

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 300-22

AN ORDINANCE

amending Chapter 29 of the City Code to establish revised regulations for the “drive-up facility” accessory use; and fixing the time when this ordinance shall become effective.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. Chapter 29 of the Code of Ordinances of the City of Columbia, Missouri, is hereby amended as follows:

Material to be deleted in ~~strikeout~~; material to be added underlined.

Sec. 29-3.3. Use-specific standards.

All uses for which the permitted use table in section 29-3.2 shows use-specific standard(s) shall comply with the applicable standard(s) in this section. In addition, all development shall comply with all other applicable provisions of this chapter.

In the event of a conflict between these use-specific standards and the requirements of chapter 29-4, the use-specific standards set forth in this section shall apply, except in the M-DT district, where the standards of the M-DT district will apply.

Where these use-specific standards require spacing between uses, no existing use that complied with applicable spacing requirements when the primary use was established on the property shall be made nonconforming because of the later location of any facility closer than the required spacing or because of an amendment to this chapter changing any applicable spacing distance.

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(jj) *Accessory and temporary uses of land and buildings: Drive-up facility.* This use is subject to the following additional standards:

- (1) ~~Any drive-up facility located within one hundred (100) feet of an R-1 or R-2 zone district shall require buffering meeting the requirements of section 29-4.4 (landscaping screening) and along the property line with the R-1 or R-2 district, shall have no speakers facing the R-1 or R-2 districts, and shall have~~

~~no menu boards or other signs visible from the R-1 or R-2 districts; and~~
Purpose. The purpose of the following regulations is to reduce visual impacts of drive-up facilities on abutting uses, promote safer and more efficient on-site vehicular and pedestrian circulation, and reduce conflicts between queued vehicles, pedestrians, and traffic on adjacent streets.

(2) ~~All drive-up facilities shall be subject to all applicable noise control ordinances.~~ General requirements. The following standards apply to all new buildings with accessory drive-up facilities, buildings that modify or relocate an existing accessory drive-up facility, and buildings in which a change to the principal use results in additional vehicle trips being generated and a previously existing accessory drive-up facility will remain in operation following the change of use.

(i) Any drive-up facility located within one hundred (100) feet of an R-1 or R-2 zone district shall require Level 3 property edge buffering meeting the requirements of section 29-4.4 (landscaping screening).

(ii) No speakers shall project sound toward an R-1 or R-2 zone district.

(iii) No menu boards or other signs shall be visible from an R-1 or R-2 zone district.

(iv) Drive-up facilities shall be subject to all applicable noise control ordinances. Audible electronic devices such as loudspeakers, automobile service order devices, and similar instruments shall not be audible beyond the property line of the site.

(v) No drive-up facility services shall be rendered, deliveries made, or sales conducted in a required front yard or corner side yard.

(vi) Drive-up facility stacking spaces may not interfere with parking spaces, parking aisles, loading areas, internal circulation or driveway accesses for the principal structure. The required bypass lane may function as a circulation drive for on-site parking and loading areas.

(vii) Drive-up facility service windows shall be located on a building's non-street-facing facades. Drive-up facility service windows may be permitted on a building's street-facing facades if one of the following methods are utilized:

(A) Porte-cochere: A permanent porte-cochere shall screen the drive-up facility service window(s) from the ground to the roof of the porte-cochere. The porte-cochere shall extend the width of the drive lane and be a minimum of twenty (20) feet in length. If multiple service windows are utilized in the drive-up facility, both windows shall be screened either by one (1) porte-cochere or two (2) porte-cocheres.

each a minimum of twenty (20) feet in length. The porte-cochere shall be structurally integrated with the principal structure and its design shall be consistent in respect to pattern, scale, material, and form as the principal structure.

Landscaping: A landscape area adjacent to the street right-of-way in the front and/or corner side yard shall be installed for the length of the drive-up facilities stacking lanes. The landscape area shall be planted with sufficient evergreen shrubs and/or native grasses to form a low continuous visual screen such that no less than eighty (80) percent opacity, viewed horizontally, is achieved in the space between grade and three (3) feet above grade at the time of installation. Berms may also be used in conjunction with landscaping. The landscaping installed in this landscape area shall be in addition to the other general landscaping requirements.

(B) *Grade changes:* Grade changes may serve as screening of drive-up facilities when the site is located below grade and not visible from the adjacent street. A section drawing of the street and subject site shall be provided to show that all views of the drive-up facility will be obscured from the street.

(viii) A transportation impact analysis is required for any drive-up facility that meets any of the following criteria listed in items (A) through (C) below. The purpose of the study is to ensure that the transportation system is capable of safely supporting the proposed drive-up facility use in addition to the existing uses in the area. Evaluation factors to be considered when reviewing the impact analysis include, but are not limited to, street capacity and level of service, effects on traffic circulation, access requirements, separation of curb cuts, and pedestrian safety.

(A) The site includes an entrance to a public street and it is located within three hundred (300) feet of an intersection.

(B) The site is located within a shopping center, and includes access to an internal drive aisle that is essential for internal traffic circulation in the opinion of the city's traffic engineer, and the access is located within three hundred (300) feet of an internal intersection.

(C) The site includes a drive-up facility that is accessory to a restaurant.

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Sec. 29-4.3. Parking and loading.

(a) *Applicability.*

...

(i) *Drive-through vehicle stacking.* The following standards apply to all properties with a drive-through facility.

(1) *Stacking Space Requirements.*

...

(2) *Location and design of stacking lanes.*

(i) Minimum number of stacking spaces shall be in addition to the space at the teller or pick-up window.

~~(ii) Audible electronic devices such as loudspeakers, automobile service order devices, and similar instruments shall not be audible beyond the property line of the site.~~

~~(iii) No service shall be rendered, deliveries made, or sales conducted within the required front yard or corner side yard; customers shall be served in vehicles through service windows or facility located on the non-corner sides and/or rear of the principal building.~~

~~(iv-ii)~~ Drive-through stacking lanes shall have a minimum width of ten (10) feet.

~~(v-iii)~~ Stacking lanes shall be set back fifteen (15) feet from rights-of-way.

~~(vi-iv)~~ A by-pass lane around the drive-through facility stacking lane must be provided for financial institutions and restaurant/retail uses.

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SECTION 2. This ordinance shall be in full force and effect from and after its passage.

PASSED this _____ day of _____, 2022.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor