



City of Mesa Study Session - Drive Thrus

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Process Recap

- Project initiated – early 2022 at the direction of City Council
- Staff explored and presented alternative concepts based on Council and stakeholder feedback
- Continued to receive feedback from developers that:
 - Council approval would be costly, time consuming, and arbitrary
 - City’s goals could be accomplished through design standards
 - Proposed amendments not in-line with other jurisdictions relaxing regulations



5 Public Meetings



8 Focus/Small Group
Discussions



4 City Council Study
Sessions

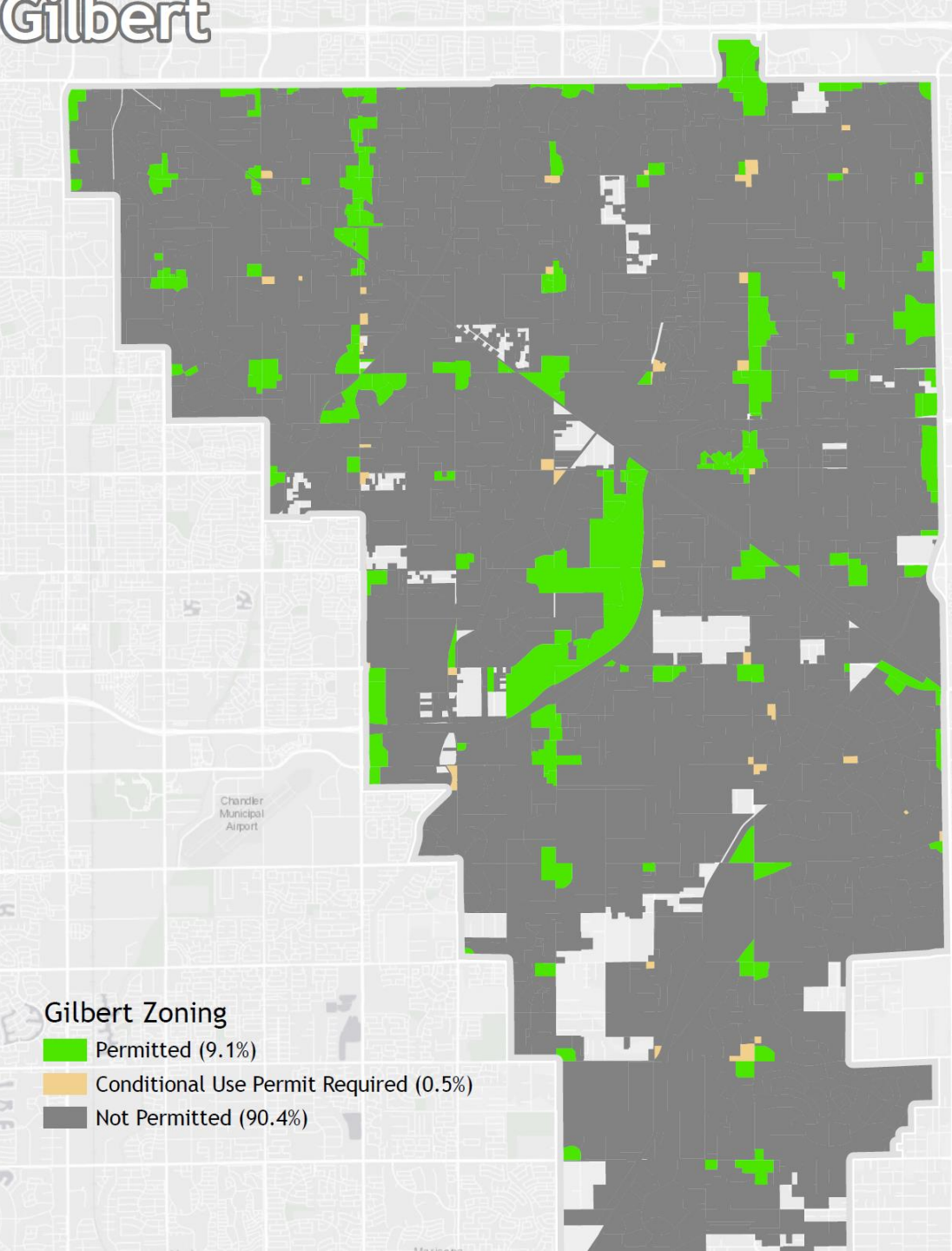


3 P&Z Study
Sessions



Process Recap

- Researched surrounding jurisdictions to compare:
 - Where drive-thrus are allowed
 - Required processes
 - Development standards
- Based on research conducted, staff is:
 - Presenting findings
 - Providing recommendations to align with surrounding jurisdictions



Land Use Requirements

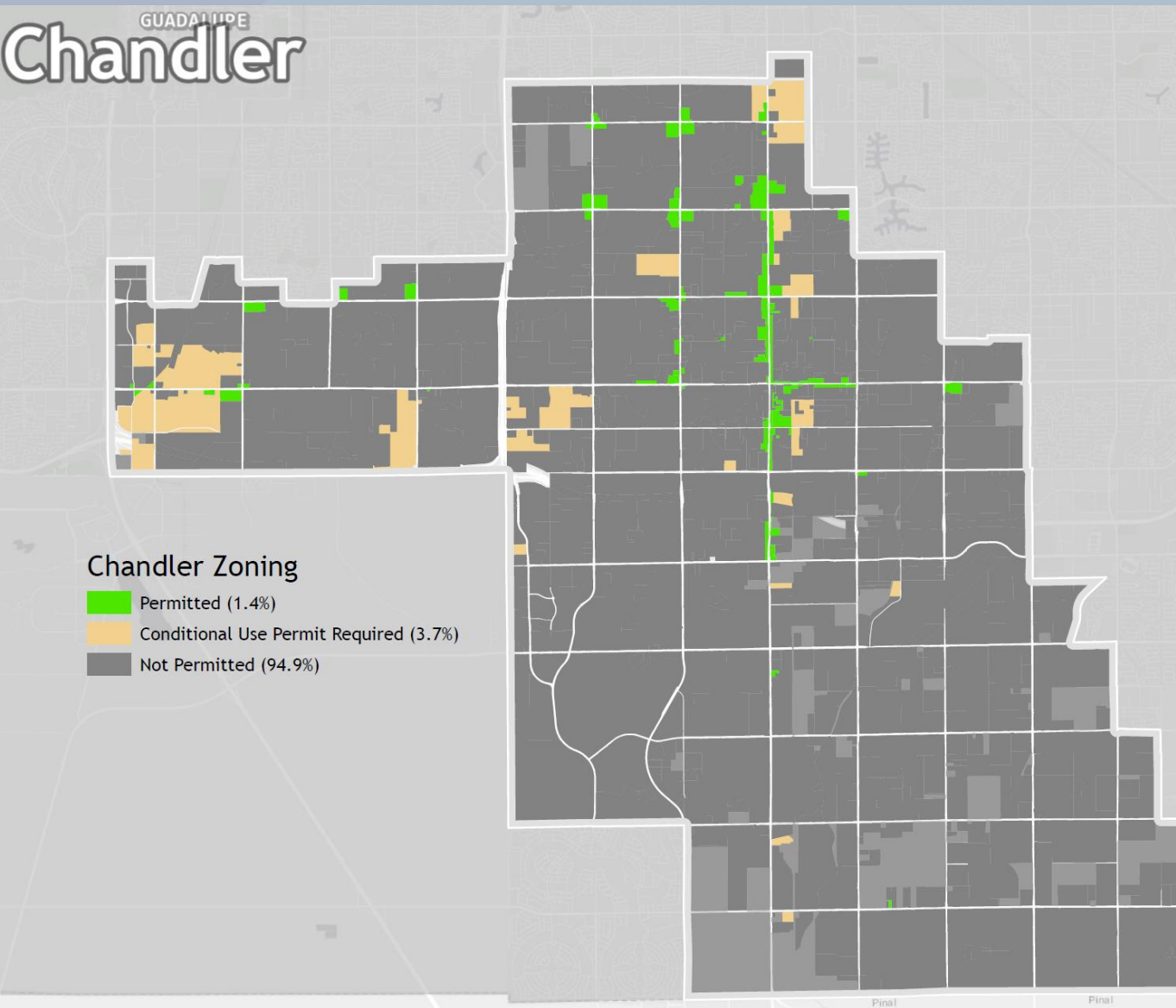
Permitted (9.1%):

