Automotive Service Centres Guidelines

Part 6, Section 3 of the Development Design Guidelines

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Flower City

brampton.ca

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Acknowledgement:

The City of Brampton would like to thank all the stakeholders who participated in the various workshops and meetings which led to the production of this document.

Explanatory Notes:

- These guidelines have been prepared in consultation with the Petroleum Industry and the City staff.
- The images provided in this document are for guidance only and are intended to illustrate specific principles. They are a combination of images produced by staff, consultants, and City renderings, as well as images provided by colleagues from across the country.

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1.0 INTRODUCTION

1.1 Purpose of the Guidelines

The City of Brampton has developed a number of policy documents to assist in the realization of their vision for a city that achieves a high standard of civic design. That vision is described in the Six Pillars Strategic Plan and the Flower City Strategy.

The Official Plan in Sections 4.2.13 and 4.10.3.6 states specific policies regarding the broad location, siting, and design of automotive service centres. The purpose of these guidelines is to ensure that these policy requirements are adhered to, and to further elaborate on them.

The Brampton Development Design Guidelines reiterate the vision, list the urban design objectives and principles, and contain design guidelines for implementing those objectives in new developments. Brampton's Transportation and Transit Master Plan, Gateway Beautification Program, and another study titled 'The Street Corridor Master Plan' may be referenced for further guidance on the vision for the City's roads and streetscapes.

Automotive service centres are unique commercial uses because of their combination of vehicular functions and convenience commercial functions. They often occupy prominent and highly visible locations. The guidelines in this document have been developed to integrate into the Development Design Guidelines and assist in achieving the City's urban design objectives with respect to this unique building type. The purpose of this document is to:

- Ensure that the planning and design of service centres and their associated facilities is consistent with and promotes the City of Brampton's vision and civic design objectives, while still meeting functional needs of these unique uses.
- Address how the function and design of service centres at important locations relates to the City's vision for these areas.
- Ensure that residential zones are protected from noise, traffic, odours, bright lighting and other impacts of automotive service centres.
- Guide developers, the petroleum industry and automotive service centre owners and their consultants in the location, planning, and design of service stations.
- Establish planning criteria and design guidelines for the siting and design of automotive service centres.
- Through those criteria, familiarize developers and owners at the earliest stages of development with the City's expectations for the development of automotive service centres.
- Ensure a high level of quality in the design of automotive service centres.

The guidelines, which form a detailed section within the City of Brampton's Development Design Guidelines, define the criteria for a high level of planning and detailed design of service centres under the following sections:

- Design Objectives and Principles
- Site Planning and Built Form
- Streetscaping and Landscaping

This document is to be used in conjunction with the other official documents mentioned above, and with the Official Plan, Secondary Plans, Zoning By-laws, and Community Block Plans.

Note: It should be noted that several important locations in the City are already taken up by service stations. Any new proposals for service stations in the City should conform to these guidelines whether it is a new development or a redevelopment of an existing site.

Ensuring a high quality of landscaping

Promoting the City of Brampton's design objectives

1.2 Background - Current Trends and Issues in Automotive Service Centre Design

The planning and design of automotive service centres has evolved over the past number of decades. Service centres originally contained fuel pumps and other automotive services and were often combined with neighbourhood convenience and food retail services. Facilities were commonly at a small neighbourhood scale except at major highway locations. Service centres then evolved into the provision of mainly automotive functions such as gas sales and automotive repairs with only minor convenience retail provisions.

In recent decades, automotive service centres have come full circle and evolved to provide a much wider range of services including sizable convenience store and food inventory, coffee and fast food services, as well as other automotive functions such as automated car washes. Automotive repairs are now rarely a component of new automotive service and fueling centres. In addition to vehicle refueling, modern automotive sevice centres are mostly open 24 hours a day and often contain a multitude of ancillary convenience services such as public washrooms, pay phones, bank machines, convenience products, etc., providing these services in times of emergency not only to residents but also to taxi cabs, and commercial and police vehicles.

Developments in marketing over recent decades has also brought prototype design of built form to automotive service centre design and led to the corporate branding of built form, signage, materials, and colours.

The combination of these factors leads to a number of current trends affecting today's design of service centres:

- Larger facilities which can include: convenience store retail, food retail, and automated banking in addition to gas sales and automated car washes
- Drive-through facilities with car stacking lanes resulting in larger lot sizes with a very high proportion of asphalt paving
- Location of new stations at major arterial intersections for maximum exposure and convenience
- Standard prototype designs often in combination with vivid colour schemes and graphics
- Large and high canopies
- Numerous signs within the same facility, many of them can be quite large
- High levels of lighting to fulfil orientation preferences and security provisions

Some of these trends are positive in nature, while others are presenting conflicts with Brampton's vision for excellence in streetscape design, creation of landmark development at major gateway intersections in the city, and the achievement of integrated community character through a high quality of architecture. However, some recent service centre developments have achieved a high level of site planning, landscaping, and built form design, fulfilling both civic design excellence objectives and functional and retailing needs.

