

Community and Economic Development

Staff Report to the Planning Commission

June 12, 2019

Access Management and Off-Street Parking Text Amendments

REQUEST	Ordinance Amendment Approval
ORDINANCE	Article X Off Street Parking and Loading
STAFF	Justin Lyons, Planning Manager Erin Quetell, Environmental Sustainability Planner

Summary

Staff continued to explore the potential amendments to Article X. Off-Street Parking and Loading ordinance to accommodate more access management and sustainable options for development. Most recently, staff shared potential amendments that would incorporate electric vehicle charging stations, enclosed bicycle parking, and access management requirements at the May 15, 2019 Planning Commission meeting.

Attached is a draft of the ordinance amendments to the Off-Street Parking ordinance based on direction from the Planning Commission. More details are provided in the ordinance summary section below.

Land Use Review

Master Plan Recommendations

The Master Plan outlined a variety of mobility and sustainability opportunities for improvement. Those items include the following:

- A. LAND USE
 - a. GOAL 4: Create the Framework for Responsible, Supportive Parking Facilities
 - i. L 4.6 Enhance design standards for parking facilities abutting right of way, especially in Downtown and Mixed Use Land use areas
- B. TRANSPORTATION AND MOBILITY
 - a. GOAL 4: Improve and Support Bike Infrastructure and Culture.
 - i. T4.2 Provide safe and convenient bike parking.
 - b. GOAL 5: Consider Vehicular Parking needs in the Short Term, the Future, and the Unforeseen Future
 - i. T5.1 Implement “non-capacity” strategies to improve current system
 - ii. T5.2 Coordinate parking “capacity” planning with a responsible decision-making strategy rooted in sustainability

Ordinance Amendment Summary

Sec. 24-222 - General Provisions

Residential parking was updated in the general provisions section to promote electric vehicle infrastructure in new single-family home developments. It is recommended that all new single-family homes with or without garages be constructed to provide Electric Vehicle charging infrastructure.

Industry experts have advised that the majority of electric vehicle charging will occur at the owner’s home in the evening. Retrofitting a home for electric vehicle charging is considerably more expensive than the cost of including the capacity at the time of construction. To minimize the unnecessary cost to retrofit a home, the City of Ferndale considers electric vehicle readiness in new home construction necessary. It is recommended to use the following language regarding EV infrastructure in new single-home development:

All new single-family homes with or without garages shall be constructed to provide a 220-240-volt / 40-amp outlet on a dedicated circuit and in close proximity to designated vehicle parking to accommodate the potential future hardwire installation of a AC Level 2 electric vehicle charging station. All new housing developments with 3 or more single family units, shall be constructed to provide a 220-240 volt/40-amp outlet on a dedicated circuit and in close proximity to designated vehicle parking to accommodate the potential future hardwire installation of an AC Level 2 electric vehicle charging station shall be required.

Sec. 24-223 – Off-Street Parking Requirements

Bicycle Parking Requirements

All developments, including commercial, industrial, civic, schools, and residential (excluding single-family detached residential), shall be designed to accommodate bicycle travel, including bike parking. All parking structures and parking lots shall provide sufficient bike racks based on a minimum of one bike for every ten automobiles or one bike for every 3,000 square feet of building floor area, whichever is greater. A minimum of 4 bicycle parking spaces is required. All other specific use requirements are noted in the chart below. All developments are required to contain a portion of enclosed bicycle parking. For the purposes of this section, enclosed bicycle parking is defined as a fully enclosed room or shelter for long-term storage of bicycles.

Use Categories	Bicycle Parking Space Minimums	% Enclosed Bicycle Parking/% Fixed Bicycle Racks
Residential, excluding single-family detached residential	1 per bedroom, a minimum of 4	60%/40%
Restaurants	1/500 sq. ft., minimum of 4	0%/100%
Retail stores	1/1000 sq. ft., minimum of 4	0%/100%
Office	1/2000 sq. ft., minimum of 4	60%/40%
Industrial	1/4000 sq. ft., minimum of 4	60%/40%

Bicycle parking shall be designed according to the [Essentials of Bike Parking guide](#) published by the Association of Pedestrian and Bicycle Professionals, as amended. A copy of such manual shall be maintained in the Community of Development Department office. The standard bicycle parking space is 2 feet wide, 6 feet long and 3 feet 4 inches tall. There must be at least 5 feet behind all required bicycle parking spaces to allow room for bicycle maneuvering. Where required bicycle parking is adjacent to a sidewalk, the maneuvering may be extended into the right-of-way. A wall clearance of 2 feet 6 inches must be provided.

Staff also noticed a conflict in the off-street parking requirements for personal service establishments (including barber/beauty shops, hair, nail & skin care services, tanning salons). The current requirement for this use is 1 per 300 sq. ft. of useable floor area or 2.5 per barber or beautician's chair/station, whichever is greater. However, barber and beauty shops are also listed under service and repair establishments, which requires 1 space per each 800 sq. ft. of floor area. Staff recommends removing the separate requirement for personal service establishments and including those uses in service and repair establishments.

