



# **Community Design Standards**

**In accordance with the Zoning Ordinance Update**

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## ***Parking and Loading Standards***

**Adopted December 15, 2015**

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3. **Elementary, Middle and High Schools.** One bicycle space per student at 25 percent of peak enrollment.
- H. **Drive-through Facilities.** Sites containing these facilities shall be in compliance with the following circulation and traffic control standards:
1. A drive-through facility shall be located at the rear or side of a commercial structure and not within any front setback area.
  2. Ingress to and egress from a drive-through facility shall be prohibited from driveway(s) directly facing a residential zone.
  3. A drive-through facility, including stacking areas for vehicles awaiting service, shall be a minimum of 50 feet from the nearest property line of any residentially zoned lot.
  4. Stacking lane(s) shall be physically separated from other traffic circulation on the site by concrete or asphalt curbing. The stacking lane(s) shall accommodate a minimum of four cars per drive-through window in addition to the car receiving service. The lanes shall be a minimum width of ten feet.
  5. Signage shall be provided to indicate the entrance, exit, and one-way path of drive-through lanes in compliance with Chapter 17.37 (Signs).
  6. Stacking areas shall not block access to any parking area or space required of a business. Lane striping to separate drive-through traffic from parking areas shall be provided from the nearest point of site access, as feasible, to the stacking lane(s).
  7. Where a facility exceeds the standards of Paragraphs 1 through 6 above, and is not located within a development that is subject to a discretionary permit, such as a Conditional Use, Design Review, or Development Plan Permit, a Conditional Use Permit shall be required.
  8. When a drive-through facility requires a Conditional Use Permit or is within a development that is subject to a discretionary permit, the review authority may impose a greater setback than is required under Paragraph 3 above, when it is determined necessary to mitigate impacts from noise, air pollution, lights, or other land use conflicts. The review authority may deny any application for a drive-through facility if it finds that the facility will add to the cumulative air quality impacts for a specified pollutant and the County is found to be in non-attainment status of either federal or state air quality standards for that pollutant.
- I. **Historic Structures.** The following exemptions and reductions in parking standards shall apply to all historic structures, as designated by the County: