Purpose of Today’s Meeting

- Provide background information regarding staff’s review of accessory drive-throughs to-date
- Provide an overview of the Policy Directions for accessory drive-throughs endorsed by City Council in February
- Discuss the development of design and functionality policies for new and modified drive-throughs by:
  - identifying staff’s objectives for drive-through design
  - presenting potential design considerations for discussion
  - receive feedback based on your experience as a developer, operator or representative of drive-through businesses
Background

- Commercial Strategy Study undertaken by urbanMetrics and The Planning Partnership as part of the Official Plan Review

- Consultant’s recommendations for the City’s commercial areas included new policies regarding drive-throughs

- Staff undertook a review of these proposals and developed alternative policy options for consideration

- Consultants' recommendations and staff’s alternative proposals presented to drive-through stakeholders for comment in February 2014

- Staff policy directions finalized and presented to Council in February 2015 (report PB-10-15)
Report PB-10-15: Accessory Drive-Throughs

PB-10-15 was a ‘Policy Directions’ report which was intended to:

- convey staff’s analysis, public/stakeholder feedback and recommended City Council’s endorsement of staff’s policy directions; and
- provide the policy basis for Official Plan policy amendments regarding drive-throughs

Report was endorsed by the Development & Infrastructure Committee and City Council on February 9th and February 23rd, 2015 respectively

The report contained two policy directions...
Report PB-10-15: Policy Directions

Staff Recommendation A (summary):

- Prohibit the development of **new** accessory drive-throughs in the following areas:
  - Downtown
  - Uptown
  - Plains Road/Fairview St Corridor
  - Mobility Hub Study Areas

Note: the following exceptions would apply within these areas:

- existing drive-throughs will continue to be permitted (including during future additions, renovations or changes of use to an existing building)
- new drive-throughs provided in conjunction with a gas station will continue to be permitted
This map is provided for general overview and reference purposes only. The boundary areas identified are approximate only and based on an amalgamation of various Official Plan schedules and current and future study areas. Boundaries will be subject to further refinement and consultation as part of the Official Plan Review.
Report PB-10-15: Policy Directions

Staff Recommendation B (summary):

- Continue to permit existing and new accessory drive-throughs within the following areas:
  - commercial/mixed use areas not identified in Staff Recommendation A
  - employment areas

- Develop new accessory drive-through design and functionality policies, in collaboration with drive-through industry stakeholders, for new or modified accessory drive-throughs

Focus of today’s discussion
Drive-through Design and Functionality

- Objectives:
  - reduce congestion and improve on-site traffic flow and circulation
  - ensure efficient vehicular access/egress to and from a site
  - minimize impacts on adjacent uses
  - provide safe and efficient pedestrian access to/from and along a site
  - contribute to the character of an area or streetscape
Drive-through Design and Functionality

- Implementation:
  - *general* design and functionality considerations would be identified within the **Official Plan** for consideration during the Site Plan Review process
    - Example wording: Ensure sufficient vehicle queuing areas are provided
  - *highly detailed or numerical* design and functionality considerations would be located within the **Zoning By-Law and/or Urban Design Guidelines**
    - Example wording: A minimum of ‘X’ vehicle queuing spaces shall be provided
Drive-Through Design and Functionality

- Current City Requirements:
  
  **Official Plan**
  - n/a

  **Zoning By-Law** *(restaurant drive-throughs only)*
  - Landscaping where a drive-through is located between a street and a building
  - Setbacks from residential zones for intercoms
  - External conveyor pick-up systems (still required?)
Discussion:
Potential options being considered for drive-through design and functionality policies
Discussion: Objectives

- All of the following potential options are based on the overarching objectives referenced earlier...

A. *Reduce congestion and improve on-site traffic flow and circulation*

B. *Ensure efficient vehicular access/egress to and from a site*

C. *Minimize impacts on adjacent uses*

D. *Provide safe and efficient pedestrian access to/from and along a site*

E. *Contribute to the character of an area or streetscape*
Discussion:

A. Reduce congestion and improve on-site traffic flow and circulation

Potential Options:

1) Limit the number of drive-throughs per building to avoid conflicts between drive-through lanes
   - in Zoning By-Law/Urban Design Guidelines, establish maximum of one per building
Discussion:

A. *Reduce congestion and improve on-site traffic flow and circulation*

2) Ensure sufficient stacking spaces are provided for vehicle queuing
   - in Zoning By-Law/Urban Design Guidelines, establish requirements for queuing spaces (Oakville = minimum 7 Consultants = maximum 8)
   - variable queuing areas based on use (e.g. food service vs. bank)?
Discussion:

B. Ensure efficient vehicular access/egress to and from a site

Potential Option:

- Provide sufficient distance from a drive-through queuing area to an access/egress point shared with a public street
Discussion:

C. Minimize impacts on adjacent uses

Potential Options:

1) Landscaped buffers and setbacks should be provided along property lines shared with a site that permits residential uses;
   - current zoning = 15 m, Consultants = 30 m in some areas
   - variable setbacks based on the presence of speakers/attendants?
Discussion:

C. Minimize impacts on adjacent uses

2) Discourage the location of drive-throughs on sites at the periphery of commercial areas and/or sites adjacent to multiple residential sites
Discussion:

D. Provide safe and efficient pedestrian access to/from a site

Potential Options:

1) Provide consolidated access/egress points with a public street;
   - In Zoning By-Law/Urban Design Guidelines, a maximum of one access point with a public road (exceptions for corner lots and comprehensive developments (e.g. plazas or multi building developments)

2) Interactions between drive-through lanes and pedestrian walkways should be minimized, particularly connecting a primary entrance to a public sidewalk; and

3) Avoid drive-through circulation patterns that impede pedestrian access to a use/building (i.e. lanes that wrap around buildings).
Discussion:

D. Provide safe and efficient pedestrian access to/from a site
Discussion:

E. Contribute to the character of an area or streetscape

Potential Considerations:

- Drive-through lanes and queuing areas should not be located between a building façade and a public street.
Additional Discussion Items?

- Is there anything that you would like to see addressed that was not presented today?
- Other matters?
We’re Growing in Place [Burlington’s Official Plan Review]

Next Steps

- **Receive Commercial Strategy Study Proposal for Drive-Throughs**
  - Completed

- **Stakeholder Engagement**

- **Develop Drive-Through Directions**

- **Council Decision Point: Directions Report**
  - We are here

- **Staff Develop Drive-Through Considerations in Collaboration with Stakeholders**
  - In Progress

- **Staff Draft Official Plan Policies**


- **Zoning By-Law Review and Engagement Underway**
  - Zoning By-Law Review

**Official Plan Review**
Thank You!