

**CHARTER TOWNSHIP OF VAN BUREN
PLANNING COMMISSION
July 27, 2022
MINUTES**

Chairperson Kelley called the meeting to order at 5:30 p.m.

ROLL CALL:

Present: Jahr, Cullin, Budd and Kelley.

Excused: Atchinson and Barr.

Staff: Director Power and Secretary Harman.

Planning Representatives: McKenna Associates, Vidya Krishnan and Adam Cook.

Applicant(s) in Attendance: None.

Audience: Two (2).

APPROVAL OF AGENDA:

Motion Budd, Cullin second to approve the agenda of July 27, 2022 as amended, withdrawing New Business Item #3 Landscaping Plan Modification – 10010 Belleville Road (Menard's). **Motion Carried.**

APPROVAL OF MINUTES:

Motion Jahr, Cullin second to approve the regular meeting minutes of July 13, 2022 as presented. **Motion Carried.**

PUBLIC HEARING:

ITEM #1: SUMPTER ROAD CORRIDOR PLAN

THE CHARTER TOWNSHIP OF VAN BUREN HAS COMPLETED A DRAFT AMENDMENT TO ITS 2020 MASTER PLAN TO ADDRESS A SUB AREA LOCATED ALONG AND NEAR SUMPTER ROAD BETWEEN BEMIS ROAD AND INDUSTRIAL PARK DRIVE. THE PLAN INCLUDES PROPOSED FUTURE LAND USE RECOMMENDATIONS, INCLUDING CHANGES TO THE FUTURE LAND USE DESIGNATIONS OF CERTAIN PROPERTIES IN THE AREA AND THE CREATION OF A PROPOSED SUMPTER ROAD MIXED USE DISTRICT.

Motion Jahr, Budd second to open the public hearing. Motion Carried.

Director Power gave a brief presentation. This is the second public hearing for the Sumpter Road Corridor Plan, the first public hearing was held on 5-25-22. All neighboring communities were invited to attend the public hearing as required by State law for public comment.

Chairperson Kelley asked the audience if they had any questions or comments. No questions or comments from the audience.

Motion Jahr, Cullin second to close the public hearing. Motion Carried.

ITEM #2: SUMPTER ROAD CORRIDOR ZONING ORDINANCE TEXT AMENDMENTS

PROPOSED AMENDMENTS AND ADDITIONS TO THE VAN BUREN TOWNSHIP ZONING ORDINANCE TO INITIATE A PROPOSED SUMPTER ROAD MIXED USE (SRMU) ZONING DISTRICT AND SUMPTER ROAD OVERLAY DISTRICT (SROD):

- 1. ARTICLE 2, SECTION 2.102. DEFINITIONS, SPECIFIC TERMS.**
- 2. ARTICLE 3 – ZONING DISTRICTS AND PERMITTED USES: SECTION 3.104 (PERMITTED USES BY DISTRICT), SECTION 3.105 (FOOTNOTES TO THE TABLE OF PERMITTED USES AND SPECIAL LAND USES BY DISTRICT), SECTION 3.119 (SUMPTER ROAD MIXED USE DISTRICT) AND SECTION 3.121 (SUMPTER ROAD MIXED USE DISTRICT).**
- 3. ARTICLE 4, SECTION 4.102. SCHEDULE OF REGULATIONS.**
- 4. ARTICLE 6, CHAPTER 4. SUPPLEMENTAL ZONING DISTRICT STANDARDS, SUMPTER ROAD OVERLAY DISTRICT.**

Motion Budd, Jahr second to open the public hearing. Motion Carried.

Director Power provided a brief presentation. The public hearing is a request for comments on the Sumpter Road Overlay District text amendment and the public hearing is required by State law. The sub-committee worked hard on the details of the text amendment, once the full set of amendments was prepared a notice was published in the paper of record.

Chairperson Kelley asked the audience if they had any questions or comments. No questions or comments from the audience.

Motion Budd, Cullin second to close the public hearing. Motion Carried.

