



▲ fig.5 Example of landscaping design used to minimize visual impact of drive-through's



▲ fig.6 Anti-littering signage

### Setbacks (continued)

The last required stacked vehicle space should be a minimum of 16.0 m (52.5 ft.) from the midpoint of any driveway or access at the property line measured along the driveway and/or aisle centre line using the shortest vehicular route [fig. 2].

### Noise

Where stacking lanes require noise mitigation, noise barriers adjacent to a residential zone should be maximum height of 2.4 m (7.9 ft.) to minimize the visual impact.

A combination berm/noise barrier is an acceptable solution in circumstances where a 2.4 m (7.9 ft.) noise barrier does not provide adequate noise mitigation. The noise barrier should be located on the property line to prevent the creation of "no man's land" or left over space.

### Signage

Anti-littering signage should be appropriately incorporated into the site and be directed to face vehicles in stacking lanes and parking areas [fig. 1 & 6].

For additional information, please contact the Planning and Building Department, Development and Design Division at (905) 615-3200 x5522 or visit [www.mississauga.ca](http://www.mississauga.ca).

# design

## drive-through stacking lanes

## reference notes

### Introduction

This *Design Reference Note* outlines a series of minimum design guidelines to be used in designing site plans that include drive-through stacking lanes. Individual site conditions and context are to be taken into account when applying the guidelines.

### Stacking Lanes

A stacking lane should:

- ◆ Have a minimum width of 3.0 m (9.8 ft.) [fig. 1];
- ◆ Have no obstructions by intersecting traffic, abutting parking, or loading spaces;
- ◆ Not obstruct an aisle required by a parking or loading space;
- ◆ Not be located within a front or exterior side yard;
- ◆ Minimize curve and turning movements;
- ◆ Be defined by raised curbs and a 1.2 m (3.9 ft.) wide landscape island where adjacent to parking and a 3.0 m (9.8 ft.) wide landscape island where adjacent to drive-ways [fig. 2]; and
- ◆ Not be located on a lot situated at the intersection of two highways, or parts thereof, having a designated right-of-way width of 26.0 m (85.3 ft.) or greater, as shown on Schedules 2.1.14(1) and 2.1.14(2) of Subsection 2.1.14 of Zoning By-Law 0225-2007.

fig.1 Convenience restaurant drive-through within a commercial or campus-style development

1. drive-through entrance
2. exterior patio fronting onto street
3. anti-littering signage
4. loading / garbage
5. minimum 3.0 m wide stacking lane
6. minimum 3.0 m landscape island
7. escape lane
8. pick-up window
9. intercom
10. order boards

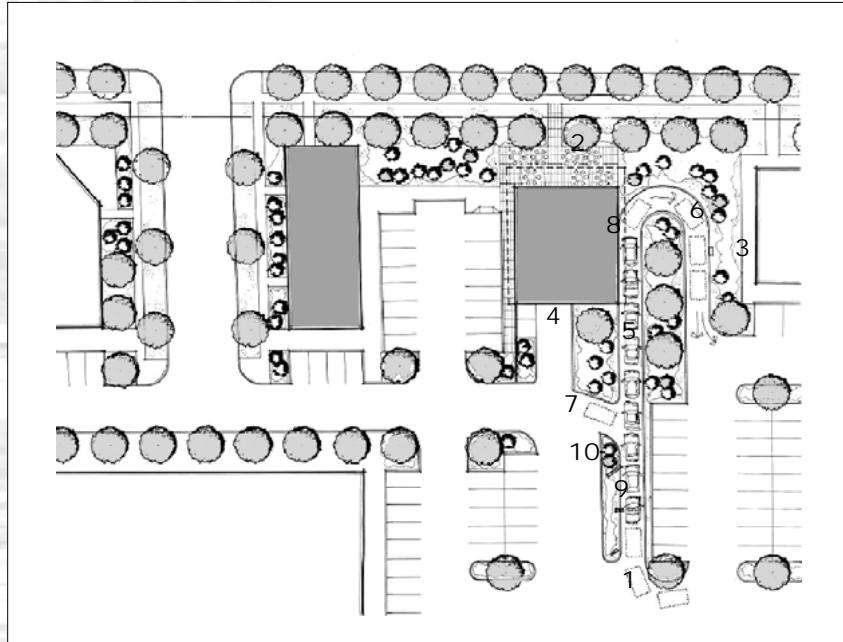


fig.2 Drive-through banking machine accessory to a financial institution

1. drive-through entrance
2. atm window
3. minimum 3.0 m wide stacking lane
4. minimum 3.0 m landscape island
5. drive-through exit
6. loading/garbage
7. direct pedestrian link
8. 16.0 m (minimum) from midpoint of any drive way or access at property line to last stacked vehicle