Early gas station

Large station with multiple uses

1.3 Application of City's Vision to Automotive Service Centre Design

The primary objectives of the City's vision regarding the built environment as detailed in the City's official planning policy documents noted in section 1.1 are:

- "Achieving a high standard of civic design for the whole city"
- "Sustaining a high quality of physical environment"
- "Aspiring to high quality architecture and landscape architecture"

These objectives are also applicable to the development of automotive service centres. The guidelines are intended to promote the essential elements of that vision and respond to the changing needs of service centre development. These include:

- Community design excellence and innovation
- A visually attractive built environment
- Celebration of Brampton's unique floral heritage in all aspects of city building
- Environmentally sustainable and healthy ecosystems
- A sense of identity and arrival
- A distinct community character
- Coherent physical development that contributes to the hierarchy of districts, nodes, and corridors and enhances the specific character of its immediate neighbourhood
- Achieving the Official Plan goal of allowing diversity in development by allowing a range of design expression
- Aesthetically and visually attractive interfaces between land uses and at community edges and gateways
- Clear points of community entry with a pleasurable experience for all users including motorists, pedestrians, and transit users
- Physical development that balances the vehicular functionality of automotive service centres with pedestrian scale orientation
- Design that provides efficient and safe circulation for both vehicles and pedestrians
- A human scale of building architecture
- Development that responds to the principles of the City's Street Corridor Master Plan
- Gateway Beautification Program and Flower City Strategy
- Development that fulfils marketing and functional needs of service centres while incorporating, whenever possible, design strategies that respect these objectives

Community design excellence and innovation through diversity

2.0 DESIGN PRINCIPLES AND OBJECTIVES

2.1 Design Principles

The design principles for the development of automotive service centres are:

- To ensure that their location, design, and planning are consistent with the City's vision and civic design objectives.
- To promote a high quality of development and facilitate effective functionality of automotive service centres for their primary vehicular and automotive related commercial uses, and to achieve pedestrian friendly design that responds to the changing nature of other commercial uses and activities adjacent to service centres.
- To respect areas that are distinctive in character, through architectural quality that complements the surrounding community, whether residential, commercial, or industrial.
- To balance the goals of the industry with other City policies with respect to sustainability.

2.2 Design Objectives

Design objectives and strategies that support these principles have been listed in the Development Design Guidelines and in other City documents. Those that are appropriate to the development of automotive service centres are:

- Develop a strong community image and character. Enhance the visual appeal of the community from inside and outside. Create a strong sense of place through development of visual character and identity at all levels.
- Enhance the visual experience. Create views and view corridors throughout the community and enhance those that already exist.
- Encourage development of automotive service centres that contribute to high quality streetscapes, achieve a high quality of built form, and help to realize the City's vision for its community edges, street corridors and gateways.
- Reinforce community character within the private domain through excellence in architectural design achieved by design for the human scale, integration of building forms and architectural detailing, and a high quality of architectural materials and components.
- Design for pedestrian scale and comfort for those components of service centres for which these measures are applicable and especially those that connect to pedestrian access from adjacent streetscapes.
- Mitigate the potential negative environmental, noise, and visual effects of automotive service centres on neighbouring uses and streetscapes.
- Respond to context and provide a balance of the corporate standards with City and area needs.
- Balance the need for form and identity of particular uses with the need to complement and enliven contiguous streetscapes.
- Balance the demand for design that fulfils the speed of vehicular traffic with the need for design that responds to pedestrian scaled streetscapes within developing urban environments.

Service centre development at a highly visible corner

High quality landscape design with integrated architectural form

High quality landscaping and coordinated design of service centre components

2.3 General Design Recommendations

The City's design objectives and principles generate general recommendations for the design of automotive services centres that form the basis for the more detailed guidelines in later sections of this document. These general recommendations are:

- The location, site planning and detailed design of service centres shall reinforce the City of Brampton's hierarchy of roadways and gateways as described in the Street Corridor Master Plan and the Gateways Beautification Program.

- The design of all aspects of automotive service centres shall respond to the character of the neighbourhoods and corridors in which they are located. This response to context may include specific site planning and architectural treatment to relate to and complement the surrounding built form; or, it may be an expression of diversity of design elements that contrast with that local context. In all cases, their design shall enhance the local context.

- Automotive service centres will be designed to reinforce street edges and contribute to high quality streetscapes through a combination of their site planning, building and canopy locations, and built form architectural quality.

- Automotive service centres will be designed to achieve superior landscaping that contributes to high quality streetscapes and mitigates the negative impacts of vehicular functions through a high quality of soft landscape design, hard landscaping elements, and the use of other elements such as berming or freestanding architectural features. It should also provide superior interface at conflicting landuses, with the use of landscaping and masonry walls.

- The design of service centres shall provide convenient, comfortable, and safe pedestrian movement to elements which will be accessed by pedestrians from within the site, from street sidewalks, and from transit stops. The design of service centres shall achieve a safe and efficient level of vehicular traffic functions.

Architectural treatment that relates to surrounding built form

Architectural features that contribute to high quality streetscape

Emphasis on landscaping along street edge

Design that reinforces the street edge

3.0 SITE PLANNING AND BUILT FORM GUIDELINES

The vehicular functions of automotive service centres and their gas station bars generate a great deal of traffic and numerous vehicle movements both at access points and within their sites. Multifunctional service centres typically have large areas of asphalt paving to accommodate traffic movements and stacking. Buildings occupy a relatively low proportion of the site area.