NEW BUSINESS:

ITEM #1: SUMPTER ROAD CORRIDOR PLAN

THE CHARTER TOWNSHIP OF VAN BUREN HAS COMPLETED A DRAFT AMENDMENT TO ITS 2020 MASTER PLAN TO ADDRESS A SUB AREA LOCATED ALONG AND NEAR SUMPTER ROAD BETWEEN BEMIS ROAD AND INDUSTRIAL PARK DRIVE. THE PLAN INCLUDES PROPOSED FUTURE LAND USE RECOMMENDATIONS, INCLUDING CHANGES TO THE FUTURE LAND USE DESIGNATIONS OF CERTAIN PROPERTIES IN THE AREA AND THE CREATION OF A PROPOSED SUMPTER ROAD MIXED USE DISTRICT.

Director Power gave the presentation and discussed the basics of what is contained in the Sumpter Road Corridor Plan including the following: Introduction, The Corridor through the Years, The Corridor Today, Public Engagement, The Corridor Tomorrow, Vision Statement, Future Land Use Plan, Building and Lot Types, Frontage Lot: Deep, Frontage Lot: Shallow, Rear Lot, Rural Residential Patterns, Mobility Plan, Zoning Plan and Plan Implementation. The Plan is for a geographic area smaller than the entire Township (Sub Area Plan). The Plan includes an inventory of conditions and features, public input, goals, objectives, mobility recommendations and future land use recommendations including a prescriptive architectural guide for a context-appropriate

Sumpter Road Mixed Use District and recommended design guidelines for rural residential development near Sumpter Road. Recommendations are made through the Zoning Plan for the development of the Sumpter Road Mixed Use (SRMU) Zoning District and the Sumpter Road Overlay District (SROD). The Planning Commission can consider recommending the plan to the Board of Trustees for adoption with minor revisions and can request additional feedback.

Commissioners had the following questions and comments:

- In the existing the map, the pink area is commercial, what is the zoning? Director Power informed the commercial zoning is primarily C and C-1. Commissioner inquired what control we have over the zoning and will the Mixed Use District provide more control? Yes, the zoning has to be consistent with the uses within the district. What about existing vacant commercial buildings, will they follow mixed use or commercial zoning? Director Power informed, they would have to establish vacancy of the building and make a decision.
- Commissioners asked Director Power to display the maps included on the meeting agenda. Director Power displayed the maps and explained the changes between the existing and future maps.
- Commissioner inquired in moving forward with the agenda item, would the resolution need to be referenced in the motion. Director Power confirmed the Commission would need to reference the adoption of the resolution.

No questions or comments from the audience.

Motion Jahr, Cullin second that the Planning Commission declares to adopt the 2022 Van Buren Charter Township Sumpter Road Corridor Plan with the Resolution text presented by staff and recommend to the Township Board for approval.

Roll Call:

Yeas: Budd, Cullin, Jahr and Kelley.

Nays: None.

Excused: Atchinson and Barr.

Motion Carried.

ITEM #2: SUMPTER ROAD CORRIDOR ZONING ORDINANCE TEXT AMENDMENTS

PROPOSED AMENDMENTS AND ADDITIONS TO THE VAN BUREN TOWNSHIP ZONING ORDINANCE TO INITIATE A PROPOSED SUMPTER ROAD MIXED USE (SRMU) ZONING DISTRICT AND SUMPTER ROAD OVERLAY DISTRICT (SROD):

- 1. ARTICLE 2, SECTION 2.102. DEFINITIONS, SPECIFIC TERMS.**
- 2. ARTICLE 3 – ZONING DISTRICTS AND PERMITTED USES: SECTION 3.104 (PERMITTED USES BY DISTRICT), SECTION 3.105 (FOOTNOTES TO THE TABLE OF PERMITTED USES AND SPECIAL LAND USES BY DISTRICT), SECTION 3.119 (SUMPTER ROAD MIXED USE DISTRICT) AND SECTION 3.121 (SUMPTER ROAD MIXED USE DISTRICT).**
- 3. ARTICLE 4, SECTION 4.102. SCHEDULE OF REGULATIONS.**

