vehicle Screening:

- Street-side: 40-in masonry wall behind the required landscape yard
- Internal side and rear property lines: 6-ft masonry wall

Accessory Equipment and Infrastructure:

- Screened per ground-mounted equipment standard of Section 11-30-9(A)(4)

Screening Alternatives:

- Alternatives may be approved by the Planning Director



Fleet-Based Services Development Standards

Residential Separation:

- Accessory equipment and charging infrastructure must be separated from residential uses and/or zoning districts by a distance of 100 feet
 - Does not apply to residentially-zoned properties that only contain commercial use(s)
- Planning Director may approve less than 100 feet with a sound study showing noise at the property line stays at or below 60 dB, or doesn't increase ambient noise where it already exceeds 60 dB

Services Station Text Amendments



Service Stations – Overview of Proposed Changes

- Updates to Land Use Classification Definitions
- Updates to Land Use Tables
- Updated Service Station development standards in Section 11-31-25



Service Station – Updates to Definitions

Service Station:

- Modified to clarify that it includes the fueling and/or charging for motor vehicles
- Specifies the use serves the general public and doesn't include fleet fueling and charging operations

Accessory Electric Vehicle Charging (NEW):

- Provision of electric vehicle charging within a parking lot or parking structure which is incidental and subordinate to the principal use





Accessory EV Charging – Updates to Land Use Tables

Accessory Electric Vehicle Charging

- Accessory Electric Vehicle Charging added as a permitted accessory use in the Commercial, Employment, and Downtown Districts
- Footnotes:
 - Limited to 20% of required on-site parking; excess spaces may be converted if a parking study demonstrates additional capacity exists
 - Landscaping removed for charging infrastructure must be replaced on-site



Service Stations – Updates to Development Standards

Fuel Pump Canopy:

- Max 16-ft canopy height and 30-in canopy fascia width
- Canopy lighting must be recessed and flush mounted; maximum 20 footcandles within 150 feet of residential uses

EV Shade Structures:

- When shade structures are provided over EV charging spaces they shall match or complements the design of the primary building (when present)



Service Stations – Updates to Development Standards

EV Charging Lighting:

- Can be integrated into the shade structure, canopies, charging equipment, or other features
- Maximum 20 footcandles within 150 feet of residential uses

Vehicle Stacking:

- Min 20-ft stacking on both sides of fuel pump islands and 36 ft for one-way circulation approaches
- Modifications may be approved by the Planning Director based on a circulation study



Service Stations – Updates to Development Standards

Residential Separation:

- Fuel pumps and charging stations must be separated 100 feet from residential uses and/or zoning districts
- Planning Director may approve a reduced distance with a sound study showing noise at the property line stays at or below 60 dB, or doesn't increase ambient noise where it already exceeds 60 dB



Public Outreach & Notification

Draft TA
Posted to
Website



May 6

TA Draft
emailed
to
Stake-
holders



May 7

Virtual
Open
House



May 27

News-
paper Ad



June 6

Website
Updated



June 15

Public
Hearing
Email
Reminder



June 18

P&Z
Board



June 24



Questions?



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