

Drive-through Stacking Lanes

Purpose

This Design Reference Note outlines a series of minimum design guidelines to be used in the evaluation of site plan applications that include drive-through stacking lanes. This document is to be read with Mississauga's Official Plan and Zoning By-law. The applicant must demonstrate, to the satisfaction of the Planning and Building Department, that site specific conditions and context will meet the minimum standards set out in this reference note.

Stacking Lanes

Uses which require a stacking lane for their operation, should not be located at intersections of major roads. A stacking lane should:

- ◆ Have a minimum width of 3.0 m (9.8 ft.) [figure 5];
- ◆ 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 between a building and a street;
- ◆ Have minimum curve and turning movements;
- ◆ Be defined by raised curbs and a 1.2 m (3.9 ft.) wide landscape island abutting parking and a 3.0 m (9.8 ft.) wide landscape island abutting driveways [figure 1]; and,



▲ **Figure 1:** Example of landscaping used to minimize visual impact of drive-through on adjacent property owners

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Access

Stacking lanes access requirements :

- ◆ The entrance to a stacking lane should be set into the site as deeply as possible to avoid conflicting with the street access [figure 5];
- ◆ Access points at street intersections should be right-in, right-out only. Additional access points may be considered if they are located at a minimum of 100 m (328 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 street intersection;
- ◆ Pedestrian/barrier-free access to building entrances should ensure that direct pedestrian links to main parking areas and public sidewalks do not pass through a stacking lane [figures 2 and 3].



Figure 2 ▲ : Example of a drive-through
With No direct pedestrian link through the stacking lane



Figure 3 ▲ : Example of a drive-through at a restaurant

Setbacks from a Residential Zone

The minimum required setbacks is 20.0 m (65.6 ft.) from any portion of the stacking lane to any residential zone.

Setbacks from the main entrance

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 shortest vehicular route [figure 6].

Noise

Where stacking lanes require noise mitigation, noise barriers adjacent to a residential zone should be a maximum height of 2.0 m (6.5 ft.) to minimize the visual impact on the residential property owners [figure 1].

A combination berm/noise barrier is an acceptable solution in circumstances where a 2.0 m (6.5 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 unmaintained space.

Signage

Anti-littering signage should be appropriately incorporated into the site and directed to vehicles in stacking lanes and parking areas [figures 4 and 5].



Figure 4 ▲ : Anti-littering signage

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Examples of Preferred configurations for sites with drive-through