- Community Commercial
- Shopping Center
- General Commercial
- Regional Commercial
- Heritage Village Center (if existing)

Conditional Use Permit Required (0.5%):

- Neighborhood Commercial District
 - If hours of operation are between 11pm and 6am

Land Use Requirements

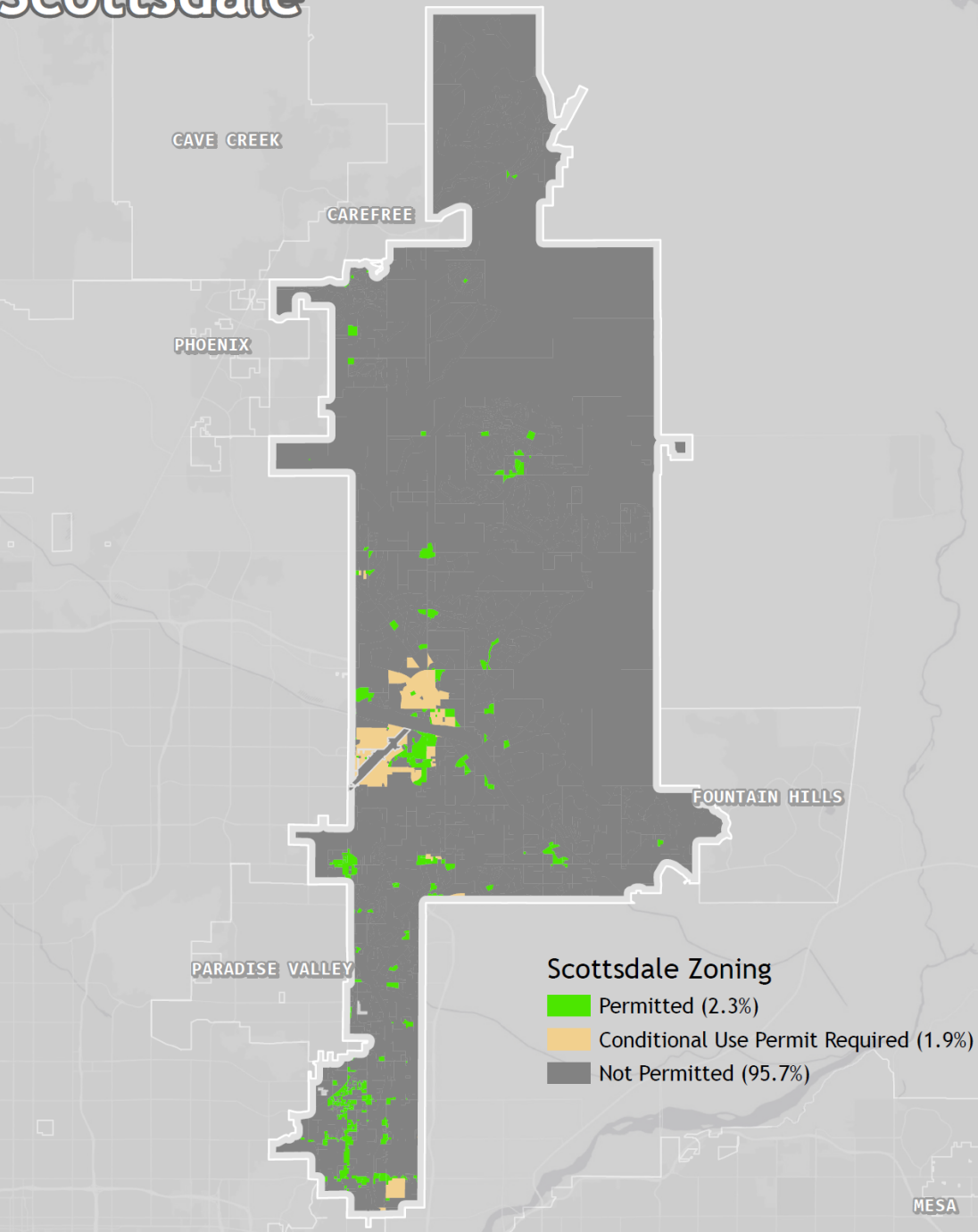


Permitted (1.4%):

- Neighborhood Commercial
- Community Commercial