4. ARTICLE 6, CHAPTER 4. SUPPLEMENTAL ZONING DISTRICT STANDARDS, SUMPTER ROAD OVERLAY DISTRICT.

Director Power gave the presentation. Based on the designation of areas along Sumpter Road being mixed uses, the Sumpter Road Mixed Use District (SRMU) was developed. The regulations incorporate building type standards substantially similar to the precedent in the Sumpter Road Corridor Plan and contains a Regulating Plan that assigns lot types (Anchor Lot, Frontage Lot: Shallow, Frontage Lot: Deep, Rear Lot) in a manner substantially similar to those described in the SRMU. There is a table of permitted uses, by-right and by special land use approval. The uses are a mixture of residential, office, commercial and light industrial. The SRMU also includes regulations pertaining to setbacks, alignment and spacing of buildings in the same manner as the existing Mixed-Use (MU) District in the Township Zoning Ordinance. The creation of the Sumpter Road Overlay District (SROD), encompasses all parcels abutting Sumpter Road and will have certain design standards that will apply when new development comes in to the Township. The regulated design standards encompass access management standards, guidelines for future local access streets, non-motorized transportation, architectural standards, lighting, landscaping and fencing. The SROD applies to current properties with frontage on Sumpter Road.

The proposed amendments and additions to the Van Buren Township Zoning Ordinance to initiate the Sumpter Road Mixed Use (SRMU) District and the Sumpter Road Overlay District (SROD) are the following:

1. Article 2, Section 2.102. Definitions, Specific Terms.
2. Article 3 – Zoning Districts and Permitted Uses: Section 3.104 (Permitted Uses by District), Section 3.105 (Footnotes to the Table of Permitted Uses and Special Land Uses by District), Section 3.119 (Sumpter Road Mixed Use District) and Section 3.121 (Sumpter Road Mixed Use District).
3. Article 4, Section 4.102. Schedule of Regulations.
4. Article 6, Chapter 4. Supplemental zoning district standards, Sumpter Road Overlay District.

The summary of changes included in the newest revision dated July 21, 2022 include:

- Clarifying edits regarding greenbelt requirements (Sec. 3.105(I)(5-6)).
- Changed a trigger that places limits on commercial, office and industrial development from being based on setback to an existing dwelling to being based on setback to a residential zoning district. (Sec. 3.121 (D)(2-3)). Included financial institutions in these limits through a footnote.
- Clarified specific terms and timelines for appealing a building type determination in Sec. 3.121(H).
- Removed 6.409(A)(2) regarding visibility from an automotive drive-by scale.
- Removed a 50% minimum glass requirement from Sec. 6.409(C)(3)(c).
- Changed Belleville Road to Sumpter Road in Sec. 6.409(C)(5).

Commissioners had the following questions and comments:

- The text changes to section 3.121(H) are very good.
- Is there a list of people waiting for the ordinance amendments to be approved? Director Power informed that there is one project that has been in limbo and has brought up ideas.

This would allow them to start submitting plans. Another building located in the Sumpter Road Corridor that went to commercial zoning, would be able to go back to their original residential zoning.

- Commissioner likes the changes to 3.121(H), inquired if the word “appeal” could be changed to “reviewed by the Planning Commission”. Director Power and Vidya Krishnan agreed that a change can be made to “request an interpretation from the Planning Commission”.
- Commissioner inquired if the word “appeal” was changed to “interpretation”, would that be subject to a minor revision of the text amendment? Vidya Krishnan confirmed it would and the Planning Commission can make a recommendation to the Township Board noting the change.

No comments from the audience.

Motion Jahr, Cullin second that the Planning Commission declares to adopt the 2022 Van Buren Charter Township Sumpter Road Corridor Text Amendments using the resolution text presented by staff with the word appeal being replaced with interpretation or similar acceptable word in section 3.121(H) and recommends to the Township Board of Trustees for approval.

Roll Call:

Yeas: Budd, Cullin, Jahr and Kelley.

Nays: None.

Excused: Atchinson and Barr.

Motion Carried.

ITEM #3: ZONING ORDINANCE DISCUSSION: SIDE ENTRY GARAGE AND BUILDING SEPARATION REQUIREMENTS FOR RESIDENTIAL DEVELOPERS

THE PLANNING COMMISSION IS REQUESTED TO DISCUSS ZONING REQUIREMENTS FOR MINIMUM PERCENTAGE OF SIDE ENTRY GARAGES AND BUILDING SEPARATION IN RESIDENTIAL DEVELOPMENTS.

Director Power presented references from the 2020 Van Buren Township Master Plan of the Residential Goal and Related Residential objectives in the Plan. The current trends are increased development of smaller lots, higher density single family residential detached housing, increased housing prices and maturing residential site condominiums and subdivisions with cluster housing. A high number of developments and site plans started 20-30 years ago, have the requirement for a high number of the garages to be side entry. The current trends having smaller lot sizes may not meet the side entry garage requirement and building separation requirement.

Vidya Krishan of McKenna Associates presented her review letter dated 5-24-22. McKenna Associates reviewed zoning ordinances in other municipalities (Lyon Township, Plymouth Township, Canton Township, Pittsfield Township, City of Novi and Ypsilanti Township) to see if their regulations have minimum requirements for side entry garages and what the separation

requirements are between residential buildings. The issue has come up in recent discussions with prospective developers regarding the completion of long-incomplete residential PRD's and new proposals. The Township's PRD Ordinance was written a long time ago and no PRD projects have been reviewed in the past decade. Some of the current regulations make proposed new attainable housing projects located on smaller lots infeasible. In the ordinances compared by McKenna Associates, side entry garages were a desirable option but not a mandate. Ypsilanti Township ordinance offered a creative alternative of side entry or recessed garage placement. Building separation requirements varied significantly, with a majority having a separation requirement of only 10 feet or allow for Planning Commission and Board of Trustees to reduce that distance based on preservation of natural features or other factors.

Vidya Krishnan provided architectural examples of front entry and recessed garages with high quality façade materials. The comparison data provided to the Commission is a starting point to discuss the existing provisions in the Van Buren Zoning Ordinance.

Commissioners had the following questions and comments:

- Commissioner inquired about the existing 50 foot lots in Townsend Park, can the PRD be brought back? Most PRD's could be brought back, however not Townsend Park due to a consent judgement.
- Concern with most people having 2 cars, the front of the garage even with architectural details still takes up 50% of the frontage. Vidya Krishnan informed that any amendment can say that the garage cannot occupy 50%.
- Commissioner liked the recessed garage, maybe putting a design on it or different color, something to consider.
- The overall lot width, eyeballing the examples, none have over 50%. Have seen developments where the home is taller than it is wide. Commissioner is not sure it's as simple as basing on the garage width, maybe width and height. Maybe we can consider a separate 6th entry to the substantially different requirement, not a requirement but an incentive. Vidya Krishnan agreed, still encourage side entry garages. The ordinance is written with no deviation, can add more architectural garage doors. Mrs. Krishnan thinks we can add in a deviation to the 30% side entry garage requirement.
- Commissioner likes the idea of adding in a deviation of the 30% side entry garage requirement. Gives more flexibility to the architectural design. Allow developers to present and give guidelines. Vidya Krishnan commented maybe modifications can be granted from the side entry garage upon superior architecture. Have design suggestions for developers, not hard guidelines. Commissioner likes the idea to give the developer the option and flexibility.
- In regard to lot set back and building separation numbers, the Commission wants to make certain to get that number correct. Vidya Krishnan commented the building separation is a separate clause.
- The 5 foot minimum setback, asked staff to check the ordinance to prevent any drainage issues.
- Commissioner is concerned about the building separation only by 10 feet. If putting in a fence, pool or patio, there could possibly be drainage onto neighbor's properties and may not be able to get equipment into the backyard.

- Commissioner inquired if By-Laws address access points? Vidya Krishnan informed that most site condos do not allow for fences unless you have a pool.
- Commissioners all agreed they are interested in having further discussion on side entry garage and building separation requirements and asked Director Power and Vidya Krishnan to bring a proposal back to the Commission.