Site planning and built form design strategies can mitigate many of these impacts through careful placement of buildings and their component parts, the creation of well landscaped boulevards and buffers and the introduction of high quality architecture.

The detailed design guidelines in this section deal with:

- Site planning
- Built form

Guidelines for landscaping and streetscaping follow in Section 4.0

3.1 Site Planning Guidelines

The design principles for site planning for automotive service centres are based on:

- Developing a strong community character
- Enhancing the visual experience
- Creating an enriched public domain
- Creating a high quality of streetscapes
- Designing for pedestrian comfort

Site planning guidelines are organized under the following headings:

- Site layout and building locations
- Setbacks
- Vehicular access and movement
- Pedestrian access and movement

Enhanced visual experience and higher quality of streetscape

3.1.1 Site Layout and Building Locations

General Guidelines for Principal Buildings

1. Lot size shall be appropriate to the number of different automotive functions or uses located on the site.

2. Site planning shall ensure that component elements are properly sited in a compatible manner with the existing and proposed context. For example, in an area where surrounding buildings are sited close to or at the street line, service centre site planning should also locate the principal building near the street line.

3. Siting of buildings and landscaping shall consider Crime Prevention Through Environmental Design (CPTED) issues.

4. As a basis for developing all site plans, the siting of the principal buildings at or near the street line is preferred.

5. Siting of payment kiosks and convenience commercial store functions is encouraged to allow their main glass facades or entrances to be visible from the street.

6. Where possible, commercial elements of principal buildings should be planned so that they can be directly accessed from the adjacent pedestrian sidewalk or retail areas. Concentration of vision glass should be at entrances.

7. Site planning of principal building elements shall be coordinated with building design to prevent blank walls at the street edge.

Principal buildings may be sited in a number of ways, depending on whether the site is a mid-block or corner site:

Mid-block Sites:

1. In large commercial developments, it is recommended that automotive service centres be placed away from corner locations.

2. Principal buildings may be located at the street, with the long façade along the street frontage, or along the side lot line, with the short façade located close to the street.

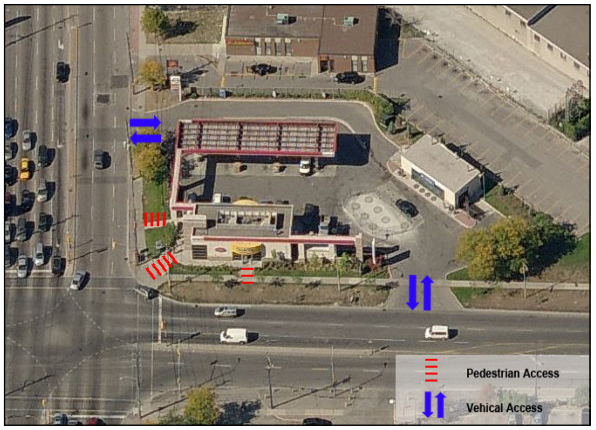
Corner Sites:

1. Principal buildings may be sited in a number of ways:
   i. Parallel to side property lines with short façades facing the street to allow visibility of main façades and gas bars from other streets
   ii. At the corner of the lot with gas bars located diagonally behind the building
   iii. Towards the centre of site, with canopies extending towards the streetline

2. Where automotive service centers are permitted at significant intersections, the site plan layout shall locate the principal building at the street line. Side lot locations are preferred.

3. Corner locations are permitted, provided that the street-related façade contains a proportion of glass including vision glass where feasible, and incorporates an entrance where possible.

4. Siting of the principal building towards the centre of the lot will also be acceptable if the use of freestanding architectural and landscape elements such as pergolas are employed to reinforce the street edge, and that the canopy is of an innovative design to provide visual interest from the street view.



Principal building site at corner


Street-related facade containing good proportion of glass as well as an entrance

5. Where automotive service centres are located at corner intersections within business employment areas, site plan layouts that locate the principal building at the street line are preferred.

6. Within Heritage Areas, special requirements may be introduced to ensure that service centers are sensitive to the existing context and make a positive impact on the streetscape. Specific design criteria and detailing requirements that are appropriate to the historic context will be applied.

Car Washes:

1. Car wash elements shall be located to the rear or to the back portion of sideyards of service centres to mitigate the impact of traffic. Where they are adjacent to residential zones or other sensitive uses, their siting and design shall also minimize noise and lighting impacts.

2. Car wash exits must face away from abutting residential properties or be fully screened from neighbouring residential views.

Garbage and Loading / Service Areas:

1. It is recommended that storage for garbage containers that can be accessed for garbage pickup be incorporated into the principal building design. Food wastes shall always be stored in climate controlled rooms.

2. Where garbage storage accessory buildings and loading areas are separate from the principal building, they shall be enclosed by structures/walls constructed of the same materials as the main building in order to mitigate their visibility from adjoining streetscapes and adjacent site areas.

3. Garbage, service, and loading areas shall be located to the rear or side yards, away from arterial roads and primary roads, to reduce their visibility.

However, care should be taken in their siting so that they are not adjacent to residential uses.

3.1.2 Setbacks

Setbacks for buildings and landscaping are intended to reinforce street edges, encourage architectural interest along pedestrian sidewalks, and create landscaped areas that are visually pleasing and provide some screening of vehicular site activities.

