



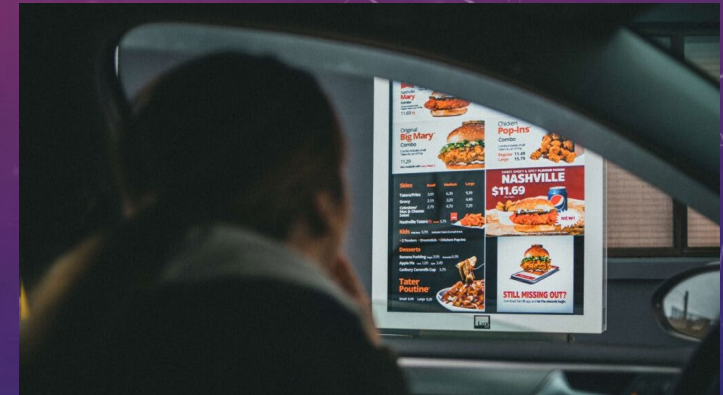
WMC CHAPTER 14-41 - DRIVE-THROUGH FACILITY RESTRICTIONS

OVERVIEW AND REQUEST FOR DIRECTION

DEFINITION OF DRIVE-THROUGH FACILITY

WMC §14-18.279 Drive-Through Facility

“Drive-Through Facility” shall mean any commercial use that conducts business in whole or part with a person or persons who enters a commercial property in a motor vehicle and transacts business from said motor vehicle from any location on such property that is not a designated parking space.



RECENT DRIVE-THROUGH INTEREST

Quick-Serve Restaurants

- Starbucks
- Chick-Fil-A
- In-N-Out
- Raising Canes
- Dutch Brothers

Service Station with Accessory Car Wash Facilities

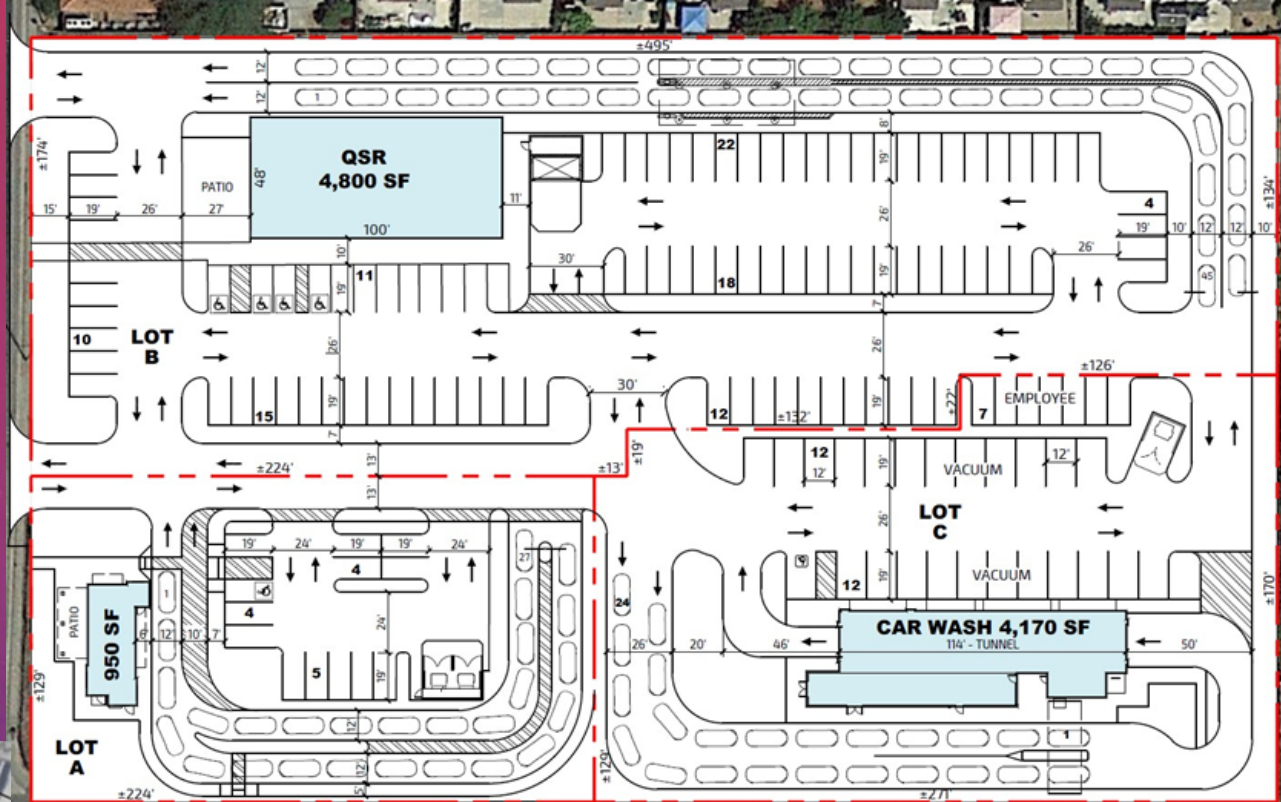
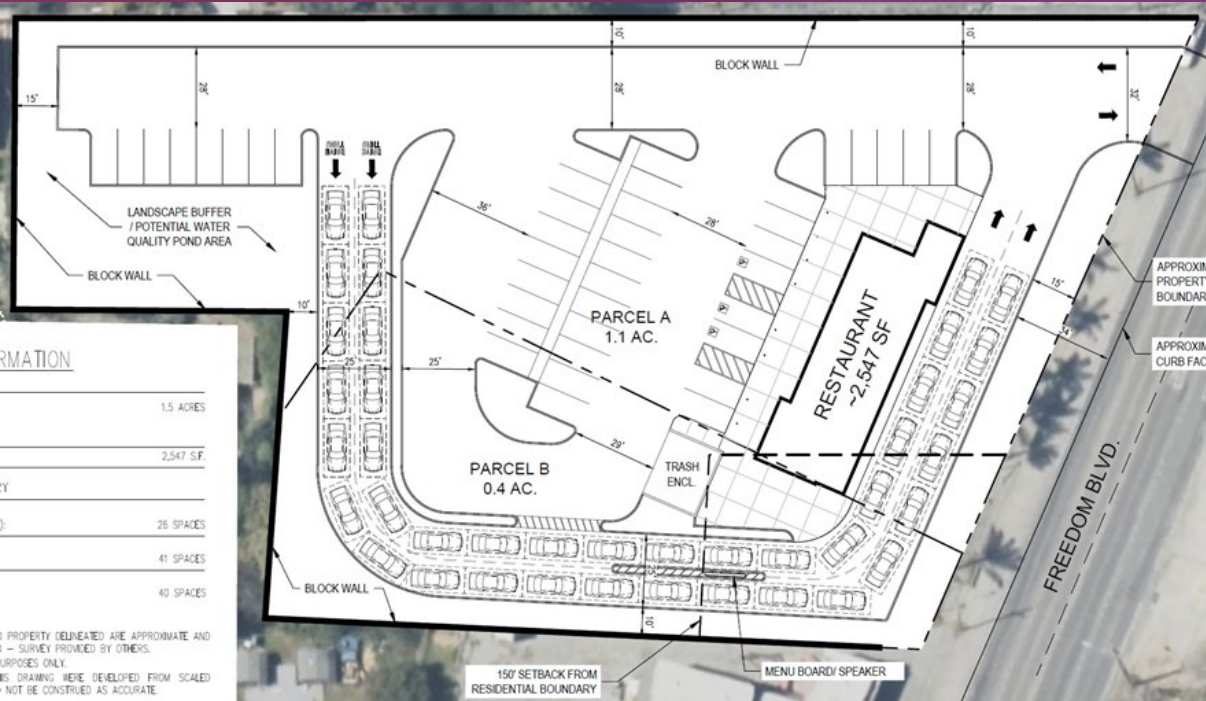
Standalone Car Wash Facilities (Primary Use)