- Regional Commercial

Conditional Use Permit Required (3.7%):

- Planned Industrial
- General Industrial



Land Use Requirements

Permitted (2.3%):

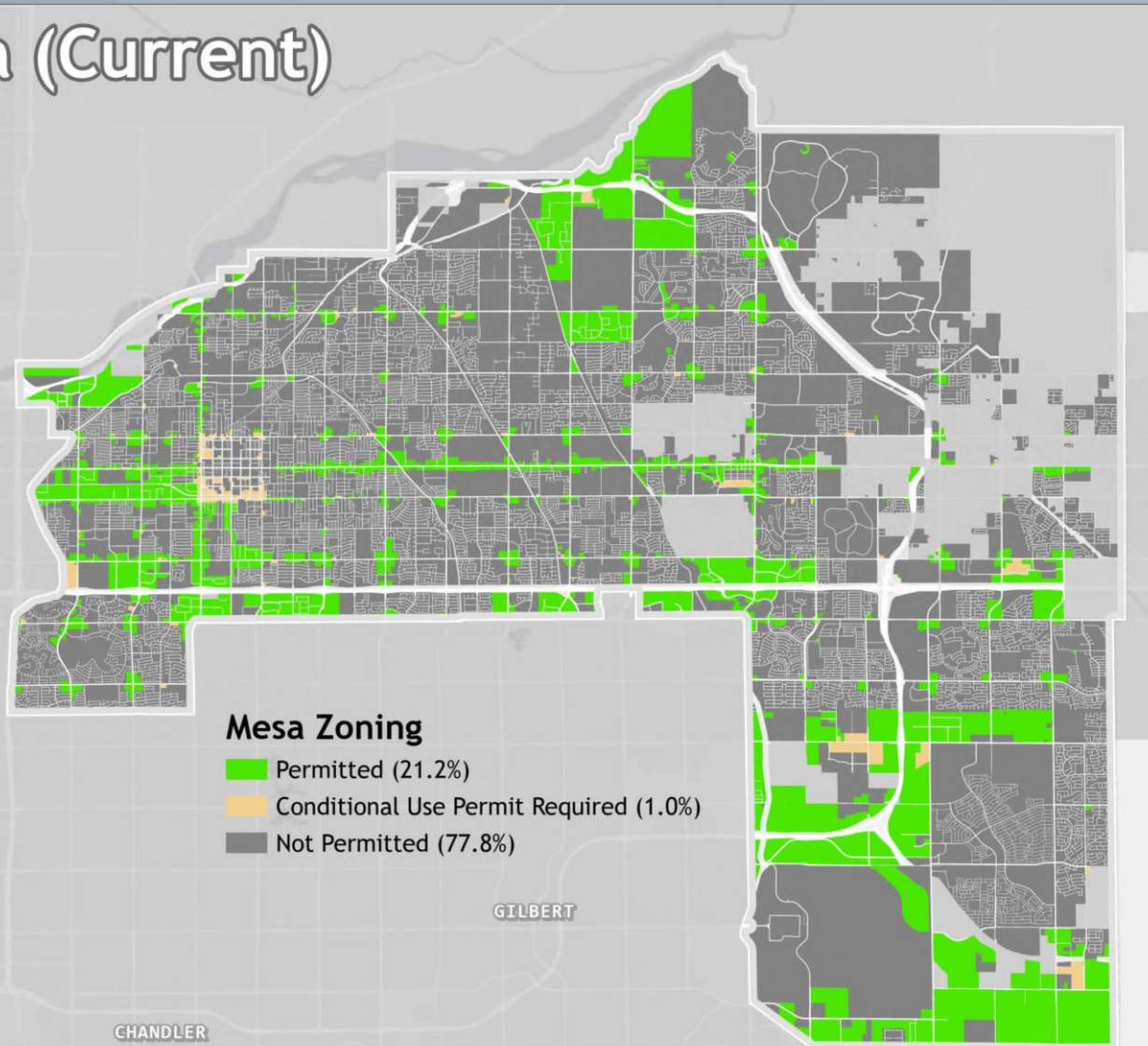
- Neighborhood Commercial
- Central Business
- Regional Shopping Center
- Highway Commercial
- Planned Neighborhood Center
- Planned Community Center
- Planned Regional Center

