

**LEGISLATIVE #**

**110788D**

## Appendix B- Comprehensive Plan GOPs

### Exhibit B-1

#### Concurrency Management Element

**Policy 1.4.4** Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and or/beverage sales, dry cleaning, express mail services and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards for drive-through facilities shall be included:

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;
- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

**Policy 1.4.5** Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of or development activity at existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and

review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400 foot distance requirement shall not apply if any of the following criteria are met:
  1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
  2. Cross access is provided with an adjoining property.
  3. A public or private road intervenes between the two sites.
  4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. Standards which must be met under Policy 1.1.6 shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.