Central Business Parking Exemption

City Council directed staff and the Planning Commission to review the CBD parking exemption after the most recent tasting room license was approved by City Council. The amended text would preclude any establishment with additional and/or accessory use of the sale of alcoholic beverages for on-premises consumption to also include additional licenses or permits to locate in the CBD without providing the required off-street parking or request payment in lieu of parking. This would include a business that applied to add a separate license or permit such as a tasting room.

Electric Vehicle Parking

Development for each of the land uses identified in the Required EV Table shall be required to provide electric vehicle infrastructure shown in the table. Electric Vehicle Charging Stations shall be provided when the development is 10,000 square feet or more, or one of the following occurs:

1. A new building or a new off-street parking facility is developed
2. An addition or improvement of an existing building is made that requires site plan approval
3. The parking capacity of an existing building, site, or parking facility that requires site plan approval.

The first column of the Required EV Table shows the type of land use for which electric vehicle charging stations shall be provided, pursuant to this section. The Second column shows the minimum percentage of the facility's parking spaces that shall provide a connection to electric vehicle charging stations.

Land Use Type	Percentage of Parking Spaces
Multi-household Residential	10%
Lodging	10%
Retail, Restaurant, Café	3%
Office, Medical	10%
Industrial	10%
Institutional, Municipal	10%
Recreational, Entertainment, Cultural	3%
Other	3%

The ordinance designated permitted locations for Level-1, Level-2, and Level-3 Electric Vehicle Charging Stations, as well as retail electric charging of vehicles (similar to vehicle filling stations). General station requirements, signage, clearance, charging station equipment, maintenance, and data availability are all detailed in the amendment.

Accessible facilities

A. Where electric vehicle charging stations are provided in parking lots or parking garages, excluding garages in single-household residential units, accessible electric vehicle charging stations shall be provided according to the ratios shown on the table below. The first column indicates the number of electric vehicle stations being provided on site and the second column indicates the number of accessible charging stations that are to be provided for the corresponding number(s) of charging stations.

Number of EV Charging Stations	Minimum Accessible EV Charging Stations
1-25	1
26-50	2
51-100	3
101 and up	4%

B. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. The ordinance includes two options for providing for accessible electric vehicle charging stations.

Furthermore, the new ordinance encourages making charging stations available for public use, outlines parking restrictions, and describes usage fees.

Sec. 24-226 – Access Management

Access management is important in designing streets for pedestrian and transit-oriented development. The Access Management section was consolidated to a new section to provide improved standards to driveways in development projects. These recommendations allow for a reduction in conflicts between vehicles, pedestrians, and bicyclists.

Driveways are proposed to be regulated with required spacing, sight distances, and encourages access from alleys, when present. The existing ordinance permits two (2) driveways per frontage, but the proposed amendments would reduce the maximum number to one (1) two-way driveway or two (2) one-way driveways. The ordinance allows the Planning Commission to grant a waiver from the access standards based on a set list of criteria.