ITEM #4: GASOLINE FILLING AND GASOLINE SERVICE STATION ZONING ORDINANCE TEXT AMENDMENT

THE PROPOSED AMENDMENTS TO ARTICLE 3 (ZONING DISTRICTS AND PERMITTED USES) REGARDING THE CATEGORIZATION OF GASOLINE FILLING SERVICE STATIONS.

Vidya Krishnan of McKenna Associates gave the presentation. The Commission has been discussing the gasoline filling station text amendments for the past several months. The main change to the Zoning Ordinance is changing gas stations to being a special land use in the C-1 (General Business), C-2 (Extensive Highway Business) and FS (Freeway Service) Districts and creating a new section 5.144 with specific design standards for gasoline filling stations. The only corrections to the draft are in section 5.144, Item 5) ingress and egress, the stripes will say 2 way ingress and egress and Item 6) Driveway Spacing, the spacing of the driveways has been updated for speeds 30, 35, 40 and 45 to minimum spacing of 155, 185, 225 and 300 to make consistent with section 9.106(c) of the Zoning Ordinance. The specific requirements ensure that there is adequate pedestrian circulation, vehicle circulation, signage, number of bays and pumps. Electric Vehicle (EV) charging stations will be looked at separately.

Director Power informed the Commission that they can recommend to adopt the resolution with the changes presented.

No comments from the Commission, audience or remote viewers.

Motion Jahr, Cullin second to recommend the Township Board of Trustees the Adopt the text amendment to reclassify gasoline filling stations under the Zoning Ordinance as detailed in the McKenna Associates letter dated 5-24-22, the letter from staff dated 7-8-22 and noting the corrections to item number 5) Ingress and Egress Drives and item number 6) Driveway Spacing.

Roll Call:

Yeas: Budd, Cullin, Jahr and Kelley.

Nays: None.

Excused: Atchinson and Barr.

Motion Carried.

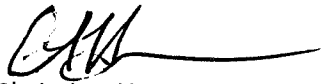
GENERAL DISCUSSION:

Commissioner would like to see Electric Vehicle (EV) charging station ordinance changes and examples at a future meeting.

ADJOURNMENT:

Motion Budd, Cullin second to adjourn the meeting at 7:14 p.m. Motion Carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'CH' followed by a long horizontal stroke.

Christina Harman
Recording Secretary



MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Discussion of Zoning Ordinance Text Amendments: Gasoline Filling and Service Stations
DATE: July 8, 2022

The Planning Commission will consider Proposed amendments to the following sections of the Van Buren Charter Township Zoning Ordinance:

1. Section 3.111. C-1, General Business District, sub-section (B) Permitted Uses; move gasoline filling stations to sub-section (C) Special Land Uses.
2. Section 3.112. C-2, Extensive Highway Business District, making change to C-1 district will automatically move gasoline filling stations from sub-section (B) Permitted Uses to sub-section (C) Special Land Uses.
3. Section 3.113. FS, Freeway Service District, sub-section (B) Permitted Uses; move gasoline filling stations and gasoline service stations to sub-section (C) Special Land Uses.
4. Create new Section 5.144. Gasoline or Automobile Filling Stations under Article 5. Development Standards for Specific Uses.

The Planning Commission is requested to hold a public hearing on these proposed Zoning Ordinance text amendments and consider recommending their approval to the Van Buren Township Board of Trustees.

For your reference, I have included the latest draft version of the proposed amendments and a copy of the minutes of the last discussion on this topic which was held at the regular Planning Commission meeting on June 8th, 2022.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Power', is written over a light blue horizontal line.

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department



MCKENNA

May 24, 2022

Planning Commission
Charter Township of Van Buren
46425 Tyler Road
Belleville, Michigan 48111

Subject: Automobile filling stations

Dear Commissioners:

The Planning Commission at its meeting held on April 27, 2022 considered a zoning text amendment to re-classify gasoline filling stations in the Township Zoning Ordinance.