1. Generally, a minimum front yard setback of 4.5 metres for principal buildings will be required to create a landscape strip for quality landscaping.

2. Where primary street frontage is not occupied by a building face, a 4.5 meter landscape strip is also required.

3. In Heritage areas, the front yard setback for principal buildings will be generated by adjoining setbacks within the existing context and setback requirements specific to the neighbourhood or commercial area. These shall be reviewed on a case-by-case basis. Principal buildings will be located to reinforce the existing street edge in keeping with the pattern of existing setbacks.

4. Where automotive service centres are located within or adjoining commercial centres or neighbourhood centres, their principal building should be sited towards the street to align with those elements of the commercial or neighbourhood centre that reinforce the street edge.

5. Where service centres are located at corner intersections of arterial roads, at intersections of arterial roads and collector roads, or at commercial nodes or neighbourhood centres, the setback of their principal building façade facing the street shall be a maximum of 6.0 metres.

Service centre integrated with commercial plaza

Integrated site, building, and signage design

Built form of ancillary buildings integrated with principal building

6. Where exterior amenity spaces, such as outdoor seating areas, are located between the building and the street, building setbacks can be increased to accommodate these areas. This will be addressed on a case-by-case basis.

7. The minimum side yard setback for all structures to side lot lines (other than flanking streets) shall be 3.0 metres.

8. The minimum rear yard setback shall be 3.0 metres.

9. Where automotive service centres abut residential, institutional, or prestige employment areas the rear and/or side yard setback abutting the adjacent use shall contain a landscape strip with a minimum width of 3.0 metres, for soft landscaping free of paved vehicular surfaces.

3.1.3 Vehicular Access and Movement

Automotive service centres generate traffic by their function, yet they serve pedestrians and passengers. Planning for vehicular site access and routes should accommodate functional traffic requirements and pedestrian safety, and minimize noise and other negative impacts of their traffic on adjacent uses and streets. Minimizing disruption of existing street traffic and safety should be of high priority.

1. All access shall be designed as per City standards.

2. Access without islands is preferred.

3. Drive-through locations, internal traffic circulation, parking layout, and all other transportation aspects will be commented on a case-by-case basis.

4. Entrances and exits for vehicles should be located as far from corner intersections as possible to minimize disruption of street traffic flow.

5. Site planning of service centres shall minimize curb cuts and crossing of sidewalks to reduce disruption of public streetscapes and pedestrian zones.

6. Entrances and exits for vehicles should be designed with the minimum width that will allow proper vehicular function including for larger delivery vehicles, and minimize the interruption on streetscapes and pedestrian comfort.

7. For mid-block service station locations, it is preferable to have one access to the service station rather than two access points.

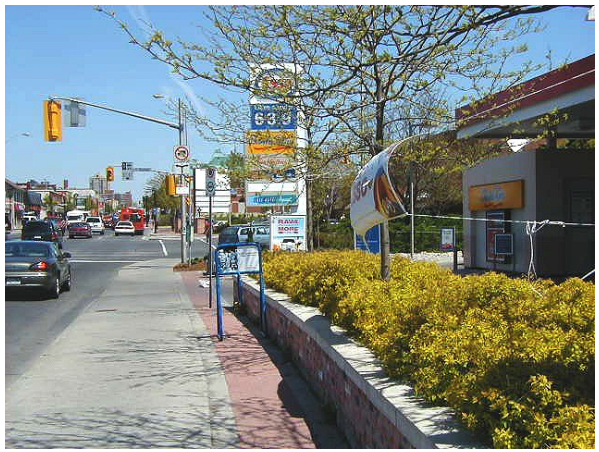
8. For service centres at corner locations, access to arterial roads will be restricted (right-in/right-out). Depending on the location, the access to collector roads may be restricted (right-in/right-out) as well.

Stacking Lanes:

1. In general, views of stacking lanes from the street should be minimized. Stacking and drive-through lanes should be located at rear or sideyards and not between the building and the street as per the Official Plan (Section 4.10.3.6.2). In certain locations, such as at residential areas, further setbacks or upgraded landscaping/screening measures may be required.

2. Stacking and drive-through lanes, where permitted, shall be screened by buildings, walls, vertical screens or fencing, landscaping, berms, or combinations of the above in order to minimize views from adjacent streetscapes.

3. The end of stacking lane should not be located too close to the access. Entries and exits of stacking and drive-through lanes shall be set back a minimum of 3 meters from front or flanking lot lines to allow landscaping and lessen the impact on the streetscape.



Upgraded landscape strip at pedestrian sidewalk

Clearly visible entry drive

3.1.4 Pedestrian Access and Movement

1. Pedestrian access routes and walkways shall be clearly defined.

2. Facilitate direct and continuous pedestrian connections from the street, from public sidewalks and from transit stops to pedestrian oriented functions, such as convenience commercial uses and payment counters within principal buildings.

3. Main pedestrian routes between the city sidewalk and the principal buildings shall be clearly demarcated by walkways or continuous pedestrian paving or markings. Main entrances to principal building should be clearly delineated, properly accessible by pedestrians, and kept free from obstructive parking.

4. Pedestrian routes shall be designed to maximize comfort and safety.

5. Pedestrian access and connections shall conform to barrier-free principles of design and related requirements of the Ontario Building Code.

