

Land Development Code Amendments

Drive Through Lanes, Stacking & Setbacks

6-205.1 LSPD Large Scale Planned Development
6-207 BIZ General Business District
6-208 MFG Manufacturing District
6-210 COR Mixed Use District
6-211 ORI Mixed Use District
6-306 Off Street Parking and Loading Requirements

Stacking Requirements

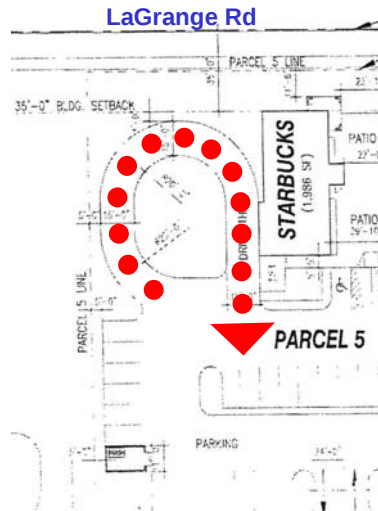
- Currently in multiple locations within the Land Development Code
- Moving them all to the Off Street Parking Section
- Regulating the number of stacking spaces by use, rather than District

Drive Through Lanes

- All drive through lanes require a Special Use Permit
- Currently, drive through lanes between the building and the street require a Variance
- Proposed change would replace the variance requirement with a Special Use Modification requirement tied to specific conditions.

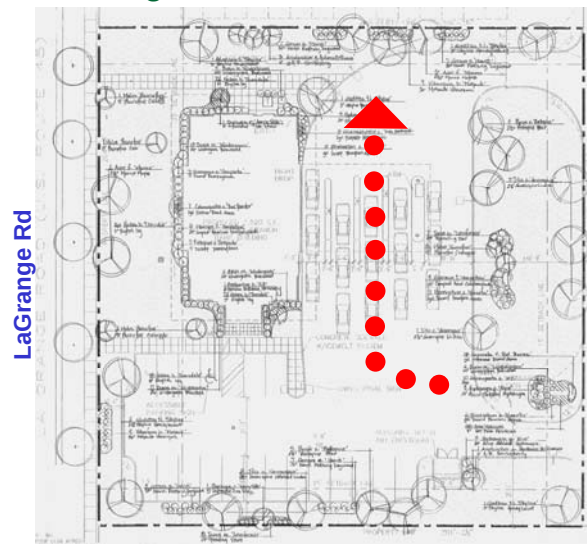
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Drive Through Lane that Meets Code



Preferred drive through layout and alignment

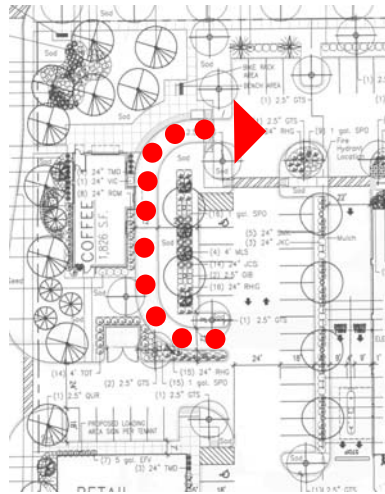
Drive Through Lane that Meets Code



Acceptable drive through layout and alignment (dead end parking)