Conditional Use Permit Required (1.9%):

- Planned Airpark Core
- Industrial Park

Land Use Requirements

Mesa (Current)



Permitted (21.2%):

- Limited Commercial
- General Commercial
- Planned Employment Park
- Light Industrial
- General Industrial

Conditional Use Permit Required (1%):

- CUP
 - Downtown Business 1
- SUP
 - Neighborhood Commercial
 - Heavy Industrial
 - Downtown Business 2
 - Mixed Use



Proposed Mesa Amendments

Land Use Districts and Processes

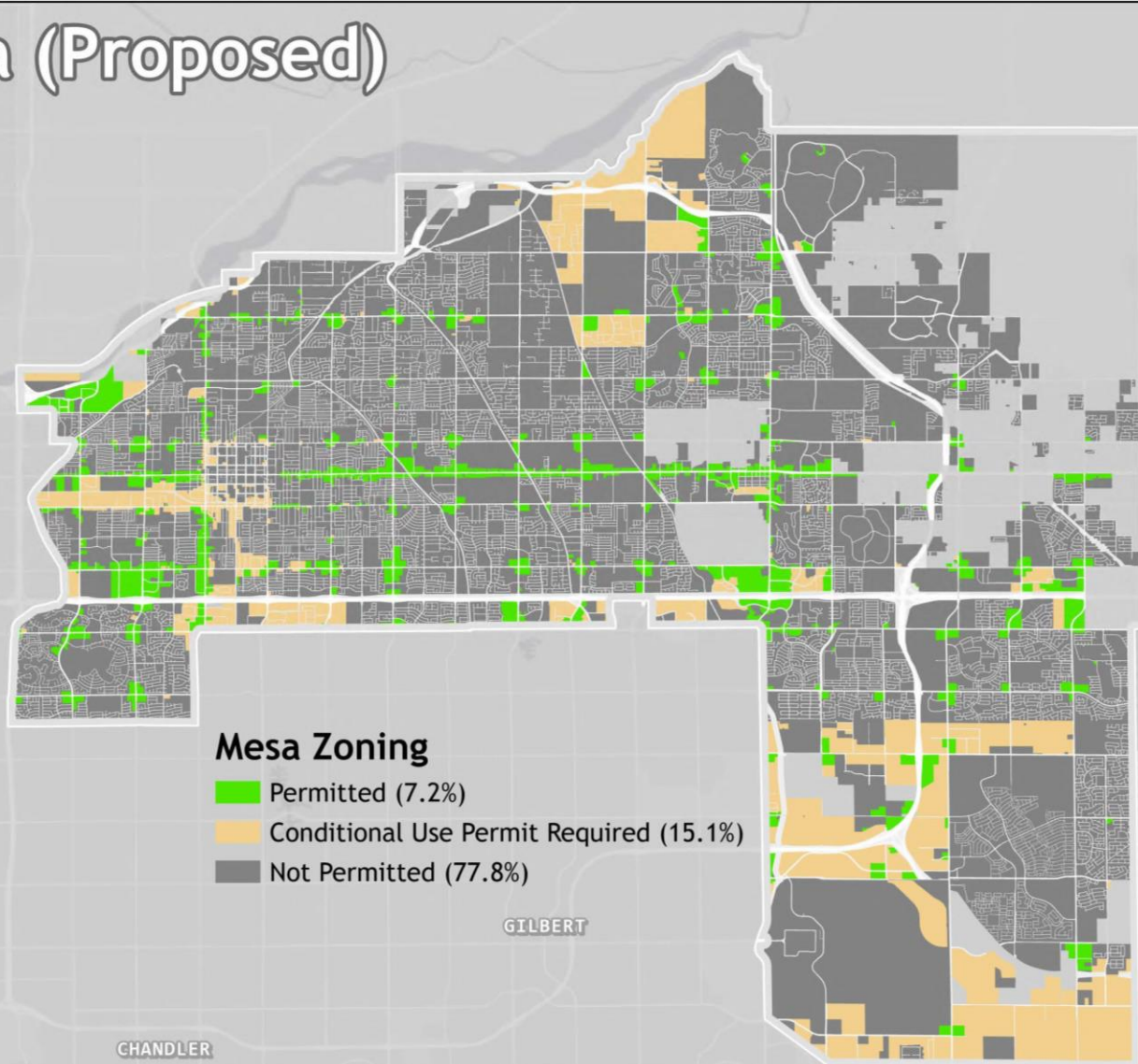
No Ban on Drive-thrus is Proposed

Proposed Modification:

- Drive-Thru – Require CUP (Vesting options being considered)
 - Neighborhood Commercial (formerly SUP)
 - Planned Employment Park
 - Light Industrial
 - General Industrial
 - Heavy Industrial (formerly SUP)

Land Use Requirements

Mesa (Proposed)



Permitted (7.2%):

- Limited Commercial
- General Commercial

Conditional Use Permit Required (15.1%):

- CUP
 - Downtown Business 1
 - Neighborhood Commercial
 - Planned Employment Park
 - Light Industrial
 - General Industrial
 - Heavy Industrial
- SUP
 - Downtown Business 2
 - Mixed Use



Existing Screening Requirements

Mesa

- Drive-thru may not be located parallel to arterial street; or
- Screen with a 40-inch wall

Chandler

- By building orientation; or
- A landscaped berm and retaining wall measuring 4-feet

Gilbert

- 3-feet of landscaping on each side of a drive-thru screen wall

Scottsdale

PCP District

- 4-foot wall; or combination of wall and dense landscaping

Signature Corridors

- 25-foot landscape buffer between the drive-thru lane and the street

Planned Airpark Core

- 50-foot landscape buffer adjacent to a SF district



Proposed Mesa Amendments

Screening Requirements

Retain Current Standard:

- If the drive-thru lane is adjacent to an arterial street:
 - Screen with a 40-inch-high screen wall

Proposed Modification:

- Add options

1) In addition to a to 40” screen wall; and

Provide 2 additional trees and 2 additional shrubs per 100 feet of street frontage; or

2) Provide an architecturally integrated awning, canopy, or trellis system that covers the entire drive-thru; and

Provide 1 additional tree and 2 additional shrubs per 100 feet of street frontage