6. Barrier-free accessible parking spaces and related curb cut design shall be provided as per the Ontario Building Code.

7. Pedestrian routes must not be obstructed by any kind of product or display and shall be at least 1.5 meters wide.

Defined pedestrian routes around service centre site

Pedestrian access that maximizes comfort and safety

Pedestrian access to principal building from street sidewalk

Entrance to principal building delineated and kept free from obstructive parking

3.2 Built Form Guidelines

The architectural design of the building components of automotive service centres shall reflect the City of Brampton's design principles for developing a strong community character through high quality architectural design and materials, and shall respond to the character of the neighbourhoods and corridors in which they are located. Built form guidelines are organized under the following headings:

- Building massing and form
- Canopies, pumps and islands
- Ancillary buildings and structures
- Signage and lighting

3.2.1 Building Massing and Form

The design of built form within automotive service centre sites should ensure that it is compatible with the local context. Scale, massing, and detailing should be complementary to the surrounding uses, building form, and relationship to streetscapes.

For example, in office/employment areas, service centre design could employ extensive building glazing and larger canopy and signage elements, in keeping with the larger scale of the surrounding office buildings. Conversely, in residential areas, building size and material selection could be of a more intimate scale, in keeping with pedestrian-oriented streets and smaller scaled buildings.

The intent of these built form guidelines is to encourage design that is sensitive to and enhances the surrounding context; conformance to an architectural style is not intended.

1. Principal buildings should be oriented so that their entrances and major windows are visible and relate to the streetscape or relate to direct pedestrian connections from public streets.

2. Building elevations that are located at street lines, face public streets, or that are visible from further distances should incorporate architectural features that are visually interesting with pronounced massing, and provide direct pedestrian connections to adjacent sidewalks. Blank walls at the public realm should be avoided. Some of these architectural features include:

   - major glazed areas; reflective glass should be minimized
   - changes in wall plane and materials
   - roof overhangs
   - cornice lines
   - prominent entrance areas
   - varied building volume or accent elements
   - varied yet complementary building materials

   Architectural detailing and materials should be of a high and durable quality. Exterior building materials and cladding shall achieve a high standard of life-cycle, visual, and aesthetic quality. These may include glazing, curtain wall, brick or stone masonry, high quality metal or pre-cast panelling, and limited use of stucco. Changes of material should reflect articulation of building - form or wall plane.

3. The design of all buildings on the site should incorporate a complementary combination of building materials, colour, and signage.

4. In specific heritage contexts, or other special built contexts, additional design criteria for massing, materials and, detailing will be applied to ensure an appropriate design response to the immediate surroundings.

5. A combination of vision and spandrel glazing at street facades is strongly encouraged. Designers are encouraged to incorporate as high a proportion of visual glass in building design as possible.

Articulated massing and elevations, high quality varied material and glazing

Sloping and varied roof forms at the principal building

Use of architectural features that are visually interesting

Spandrel glass should be complementary in colour and mullion design to the vision glass. Reflective or mirror spandrel glass will not be permitted.

6. The City recognizes that the design of automotive service centres and their prototype buildings are determined by specific retail and service requirements. However, designers are encouraged to review the functional layouts of principal buildings to improve visual and physical connectivity to adjacent streets, and where possible, entrances from both streets and gas bars should be incorporated.

7. In many prototype buildings, flat roofs are the standard roof types. Consideration of alternative roof forms is encouraged to provide visual interest and/or innovative roof design, where it may be appropriate to respond to the local context, such as in Heritage areas or in major residential areas.

8. Rooftop mechanical equipment shall be screened from view by means of visual screens or wall parapets of materials, detailing and colours that complement the building design.

High quality gas pumps and canopy supports

3.2.2 Canopies, Pumps and Islands

The design of canopies over gas pumps and drives shall be integrated with the overall architectural design of the automotive service centre. There should be a complementary relationship between the massing and scale of the component elements.

1. Canopy heights shall relate to adjoining buildings both within and outside the service centre site.

2. Canopy edges are integral to the overall image and identity of service centres and determine how the height and mass of the canopy is perceived from the street. They should be detailed carefully and sensitively to incorporate signage and lighting.

3. Canopies over gas pump areas are often characterized by relatively long spans. The use of innovative structural support systems is encouraged to provide visual interest and architectural character while mitigating the canopy's large mass.

4. In Heritage Areas, the use of historic architectural features that reflect local design should be considered as a means to respond to the context of existing areas.

5. Where large canopies are required, the use of skylight openings, structural coffers and innovative framing is encouraged, to relieve the visual impact of unbroken soffits and blank roof expanses.

6. Lighting at canopy soffits shall be designed to minimize spillover to adjacent residential properties.

7. Design of gas pumps that thoughtfully integrates them with canopy supports, graphics, and signage is encouraged.

8. The design of integrated audio and video equipment in these areas shall be sensitive to potential acoustic and visual impacts on surrounding uses.

Skylight openings enliven canopy soffit

Unique canopy design with innovative structural support system

Innovative canopy design with a variety of materials and lighting

3.2.3 Ancillary Buildings and Structures

1. The built form, architectural detailing, and materials of ancillary buildings and outlying structures shall be coordinated with the architectural design of principal buildings on the site to create an integrated architectural design for the entire automotive service centre.