- Quick Quack



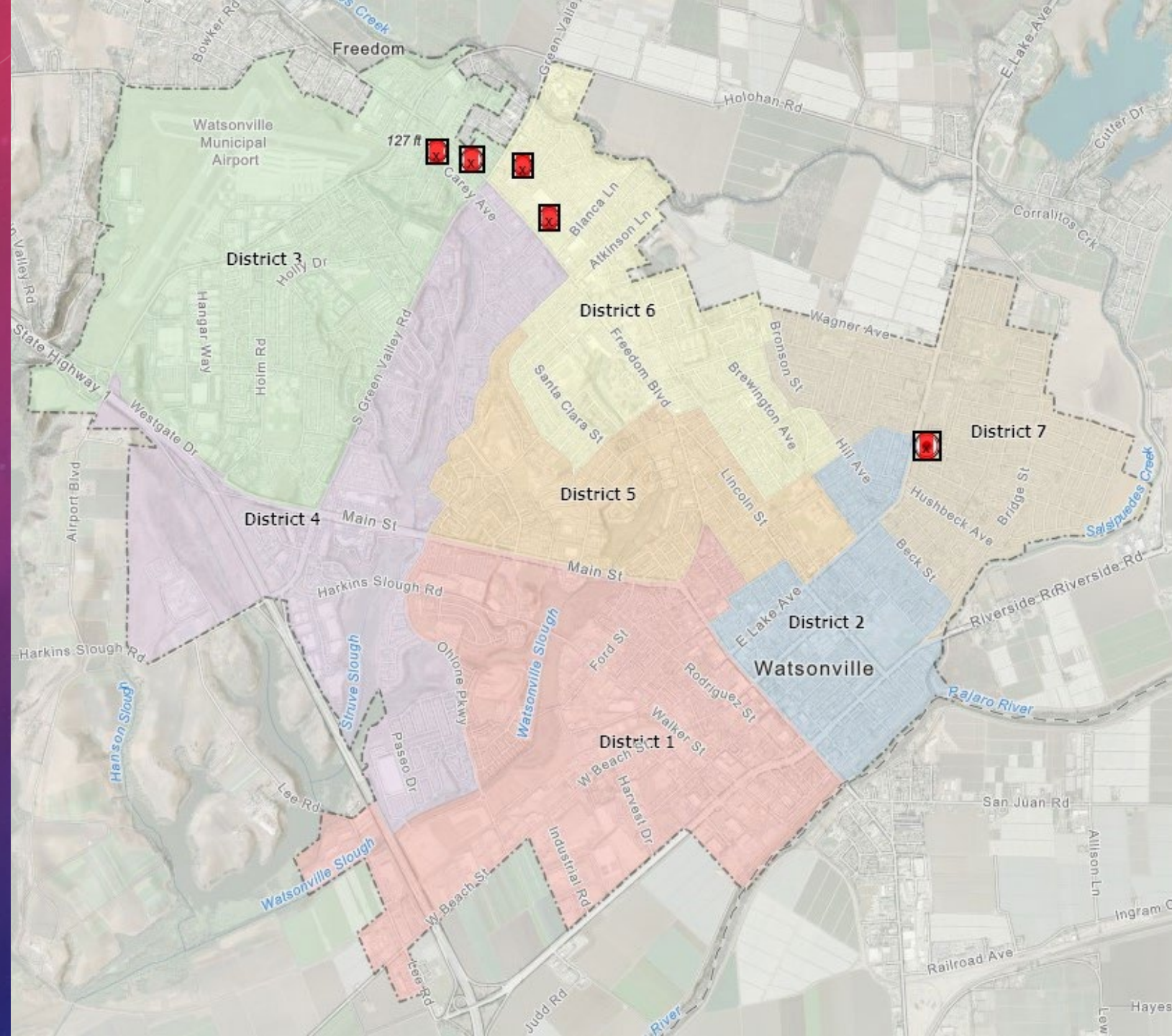
RECENT DRIVE-THROUGH INTEREST

Quick-Serve Restaurant
with 40-car queue



1. Quick-Serve Restaurant
 - a. 45-car queue
 - b. 88 parking spaces
2. Car Wash
 - a. 24-car queue
 - b. 24 parking spaces
3. Coffee Shop
 - a. 27-car queue
 - b. 13 parking spaces

RECENT PROJECTS TURNED AWAY



Map of Watsonville, CA, showing drive-through facilities. The map is color-coded by district: District 1 (red), District 2 (blue), District 3 (green), District 4 (purple), District 5 (orange), District 6 (yellow), and District 7 (brown). Drive-through facilities are marked with red circles. Two red ovals highlight clusters of facilities in Districts 4 and 6, and another red oval highlights a facility in District 1. A green oval highlights a facility in District 2. The map includes labels for major roads like State Highway 1, Airport Blvd, and various local streets, as well as geographical features like Harkins Slough and the Pajaro River.

HISTORY OF DRIVE-THROUGH ORDINANCE

- Proliferation of drive-through facilities and formula/chain businesses in the late 1990's
- Movement by local jurisdictions to limit or prohibit drive-through facilities
- Controversy continues today

LOCAL

Why have some California cities banned drive-thrus? Placer County city wouldn't be the first

BY JACQUELINE PINEDO
UPDATED AUGUST 25, 2023 1:18 PM | 



CULTURE

Mega drive-throughs explain everything wrong with American cities

They're great for the fast food industry — but not so great for us.

In-N-Out Drive Thru Lines Are a Public Menace, and Here's How They Can Be Stopped

They're too long and cars leak out into the street and block traffic and cause accidents and something must be done

JOSH SCHERER • SEP 30, 2016

NATURE AND BIODIVERSITY