Drive Through Lane that Meets Code – Access Issues

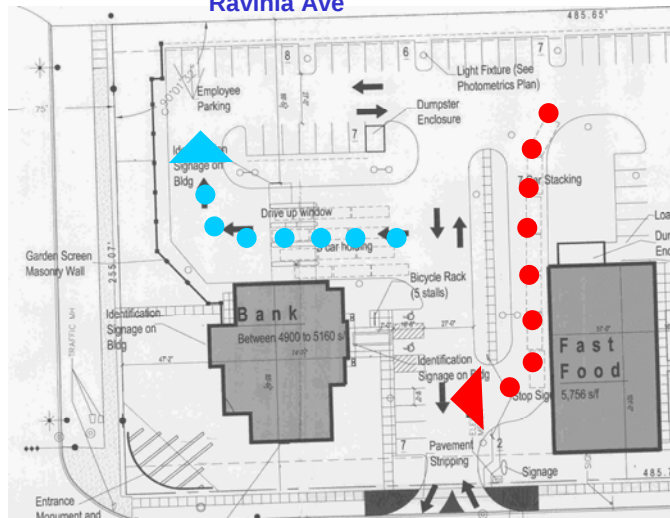
159th Street



Drive through alignment interferes with pedestrian circulation

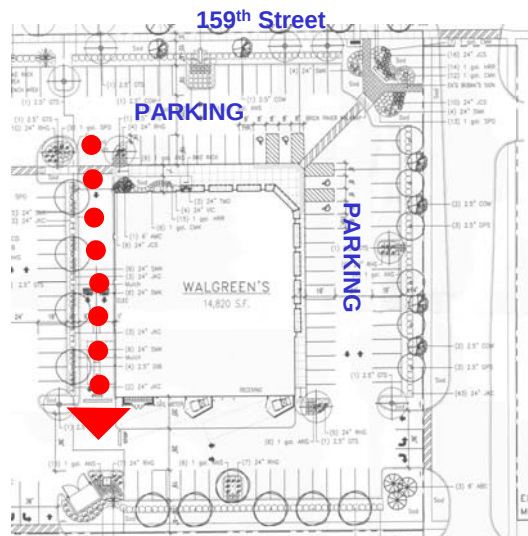
Drive Through Lane that Meets Code – Access Issues

Ravinia Ave



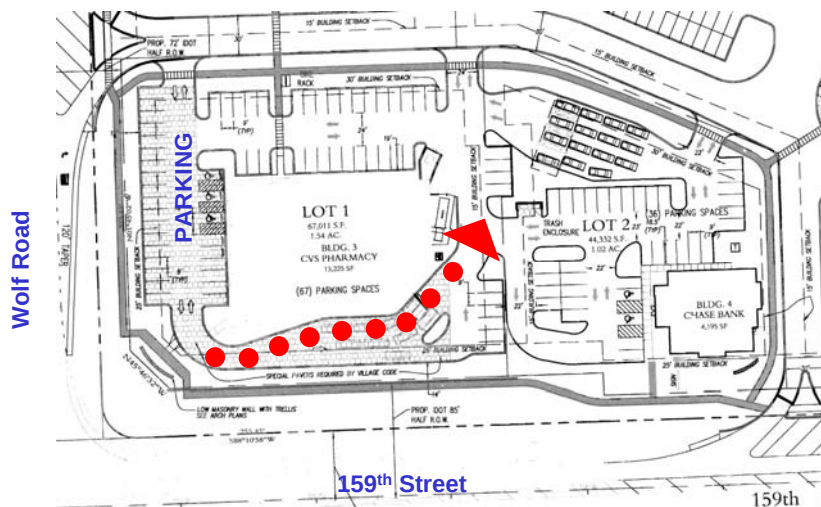
Awkward drive through lane ingress and egress

Drive Through Lane – Parking Does Not Meet Code



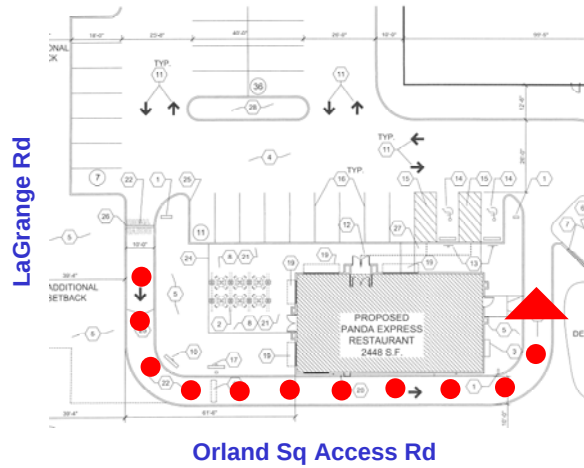
Drive through lane meets Code but parking does not.