2. Downgrading of exterior materials for ancillary structures such as car washes will not be permitted.

3. A noise impact study will be required for any automotive service centre which includes a car wash facility, and where stacking lanes are located adjacent to residential or institutional uses. Should an acoustical wall or fence be required, its design shall be coordinated with the overall design of the service centre.

3.2.4 Signage and Lighting

Signage and lighting are predominant elements within automotive service centres. Their design shall be coordinated with the overall design of the centre to ensure that the promotional, identity, and safety objectives of signage and lighting are balanced by an appropriate response to scale and streetscape design.

Signage:

1. Signage design shall be of a high quality and integrated with overall elevations and architectural design to minimize visual clutter and negative impacts on adjacent streetscapes and uses.

2. All signage within the gas station site shall be properly coordinated and shown in approvals documentation, including major corporate signage, other commercial and food related signage, and special promotional and pricing signage.

Architectural detailing of ancillary building

Canopy illumination well integrated with signage

3. Monument and pylon signage within the streetscape shall reflect and be coordinated with the architectural character and qualities of the buildings.

4. A comprehensive sign package shall be an integral part of the design of all automotive service centres. Signage design will be reviewed under the provisions of the City's signage by-laws.

Lighting:

1. Gas station exterior lighting is normally at relatively high levels as required for safety. The design of exterior lighting shall minimize the projection of light onto adjacent properties. Light fixtures should be oriented away from adjacent properties and streets.

2. Light fixtures should be selected to minimize noise from ballasts and other electrical components.

3. The use of accent lighting of architectural features and landscaping is encouraged.

Pylon signage coordinated with streetscape elements

4.0 STREETSCAPING AND LANDSCAPING GUIDELINES

4.1 Public Domain Landscaping

A high quality of streetscape design around automotive service centres will:

- Enhance the public realm
- Provide visual amenity for all those within street corridors
- Reduce the visual impacts of traffic and paved areas.

In general, landscaping, pedestrian connections, built features, and signage that form a part of the public domain, are adjacent to, or that are visible from adjacent streets, shall be coordinated with the City of Brampton Gateway Beautification Program, Street Corridor Master Plan, Flower City Strategy and Development Design Guidelines.

1. Streetscapes at automotive service centres shall be designed to provide an enriched visual experience that reinforces their contiguous character and minimizes the impact of the vehicular functions of these service centres through the use of tree rows, soft landscaping, walls, freestanding architectural features, decorative fencing and berms.

2. Streetscapes at service centres shall be designed to provide accessibility, comfort, and safety for the pedestrian within the public realm and to service centre functions.

3. Public infrastructure on the road allowance, including transit stops, street furniture such as benches, refuse containers and post boxes, and utilities such as street lights and overhead utilities should be considered and accommodated in the streetscape design and sidewalk layout to complement both the pedestrian and viewing public experience.

4. Construct internal focal points as per the Gateway Beautification Program. According to the Program, gateway features including structures, planting, irrigation, and City signage shall be integrated into the site design and provided by the service centre owner at the time of construction. Any applicable land shall also be conveyed to the City in conjunction with the development of the service centre.

Subdivision gateway feature enhances streetscape and provide pedestrian connection

Integration of internal focal point with service centre design

High quality landscaping at the perimeter of the service station coordinated with City of Brampton Gateway Design Criteria

5. High quality architectural elements such as masonry columns, walls, and decorative metal fences that compliment the building architecture in addition to plant material shall be provided at the street frontage in locations to frame vehicle and pedestrian entrances, to enhance the buildings, and to screen stacking lanes and service areas. At locations where service centres are only permitted within a larger development site and at major intersections and corridors, architectural elements such as trellises shall be provided at pedestrian entrances.

6. Tree selection shall be in accordance with City standards and shall take into consideration the impact of high vehicular traffic. High branching deciduous trees shall be planted in the boulevard spaced at 15 meter centres along the street frontages.

7. Plant material selection within the public domain shall reflect the City of Brampton's Flower City Strategy and shall take into consideration City standards for maintenance. Plant materials along street frontages shall be comprised of a mixture of flowering and coloured foliage, and deciduous and conifer shrubs in order to provide year round screening and visual interest. Maximizing the use of native plants is encouraged.

8. The selection and layout of plant material adjacent to the public domain shall reflect the need to partially screen automotive elements and large paved areas from public views while maintaining good visibility to the major building elements and signage features.

9. The street frontage landscape areas shall be graded to enhance building elements and to screen paved areas within the site.

10. Drainage structures and swales should not be placed in landscape areas, but if necessary must be positioned to minimize obstructing planting and landscape structures.

11. At corner intersection locations, landscape design at the corner itself shall provide for connecting pedestrian routes. They shall also include highly developed soft and hard landscaping design features that reflect the importance of corner features. In these locations low walls and freestanding architectural features should be provided, where not specifically prescribed in the Gateway Beautification Program.

Use of architectural walls, decorative fences, and planting to enhance the streetscape and screen undesirable views

Plant material selection and placement to enhance streetscape and architectural features

4.2 Private Domain Landscaping

The design of private domain landscaping within automotive service centre sites shall:

- Promote a high quality of development
- Assist in achieving pedestrian friendly design for pedestrian routes within the site
- Reduce the visual impacts of internal traffic and paved areas

To provide seamless visual and physical connections between private property and public streetscapes, these site features shall be coordinated with the various design requirements for gateways, major intersections and corridors, as detailed in the City of Brampton's Gateway Beautification Program, Street Corridor Master Plan, Flower City Strategy, and Development Design Guidelines.

