

Memorandum



CITY OF DALLAS

DATE June 22, 2012

TO Honorable Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **Alternative Fueling Facilities**

On Monday, June 25, 2012, the Transportation and Environment Committee will be briefed on a proposed development code amendment for alternative fueling facilities. The City Plan Commission recommended approval of the proposed amendments on May 3, 2012. The briefing material is attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'R. Evans'.

Ryan S. Evans
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins Jr., City Attorney
Rosa Rios, City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Jill Jordan, P.E., Assistant City Manager
Forest Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, City Controller
Frank Libro, Public Information Office
Theresa O'Donnell, Director, Sustainable Development and Construction
Rick Galceran, Director, Public Works Department
Stephanie Cooper, Assistant to the City Manager – Council Office

Alternative Fueling Facilities



**City Council
Transportation and Environment
Committee
June 25, 2012**



Background

- Currently the Development Code does not specifically address alternative fueling facilities such as those used for electrical vehicle charging, compressed natural gas (CNG) fueling or liquefied natural gas (LNG) fueling.
- The code prohibits above ground storage tanks as part of a truck stop use or a motor vehicle fueling station use.
- Motor vehicle fueling with above ground storage tanks are allowed accessory to a main use that may include fleet service such as a freight terminal, distribution center, bus maintenance yard or city service center.

Background

- In an effort to reduce dependence on foreign oil, reduce urban emissions and reduce greenhouse gases, the federal government offers vehicle buyers, operators and owners a number of grants and tax incentives to buy and operate natural gas vehicles. These programs include:
 - Congestion Mitigation & Air Quality Improvement Program (CMAQ)
 - Federal Transit Authority
 - Clean Cities Program
 - Clean School Bus Program
 - Federal Aviation Administration - Voluntary Airport Low Emission (VALE)

Background

- The U.S. Department of Energy (DOE) has 25 cost-share projects under the Clean Cities program that are funded with nearly \$300 million from the American Recovery and Reinvestment Act. These projects are intended to speed the transformation of the nation's vehicle fleet, putting more than 9,000 alternative fuel and energy efficient vehicles on the road, and establishing 542 refueling locations across the country. The Department of Energy also estimates they will help displace approximately 38 million gallons of petroleum per year.

Background

- The North Central Texas Council of Governments' North Central Texas Alternative Fuel and Advanced Technology received a \$13,181,171 award from the Clean Cities Program. The project will deploy refueling stations and alternative fuel vehicles in the Dallas-Fort Worth area. In addition to municipal fleets, high mileage and high visibility fleets are included, such as Coca-Cola, Sysco, Frito Lay, school districts, and taxis. DOE estimates that this project will help displace approximately 1.3 million gallons of petroleum annually.

Background

- There are ongoing efforts to establish adequate infrastructure to support LNG as an alternative fuel to support short and long haul commercial trucking. One company, Clean Energy, plans to operate 150 LNG fueling stations across the country in order to establish a “natural gas highway,” with approximately 70 anticipated to be open in 33 states by the end of 2012 and the balance in 2013.