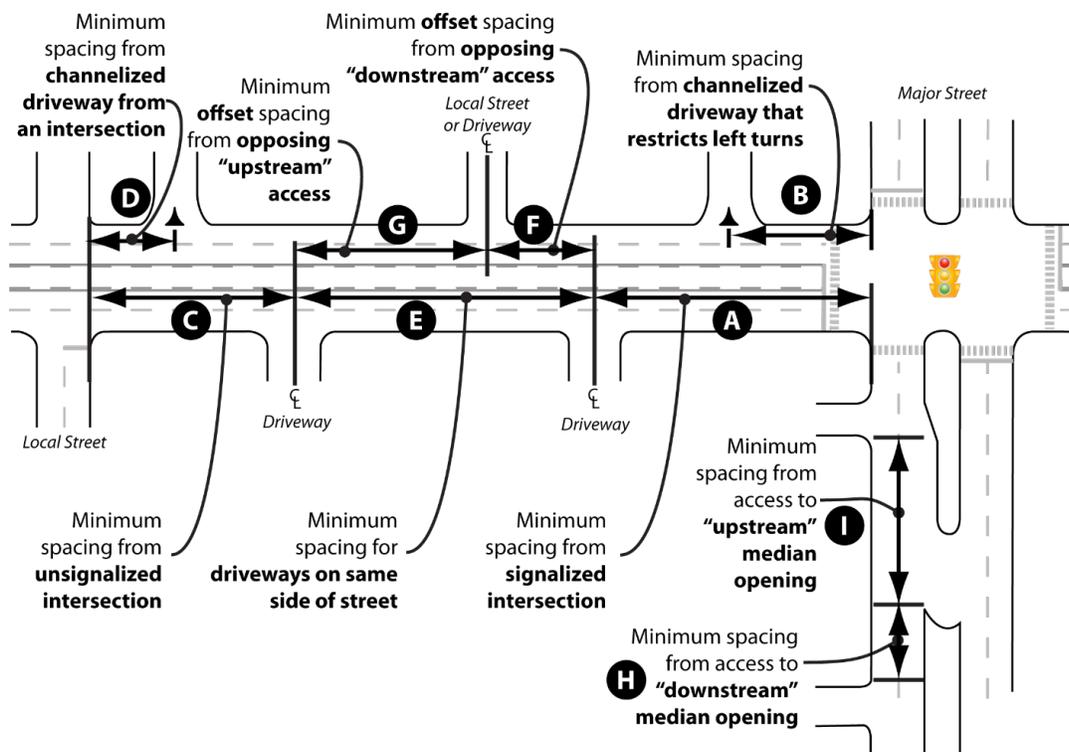


Figure A. Measurement for Driveway Spacing Requirements

Recommendation

Staff recommends the proposed text amendments to align with goals of the Master Plan, particularly related to the Land Use and Transportation and Mobility goals. Should the Planning Commission recommend approval of the ordinance amendments to the City Council, City Council would hold a public hearing to consider the industrial district amendments.

Potential Off-Street Parking and Loading Ordinance (Article X.) Text Amendment Motion

MOTION by _____, seconded by _____, the Planning Commission **RECOMMEND APPROVAL** of the amendment to the title of Article X. Off Street Loading and Parking to Article X Access Management, Off-Street Parking, and Loading to City Council with the following findings, after a Public Hearing was held as set and published for this date and place:

Findings

- 1) The Planning Commission held a public hearing on June 19, 2019 to consider zoning text amendments detailed below:
 - a. The revised title, Article X. Access Management, Off-Street Parking, and Loading better reflects the intention of the article for access management and parking requirements.
- 2) The proposed zoning text amendments are consistent with the goals and objectives of the Ferndale Master Plan.

Potential General Provisions (Sec. 24-222.) Text Amendment Motion

MOTION by _____, seconded by _____, the Planning Commission **RECOMMEND APPROVAL** of the amendment to Article X. Off Street Loading and Parking sec. 24 – 222 General Provisions to City Council with the following findings, after a Public Hearing was held as set and published for this date and place:

Findings

- 1) The Planning Commission held a public hearing on June 19, 2019 to consider zoning text amendments detailed below:
 - a. Include electric vehicle charging infrastructure to new single-family residential developments.
- 2) The proposed zoning text amendments are consistent with the goals and objectives of the Ferndale Master Plan.

Potential General Provisions (Sec. 24-223.) Text Amendment Motion

MOTION by _____, seconded by _____, the Planning Commission
RECOMMEND APPROVAL of the amendment to Article X. Off Street Loading and Parking sec. 24 – 223 – Off-street Parking Requirements to City Council with the following findings, after a Public Hearing was held as set and published for this date and place:

Findings

- 1) The Planning Commission held a public hearing on June 19, 2019 to consider zoning text amendments detailed below:
 - a. Amend the parking requirements chart, including:
 - i. Remove personal service establishments uses separate listing
 - ii. Incorporate hair, nail & skin care services, and tanning salon in the service and repair uses requirement
 - b. Amend bicycle parking facilities to include updated bike parking requirements including:
 - i. Updated requirements based on land use
 - ii. Enclosed bicycle parking requirements
 - c. Amend (j) CBD parking exemption to include additional licenses or permits as follows:
 - i. Buildings and uses, except restaurants with additional and/or accessory use of the sale of alcoholic beverages for on-premises consumption (including any expansion or addition to space or expansion or additional license or permit), located within the CBD zoning district shall be exempt from providing off-street parking, loading and unloading areas and stacking spaces, except as required for upper level residential units in section 24-159, Upper level residential.
 - d. Insert electric vehicle charging facilities to off street parking requirements which includes:
 - i. Electric Vehicle Charging Stations shall be provided when the development is 10,000 square feet or more, or one of the following occurs:
 1. A new building or a new off-street parking facility is developed
 2. An addition or improvement of an existing building is made that requires site plan approval
 3. The parking capacity of an existing building, site, or parking facility that requires site plan approval.
 - ii. Number of charging stations required by use
 - iii. Number of accessible EV spaces
 - iv. Installation and design guidelines
- 2) The proposed zoning text amendments are consistent with the goals and objectives of the Ferndale Master Plan.

Potential General Provisions (Sec. 24-224 and 24-226.) Text Amendment Motion

MOTION by _____, seconded by _____, the Planning Commission
RECOMMEND APPROVAL of the amendment to Article X. Off Street Loading and Parking sec. 24 – 224.
Parking Design and Sec. 24-226. Access Management to City Council with the following findings, after a
Public Hearing was held as set and published for this date and place:

Findings

- 1) The Planning Commission held a public hearing on June 19, 2019 to consider zoning text amendments detailed below:
 - a. Removed Access Management from Sec. 24-224 (2).
 - b. Driveway location in general
 - c. Number of driveways
 - d. Driveway spacing
 - e. Shared driveways
 - f. Driveway design
 - g. Waiver Criteria
- 2) The proposed zoning text amendments are consistent with the goals and objectives of the Ferndale Master Plan.