1. Large unbroken expanses of paving shall be avoided. The use of continuous pedestrian route paving between appropriate locations on the site shall be employed as a strategy to vary the textures of paved areas.
2. A high quality of pedestrian paving materials suited to the pedestrian scale, such as unit pavers, is encouraged.
3. Plant material selection within the private domain that promotes the City of Brampton's Flower City Strategy is encouraged. At the same time plant material should be selected with hardiness characteristics that will ensure its long term maintenance and provide year-round visual interest.
4. Plant material selection of varying heights and characteristics shall be used in a way that reflects the need to create visual interest and natural diversity while maintaining good visibility and orientation to the major building elements and signage features.
5. Landscape plantings with high branching deciduous trees and small groups of conifer trees shall be provided to screen service centre operations from non-compatible uses such as residential properties and public open space.
6. Perimeter fencing to be provided as per City fencing policy.
7. Minimum 3 meter wide landscape buffer strips shall be provided along all interior lot lines.
8. Where abutting residential properties, a minimum 1.8 meter high masonry wall shall be provided inside the commercial property. Masonry wall materials should complement the architectural character of the development.
9. Where noise mitigation measures are required based on the results of acoustic impact studies, masonry acoustic screens or walls in conjunction with landscape buffers may be required.
10. Streetscape furniture within the site, such as benches, refuse containers, newsstands, and lighting should be selected that furthers the goal of integrated design. Their design shall be coordinated with other design features. They should be located to complement the pedestrian experience.
11. Freestanding masonry walls, piers, and retaining wall elements of the landscape plan shall be constructed of materials that compliment the architectural character of the site.
12. A comprehensive landscape plan which illustrates the streetscape and landscape elements within both the public realm and the private domain shall be prepared for all automotive service centre applications.
13. All landscaped areas should be irrigated.

Landscaping and built features provide screening and visual interest

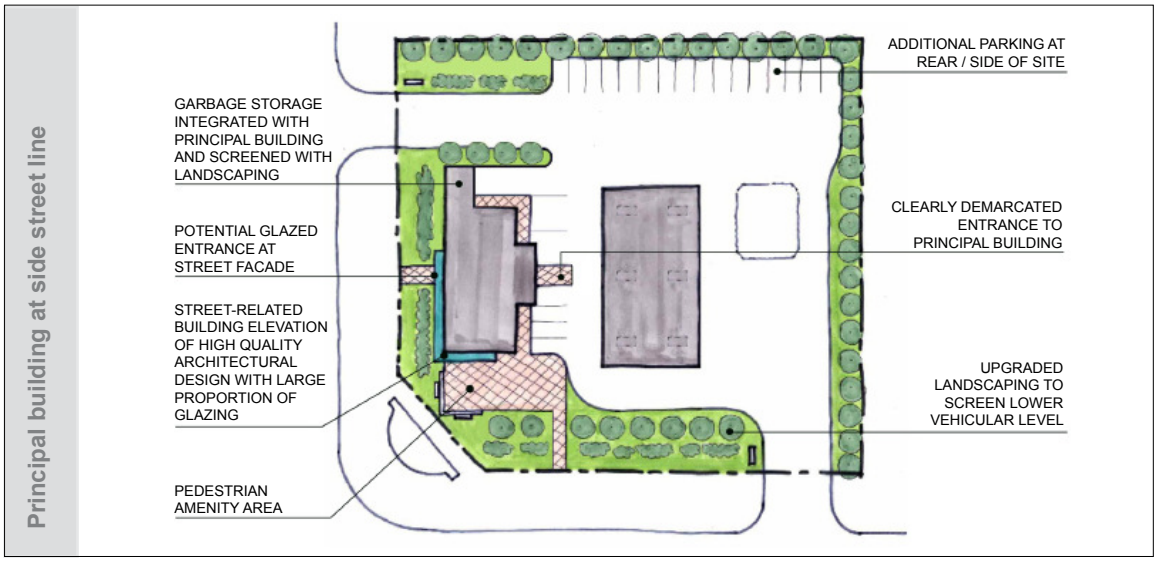
Landscaping in the private domain adjacent to street edge

