

City of Mesa

Planning and Zoning Board

# Fleet-Based Services & Service Stations

## Text Amendments

Mary Kopaskie-Brown, Planning Director

Rachel Phillips, Assistant Planning Director

Sean Pesek, Senior Planner



## 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

EV Service

Robotaxis



# Fleet-Based Services Text Amendments

## Fleet-Based Services – Overview of Proposed Changes

- Added definition for "Fleet-Based Services"
- Modified definition for "Light Fleet-Based Services"
- Added definition for "Heavy Fleet-Based Services"
- Added definition for "Accessory Fleet-Based Services"
- Updated the land use tables to show where light, heavy, and accessory fleet-based services are permitted
- Introduced 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-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

## Fleet-Based Services Development 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 (Ground and Aerial-Based):**

- Screened per Section 11-30-9(A) (4)

### **Fences and Walls:**

- Comply with Section 11-30-4 (Fences and Freestanding Walls)

### **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



## Service Stations – Overview of Proposed Changes

- Updated the “Service Station” definition to include EV charging facilities and clarify permitted accessory activities
- Added a new definition for “Accessory Electric Vehicle Charging”
- Added “Accessory Electric Vehicle Charging” and related footnotes to the land use tables
- Updated Service Station development standards to address EV charging facilities and related site design

## Service Station – Updates to Definitions

### Service Station:

- Modifies the definition to clarify that it includes EV charging
- Specified that it doesn't include dedicated fleet fueling and charging

### Accessory Electric Vehicle Charging

#### (NEW) :

- Created a new definition for incidental and subordinate EV charging that occurs within



## Accessory EV Charging – Updates to Land Use Tables

### **Accessory Electric Vehicle Charging**

- Add Accessory Electric Vehicle Charging as an accessory use to the Commercial, Employment, and Downtown District land use tables
- Add footnotes to the land use tables:
  - 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



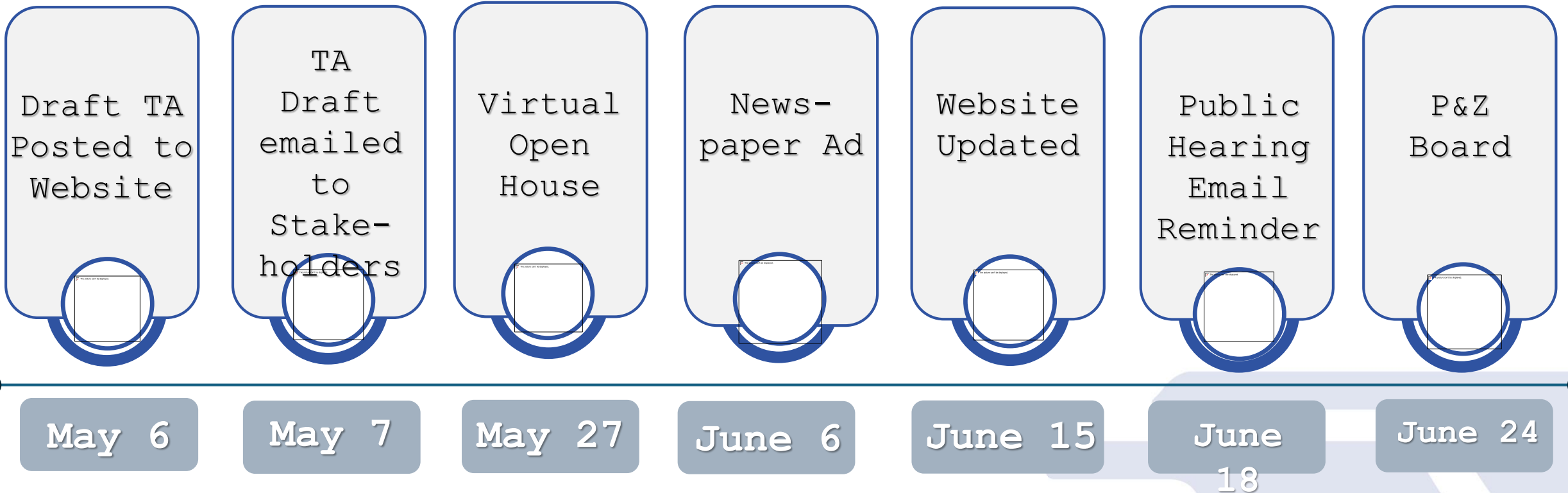
## Service Stations – Updates to Development Standards

### **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



## Outreach – What We Heard

### Revisions Based on Stakeholder Comments:

- Fleet-based services definitions (light vs. heavy thresholds) added Accessory Fleet-Based Services
- Adjusted land use permissions for Heavy Fleet-Based Services and Accessory Fleet-Based Services
- Adjusted standards for Accessory Fleet-Based Services
- Accessory EV charging space thresholds
- Setbacks for commercial uses on residential lots
- Design standards for EV service stations
- Screening standards for Fleet-Based Services



Questions?