Drive Through Lane – Does Not Meet Code



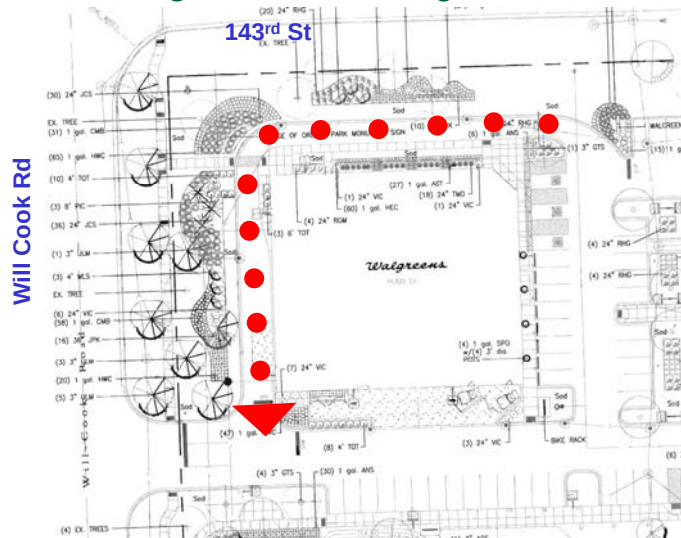
Neither drive through lane or parking meet Code requirements

Drive Through Lane – Building Setback



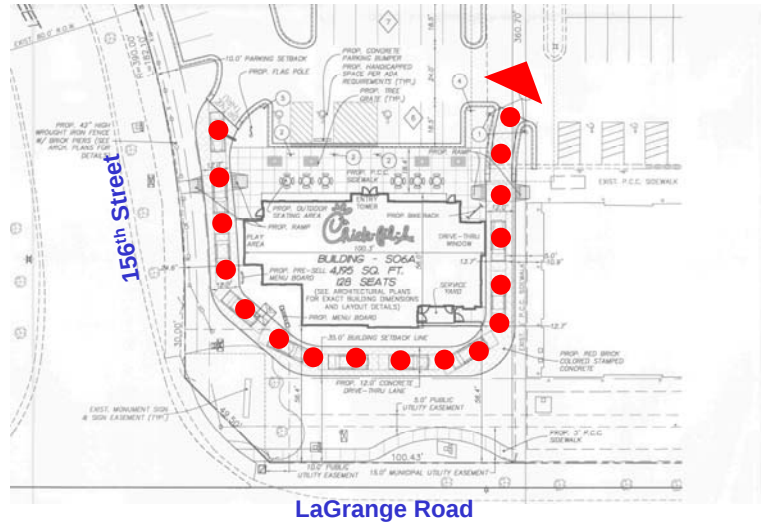
Drive through location does not impede pedestrian circulation

Drive Through Lane – Building Setback



Building still located near the street and extensive landscaping buffers drive through lane

Drive Through Lane – Building Setback



Drive through lane meets proposed Code changes

Drive Through Lane – Building Setback



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Building Setback Drive Through Lane Requirements

Drive through facilities in the setback area shall be allowed via Special Use modification only, when there are no reasonable alternatives. In order to qualify for a Special Use Modification, the drive through facility must meet all of the following conditions:

- The drive through should be designed as a single lane with a maximum width of 14' and a minimum turning radius of 20' from the centerline of the drive aisle.
- Drive through lanes must be a minimum of 10' from all property lines.
- The drop off area or drive aisle must be constructed with decorative pervious pavement or pervious pavers.
- Any order windows and menu boxes must be designed to integrate into the architecture of the building and appear 'hidden' from vehicular and pedestrian view. All efforts should be made to keep the order windows and menu boxes out of the setback between the building and the street.

Menu boxes must include masonry architectural details, matching the materials and design of the building.

Menu boxes must be screened with landscaping and/or masonry walls so they are not visible from the street.

Order windows must be designed with trim and detail so they appear similar in appearance to other windows on the building.

- The drop off area or drive aisle must be screened with a combination of masonry walls and/or decorative landscaping in order to provide a solid buffer at a minimum height of 36".
- The drop off area or drive aisle shall not obstruct any direct connections between the sidewalk along the street and the entrances to the building and shall include crosswalks connection pedestrian routes.
- The architectural design of the building elevations facing the street should have the appearance of a primary façade and include transparency in the form of full or clerestory windows.

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