These American cities are banning new drive-throughs to halt climate change

Oct 28, 2019

CALIFORNIA

Chick-fil-A isn't the first to get backlash over a drive-through. It's a California tradition

 **CNN Business** Markets Tech Media Calculators Videos

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Drive-thrus are creating problems for cities and towns



By Nathaniel Meyersohn, CNN

5 minute read · Updated 4:29 PM EDT, Sun June 25, 2023

HISTORY OF DRIVE-THROUGH ORDINANCE

- August 7, 2000 – Planning Commission recommended denial of drive-through ordinance
- September 12, 2000 – City Council adopts Ordinance No. 1095-00 (CM) creating Chapter 14-41 Drive-Through Facility Restrictions



FINDINGS FOR ADOPTION

- The proposed drive through facilities restriction ordinance supports the City's General Plan policy 4.B.1 to help protect existing neighborhood quality by establishing design and location criteria for drive through facilities that help limit **traffic**, **noise**, **odor**, and **aesthetic impacts** to surrounding uses by establishing reasonable criteria.
- The location and design criteria represent good zoning practices by establishing reasonable distances to existing signalized and gateway intersections to limit traffic conflicts at these critical intersections. Additionally, the design criteria also establish appropriate limits relating to design that ensure that the drive through use is:
 - Adequately spaced from residential properties;
 - Provides adequate screening from commercial streets;
 - Includes criteria to limit light glare and noise by proper spacing and screening;
 - Establishes adequate stacking area to limit internal circulation impacts; and
 - Limits access to the drive through lane to internal areas to prevent circulation impacts with public streets.