Figure 5: Convenience restaurant drive-through within a mall

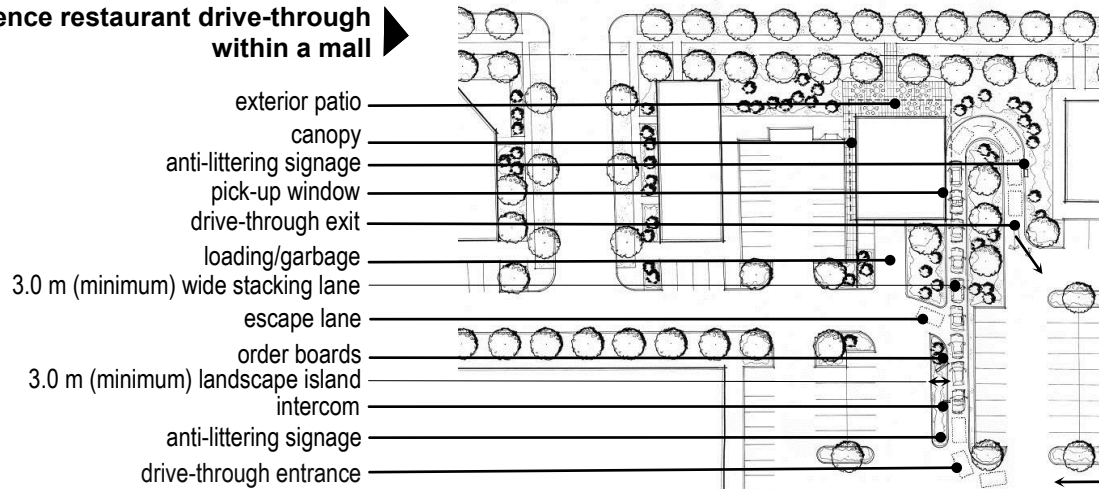


Figure 6: Drive-through associated with a bank at a corner site

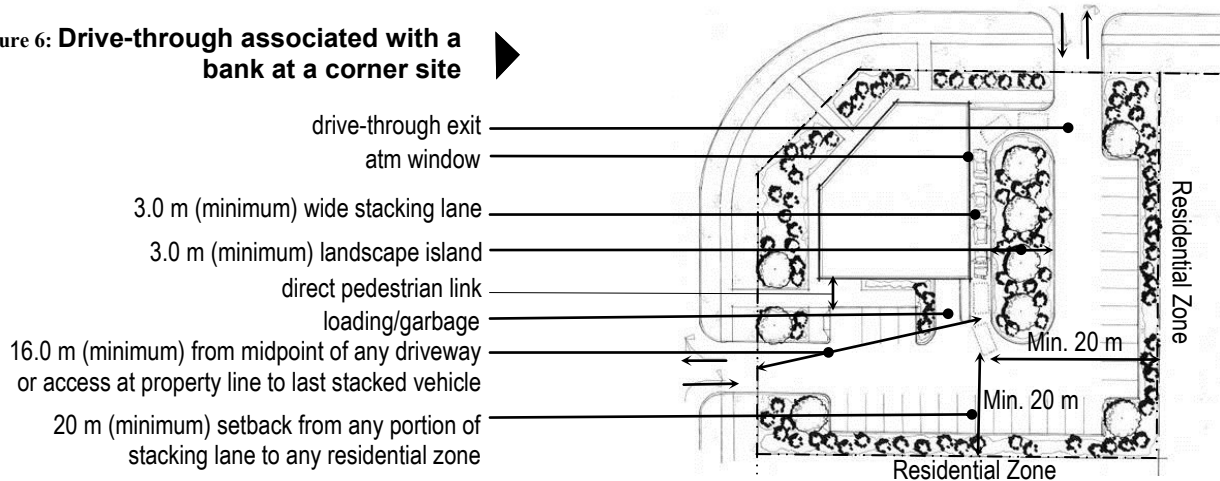
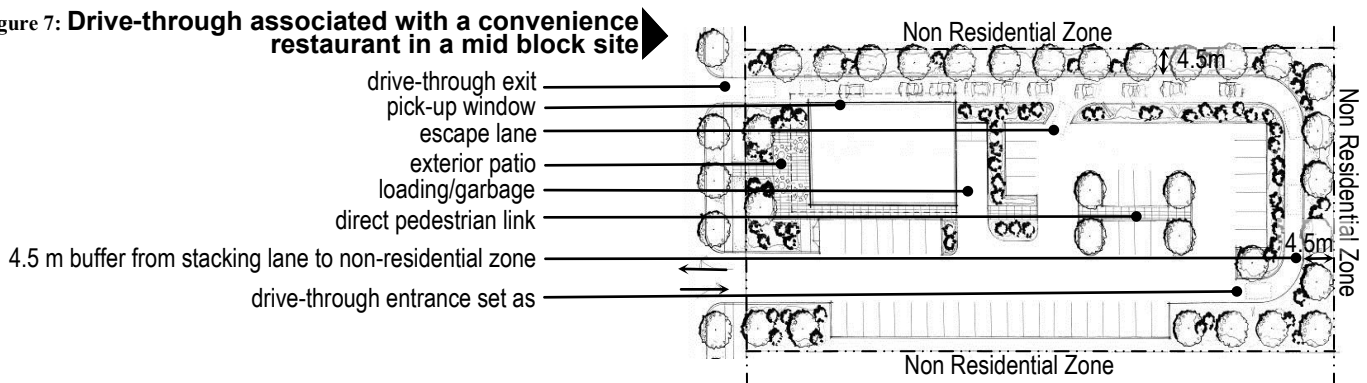


Figure 7: Drive-through associated with a convenience restaurant in a mid block site



For additional information, please contact the City of Mississauga Planning and Building Department, Development and Design Division, 6th floor, 300 City Centre Drive, Mississauga, ON L5B 3C1
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