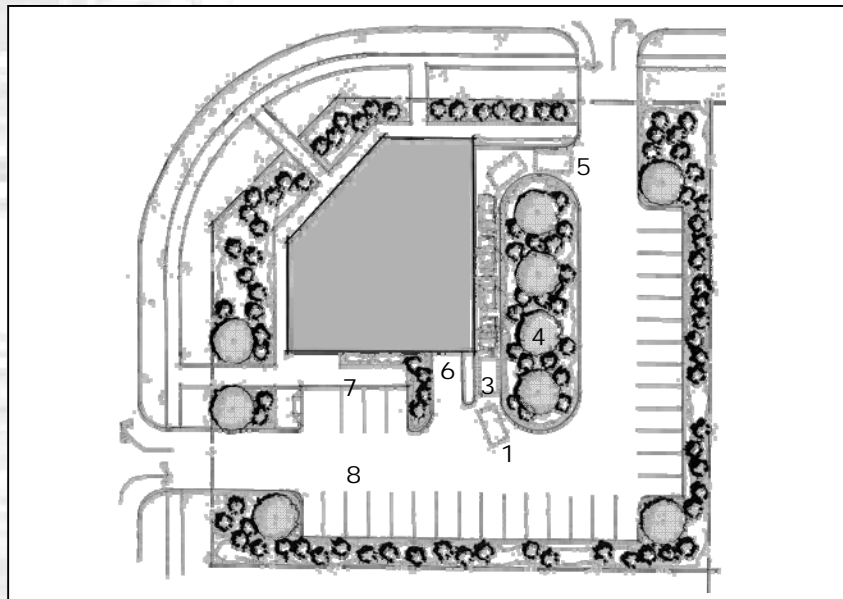
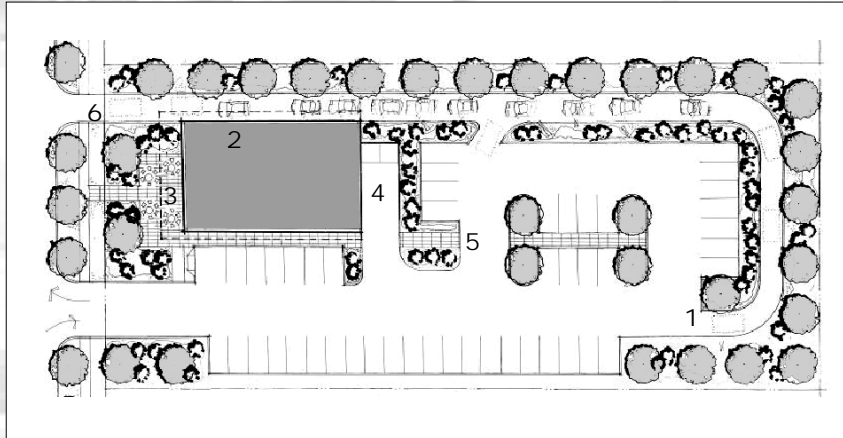


fig.3 Drive-through in convenience restaurant within mid-block site

1. drive-through entrance set as deeply into site as possible
2. drive-through window
3. exterior patio
4. loading / garbage
5. direct pedestrian link
6. drive-through exit



### Access

The following parameters apply to a stacking lane access:

- ◆ The entrance to a stacking lane should be set into the site as deeply as possible [fig. 3];
- ◆ Where permitted, all access points at intersections should be right-in, right-out only. Additional access points may be considered if they are located at a minimum of 100.0 m (328.0 ft.) from the intersection of a designated right-of-way or site triangle;
- ◆ Access driveways on a corner site should be located as far as possible from the abutting intersection; and,
- ◆ Pedestrian/barrier-free access to building entrances should be provided in a safe and convenient manner, by ensuring that direct pedestrian links to main parking areas and public sidewalks, do not pass through a stacking lane [fig. 3 & 4].



fig.4 Example of direct pedestrian link, at a bank with a drive-through ▲

### Set-backs

The table below provides the minimum required setbacks from a residential zone to any portion of a stacking lane for various uses.

Use Associated With Stacking Lane	Minimum setback to any portion of stacking lane, from a residential zone		Notes	
	metres	feet		
Convenience Restaurant Convenience Retail and Service Kiosks	20.0	65.6	Setback also applies to order boards or speakers used for ordering.	
Motor Vehicle Wash Facility / Motor Vehicle Wash Facility Restricted	with the entrance/exit located perpendicular to the property line	50.0	164.0	In all instances where the entrance/exit is not located perpendicular to a residential property line, it will considered to be "parallel".
	with the entrance/exit located parallel to the property line	20.0	65.6	
	with a staged exit	4.5	14.7	
Banking Machine accessory to a Financial Institution	4.5	14.7		

\* N.B. Refer to Subsection 3.1.5 of the City of Mississauga Zoning By-law for further information