Existing Stacking Requirements

Mesa

- 100-feet between the drive-thru window and order-placing box
- 40-feet between the order-placing box and the entry to a drive-thru lane
- May be deviated through Site Plan Review

Chandler

- 150-feet between drive-up window to start of lane
- 6-vehicle queuing from the start of lane to the menu board

Gilbert

- 75-feet - beverage/eating and drinking establishments
- Limited-service restaurants
 - 100-feet; or
 - 50-feet per lane for double drive-thru
- 75 feet - banks and financial institutions

Scottsdale

- N/A



Proposed Mesa Amendments

Stacking Requirements

Retain Current Standards:

- 100 ft. between the drive-thru window and order-placing box
- 40 ft. between the order-placing box and the entry to a drive-thru lane

Proposed Modifications:

- Add a 50 ft. stacking distance between the drive-thru lane entry and the street access or cross access drive
- Add 100 ft. stacking distance between a pick-up window and entry to the pick-up lane
- Add a 40 ft. stacking distance behind a drive-up ATM/teller window
- Requirements can be modified if evidence is provided in the required TIS that the proposed stacking is sufficient to meet the demands of the development



Existing Employee Screening Requirements

Mesa

- N/A

Chandler

- N/A

Gilbert

- Shade structures adjacent to drive-thru lanes
- Walkways adjacent to drive-thru lanes

Scottsdale

- N/A



Proposed Mesa Amendments

Employee Screening Requirements

Proposed Modification:

- When employees take orders outside:
 - Provide an architecturally compatible shade structure near where employees take orders
 - Provide a 2-foot-wide raised pedestrian path



Existing Setback from Residential Requirements

Mesa

- N/A

Chandler

- N/A

Gilbert

- N/A

Scottsdale

Planned Airpark Core

- 150 feet from the drive-thru lane to a SF district or zoning comparable to SF



Proposed Mesa Amendments

Setback from Residential Requirements

Proposed Modification:

- Require a 100-ft. setback from a residential use or zoning district to the drive-thru or pick-up lane



Existing Traffic Impact Study Requirements

Mesa

- N/A

Chandler

- Traffic Impact Study
 - Shopping Center 24,000 sq. ft or larger
 - Pharmacy with drive-thru

Gilbert

- Traffic Impact Analysis

Scottsdale

- Transportation Impact Mitigation Analysis (TIMA) for rezonings, general plan amendments, and use permits
- Requirement for Traffic Impact Study determined based off TIMA



Proposed Mesa Amendments

Traffic Impact Study Requirements

Proposed Modification:

- Require a traffic impact study with the following information:
 - Business hours of operation.
 - The method by which a customer order is placed and processed.
 - The time required to serve a typical customer.
 - Arrival rates of customers.
 - Peak demand hours.
 - Anticipated vehicular stacking required:
 - a. A mitigation plan that shows: how backup queuing will not block internal drives or back up into traffic; and
 - b. How sound from external operations will be attenuated from neighboring properties.



Summary of Proposed Amendments

Use Development Standards to:

- Improve aesthetics
- Improve circulation
 - Prevent overflow onto streets
 - Reduce congestion within internal drives
 - Ensure appropriate traffic measures and design are employ
 - Improve pedestrian access, safety, and connectivity
- Lessen impacts on residential areas
- Improve the urban form
 - Use landscaping and architectural features to screen drive-thru lanes
 - Use landscape buffers uses and lessen the appeared density
- Increase safety and provide employees protection from the elements



Summary of Proposed Amendments

Modify the required approval for some zoning districts to:

- Align requirements and allowed locations with other jurisdictions
- Improve the compatibility of land uses with the intent of the zoning districts and General Plan
- Increase public engagement opportunities



Next Steps

- Provide draft online for additional public review
 - Public Meeting September 6th
- Planning and Zoning Board Recommendation
 - City Council Action