CHAPTER 14-41 DRIVE-THROUGH FACILITY RESTRICTIONS

- No drive-through lane, speakers, menu boards and/or take out windows shall be located within one hundred and fifty (150') feet from any property boundary line or a parcel zoned for residential purposes
- No more than one Drive-Through Facility shall be located within two hundred (200') feet of the nearest point of a signalized intersection except as set forth in (3) below
- No Drive-Through Facility shall be located within three hundred (300') feet of any of the following 'gateway' intersections:
 - Main Street at Front Street
 - Main Street at Freedom Boulevard
 - Main Street at Green Valley Road
 - Riverside Drive at Rodriguez Street
 - Riverside Drive at Blackburn Street
 - Freedom Boulevard at Airport Boulevard
 - East Lake Avenue at Martinelli Street

SPECIAL USE PERMIT REQUIREMENT

WMC Section 14-41.101(a)

Requires issuance of a Special Use Permit for drive-through facilities located in the CT, CNS, CN, and CV zoning districts

DESIGN CRITERIA

WMC Section 14-41.102 Design Standards

- a. Location of trash facilities;
- b. Requires mitigation for lighting, noise, fumes, rodents, pests and odors that may adversely affect neighboring properties or uses;
- c. The impact on neighboring properties or uses due to activities associated with the proposed facility and its hours of operation do not unreasonably interfere with adjoining residential uses;
- d. Traffic generated by the Drive-Through Facility can be reasonably accommodated by the property and neighborhood streets, without creating a materially adverse traffic impact, or a material or safety hazard to vehicles or pedestrians;
- e. On-site pedestrian walkways shall not intersect the drive-through vehicle lanes, except visibility is clear, and the pedestrian walkway is emphasized by enriched paving and striping;
- f. Drive-through lanes include a minimum fourteen (14') foot width on curves and a minimum eleven (11') foot width on straight sections;
- g. Drive-through lanes provide sufficient vehicle stacking area behind the menu board to accommodate a minimum of four (4) cars;
- h. No drive-through lanes shall exit directly onto a public right-of-way;
- i. Landscaping shall screen drive-through and drive-in lanes from the public right-of-way and shall minimize the visual impact of the menu board and directional signs;
- j. Drive-through lanes shall be constructed with (PCC) concrete;
- k. Drive-through lanes shall be set back from the face of the curb of any street frontage a minimum of twenty (20') feet;
- l. Only one menu board may be permitted and shall be a maximum of thirty (30) square feet in the area of the sign face, with a maximum height of seven (7') feet and shall face away from the street.

DRIVE-THROUGH IMPACTS

- Health
 - Noise, Air Quality / Emissions / Fumes, Light
 - Other potential nuisances (e.g. odors, rodents)
 - Auto-oriented uses prioritize vehicle use over bicycles and pedestrians
 - Heat island effect
- Traffic / Walkability
 - Impacts on walkability in adjacent areas
 - Safety hazard to pedestrians, bicyclists, and vehicles
- Climate Action and Adaptation Plan (CAAP)
 - Inconsistent with Measure T1-A Incorporation of Smart Growth Concepts
- Underutilization of land
 - Loss of limited vacant land that could be used for in-fill residential or mixed-use development
 - Housing Element Table F-19: Commercial Sites for Future Consideration

DRIVE-THROUGH IMPACTS - ECONOMIC

Varying Economic Impacts:

- Mixed-Use Development
- Quick-Serve Restaurants
- Subscription Car Washes



SUMMARY

- Drive-through ordinance is working as designed, by protecting existing neighborhood quality through establishing design and location criteria for drive-through facilities that help limit traffic, noise, odor, and aesthetic impacts to surrounding residential uses.
- In doing so, the ordinance has limited the establishment of drive-through uses in certain areas of the City.
- Some, but not all, drive-through developments could potentially bring in revenue to the City and support the City's economic development goals, but it would come at a cost in terms of negative impacts to adjacent properties, loss of vacant sites that could accommodate housing development, loss of walkability along the City's main corridors, undermining the City's Climate Action and Adaptation Plan, and encouraging automobile use over active transportation.



DIRECTION



THANK YOU!