Electrical Vehicle Charging



Electrical Vehicle Charging



Electrical Vehicle Charging



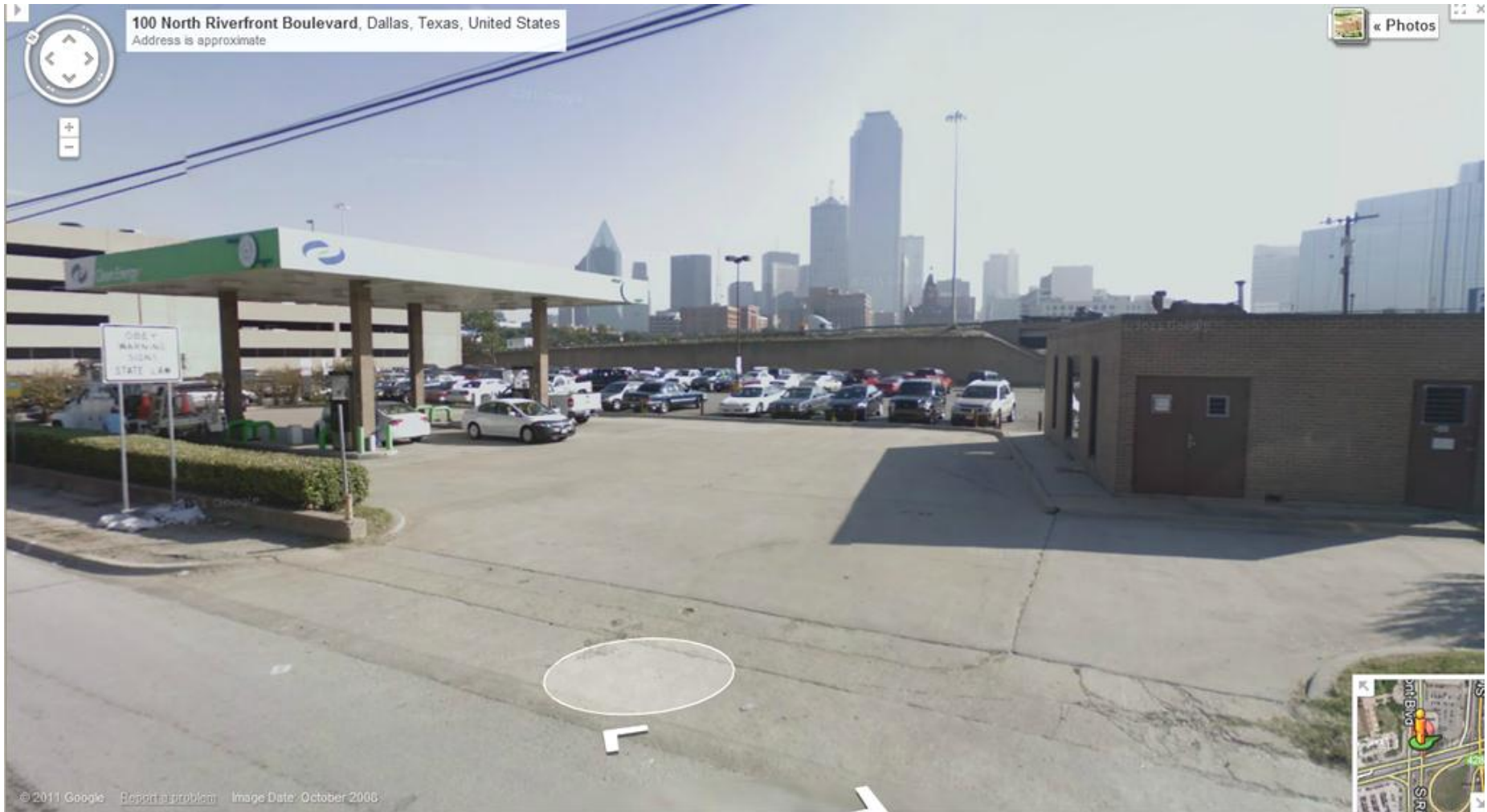
Electrical Vehicle Charging



Electrical Vehicle Charging

- Allow as an accessory use in all districts
- Allow up to 10 percent of required parking for a main use to be used for electrical vehicle charging
- Prohibit signage, visible from off the premise, in residential districts (signs can be on equipment)
- If electrical charging is the main use of the property, allow as motor vehicle fueling stations are allowed

CNG Fueling



CNG Fueling



CNG Fueling

- Allow as part of a motor vehicle fueling station
- Require any compression equipment to be screened from adjacent streets
- Allow as accessory use to any main use that has fleet service (such as city service centers)

LNG Fueling Station



DART LNG Facilities



LNG Fueling

- Allow LNG fueling facilities and above ground storage tanks as accessory to and part of a truck stop use.
- Establish a stand alone “liquefied natural gas fueling station” use to be allowed by right in LI, IR and IM districts if four or fewer fueling pumps, but require an SUP if the use is within 1,000 of a residential zoning district.
- Allow the new use by SUP in the CS district.
- Allow non-conforming truck stops to add LNG fueling facilities.

LNG Fueling

- Allow non-conforming truck stops to add LNG fueling facilities.
- Prohibit signage on LNG tanks

Next Steps

- Schedule for City Council action (tentatively scheduled for August 8, 2012)