The ordinance currently allows the use as a principal permitted use in the C-1 (Local Business), C-2 (Extensive Highway Business) and FS (Freeway service) districts. There are no specific site design standards governing the use either. We reviewed zoning ordinances in other municipalities to see how the use is classified. The municipalities chosen were based on their location with a major arterial, freeway or trunkline traversing through it such as I-275, I-94, I-96, US-24, US-23, US-12 etc., which are generally seen with a lot of filling stations. Based on our review, Van Buren Township is the only municipality that permits gas stations as a principal use, with the exception in the City of Novi. Gasoline fillings stations are considered as a use that requires placement consideration because of concerns related to access, circulation, fire hazard, odor, hours of operation etc.

We presented a text amendment which also included a reference to EV (Electric Vehicle) charging stations. The Planning Commission expressed concern about handicap accessibility being affected, pedestrian walkways being blocked, long duration parking at these spots and the possibility of a row of EV charging stations on a site and directed us to look into the subject. Upon further research we believe the EV charging stations may need an ordinance to regulate them separately from gasoline filling stations. We have collected some information and hope to present it as a separate text amendment in the future.

At this time the amendment is limited to gasoline filling stations only. Following are the proposed changes:

ZONING ORDINANCE CHANGES

1. §3.111. C-1, General Business District, sub-section (B) Permitted Uses; move *gasoline filling stations* to sub-section (C) Special Land Uses.
2. §3.111. C-2, Extensive Highway Business District, making change to C-1 district will automatically move gasoline filling stations from sub-section (B) Permitted Uses to sub-section (C) Special Land Uses.
3. §3.113. FS, Freeway Service District, sub-section (B) Permitted Uses; move *gasoline filling stations* to sub-section (C) Special Land Uses.
4. Create new Section 5.144. Gasoline or Automobile Filling Stations under Article 5. Development Standards for Specific Uses.

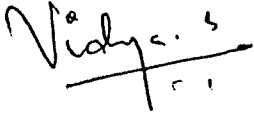
HEADQUARTERS
235 East Main Street
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Northville, Michigan 48167

O 248.596.0920
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MCKA.COM

Communities for real life.

The item is on the Planning Commission's agenda for scheduling of a public hearing at this time, prior to making a recommendation to Township Board of Trustees. We will be present at the Planning Commission meeting to answer any questions and concerns.

Respectfully,
McKENNA

A handwritten signature in black ink, appearing to read "Vidya Krishnan", with a horizontal line drawn across the middle of the signature.

Vidya Krishnan
Senior Principal Planner

Cc: Dan Power, Director of Planning and Economic Development

Section 5.144 Gasoline or Automobile Filling Stations

- (1) **Minimum lot area and width:** There is no minimum lot area and width requirement; however, sites are required to comply with all setback, landscaping greenbelt and parking requirements as established in the Ordinance.
- (2) **Front yard setback** measured from any right-of-way line:
Canopy: 40 feet.
Pump and/or pump island: 50 feet.
Building: 85 feet.
- (3) **Side or rear yard setback:**
Canopy: 30 feet.
Pump and/or pump island: 40 feet.
Building: 30 feet.
- (4) **Side or rear yard setback abutting residential zoned property:**
Canopy: 40 feet.
Pump and/or pump island: 50 feet.
Building: 40 feet.
- (5) **Ingress and egress.** The following requirements shall be applicable for ingress and egress:
 - (a) Ingress and egress drives shall be a minimum of 30 feet and a maximum of 36 feet in width. Curb radii shall be adequate to accommodate the turning radii of delivery trucks. There shall be a clear unobstructed driveway area provided to the loading area which is not in conflict with other vehicular patterns on the site.
 - (b) No more than one such drive or curb opening shall be permitted for every 75 feet of frontage (or fraction thereof) along any street. The nearest edge of any such drive shall be located at least 25 feet from the nearest point of any property zoned or used for residential purposes.
 - (c) Ingress and egress for drives shall be designated and located in a manner that does not create a safety hazard or traffic nuisance because of its location in relation to other ingress and egress drives, its location in relation to the traffic generated by other buildings or uses, its location near a vehicular or pedestrian entrances or crossings, or similar concerns.
 - (d) Driveway design and placement must be in harmony with internal circulation and parking design such that the entrance can absorb the maximum rate of inbound traffic during a normal peak traffic period.
 - (e) There must be sufficient on-site storage to accommodate at least two queued vehicles waiting to enter or exit without using a portion of the public right-of-way obstructing existing vehicle sight distance, or otherwise interfering with street traffic.
 - (f) Provisions for circulation between adjacent parcels are required when possible through coordinated or joint parking systems.

- (g) Driveways shall be designed to accommodate all vehicle types having occasion to enter and exit the site, including delivery and refueling vehicles. There shall be clear delineation and/or separation, where appropriate, of entry and exit lanes within driveways.
- (h) Loading and unloading and refueling activities shall not hinder vehicle ingress or egress.
- (6) **Driveway spacing.** Driveway spacing will be determined as a function of operating speeds of the adjacent public road. Spacing will be determined according to the following minimum standards or to standards adopted by the appropriate governing road jurisdiction, whichever is more stringent:

Speed Limits (mph)	Minimum Spacing (feet)
25	105
30	125
35	150
40	185
45	230

Spacing is based on average vehicle acceleration and deceleration rates and is considered necessary to maintain safe traffic operation. Spacing will be measured from the midpoint of each driveway. In the event that a particular parcel or parcels lack sufficient road frontage to maintain adequate spacing, the applicant shall have one of two options:

- (a) A modification from minimum spacing can be sought from the planning commission, but in no case can the variance be greater than that which is necessary to provide safe and efficient access to the site.
- (b) The adjacent landowners may agree to establish a common driveway. In such cases, the driveway midpoint shall be the property line between the two parcels and shall meet standard specifications. The township may require maintenance agreements between owners of a common driveway to cover such issues as snow plowing, resurfacing liability, etc.
- (7) **Number of driveways:** A maximum of one two-way driveway opening or a pair of one-way driveway openings shall be permitted to a particular site from each adjacent public road. Based on the recommendation of the appropriate governing road jurisdiction and/or the township engineer, that an additional driveway is in the interest of good traffic operation, the planning commission may permit one additional driveway entrance along a continuous site with frontage in excess of 300 feet or two additional driveway entrances along a continuous site with frontage in excess of 600 feet. Common driveways shall be considered to be one driveway.
- (8) **Pumps.** All gasoline pumps shall be arranged so that motor vehicles do not park on or extend over abutting landscaped areas, sidewalks, streets, buildings, or adjoining property while being served.

- (9) **Off-street parking and loading.** Required off-street parking for automobile filling multiuse stations offering additional services shall be provided in accordance with the standards set forth in section 9.102 and shall be computed on the basis of each separate use as set forth in the schedule of off-street parking.
- (10) **Canopy structure.** Canopy structures shall be designed and constructed in a manner which is architecturally compatible with the principal building and the overlay district in which it is located in, if any. Support columns of any proposed canopy structure shall be covered with brick to match the principal building. Required fire protection devices under the canopy shall be architecturally screened so that the tanks are not directly visible from the street. The screens shall be compatible with the design and color of the canopy.
- (12) **Fueling operations.** Fueling operations designed to accommodate tractor trailer trucks shall be prohibited except on sites adjacent to an interstate freeway.
- (13) **Pedestrian circulation.**
- (a) Automobile filling/mixed use stations shall be designed in a manner which promotes pedestrian and vehicular safety.
 - (b) The parking and circulation system within each development shall accommodate the safe movement of vehicles, bicycles, pedestrians and refueling activities throughout the proposed development and to and from surrounding areas in a safe and convenient manner.
 - (c) Pedestrian walkway patterns shall be considered as an integral component of site design and shall be located to connect areas or points of pedestrian origin and destination. Where it is necessary for the pedestrian access to cross drive aisles, crossings shall emphasize and place priority on pedestrian access and safety. The pedestrian crossings must be well-marked and clearly visible, using pavement treatments, signs, striping, signals, and lighting.
 - (d) Clear identification and delineation between the drive-thru facility and parking lot shall be provided. Drive-thru facilities shall be designed in a manner which promotes pedestrian and vehicular safety, and do not interfere with access to parking and maneuvering lanes.
- (14) **Signs.** All signage installed on the site, including the canopy and pumps shall comply with the regulations set forth in Article 11 of this ordinance.