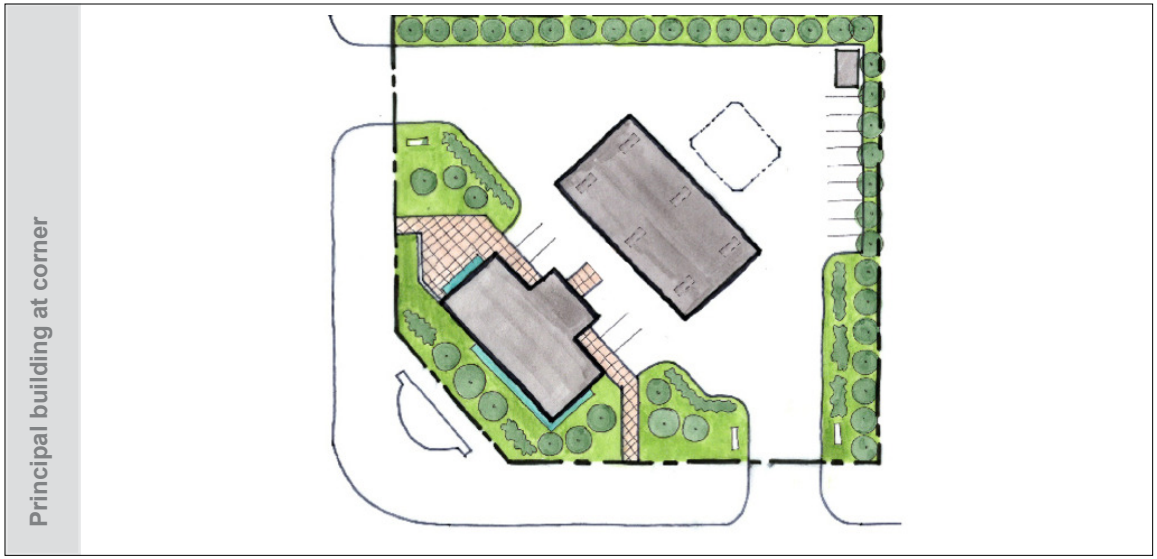
A: CONCEPTUAL SITE LAYOUTS

Not to Scale

Explanatory Note:

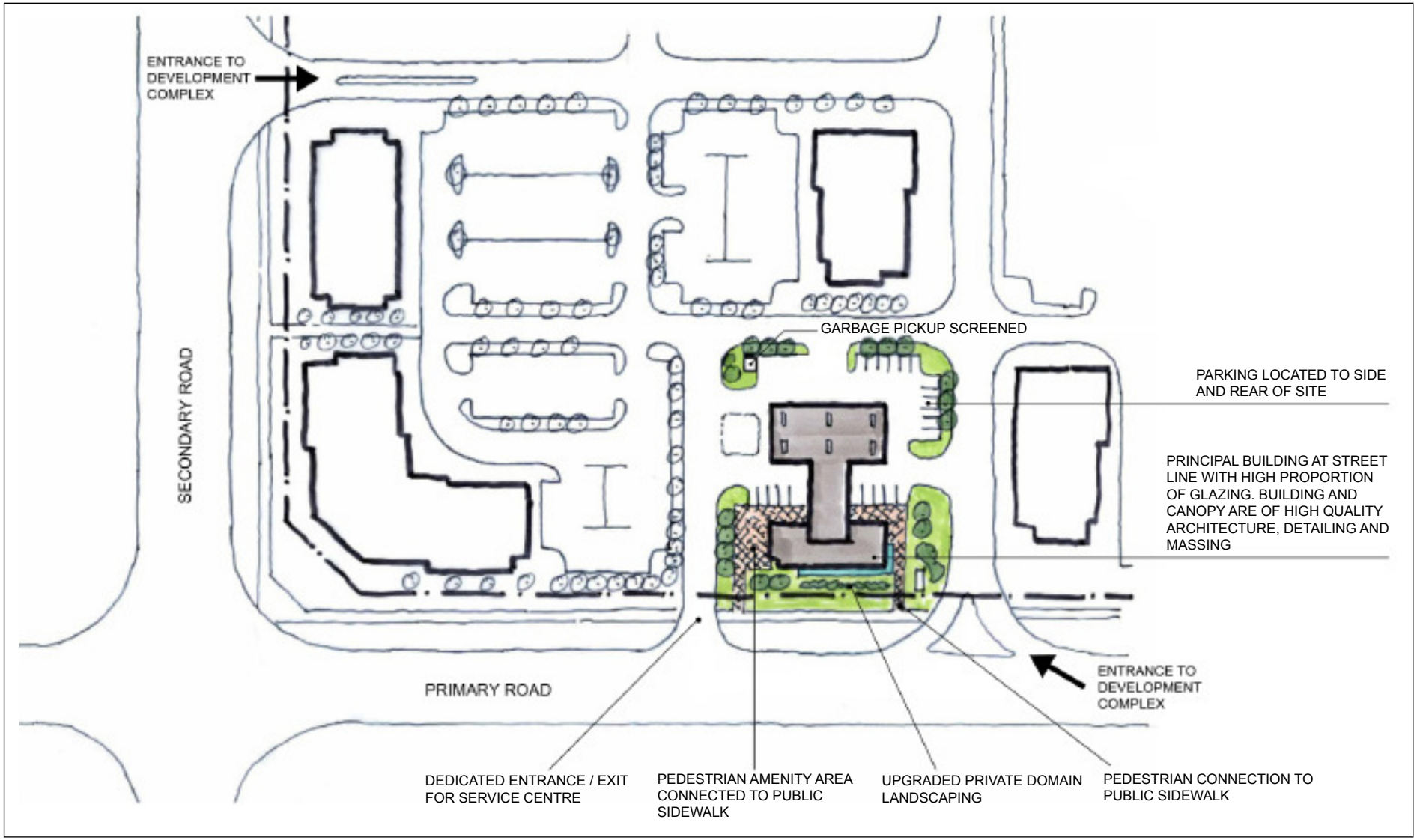
- The following conceptual site layouts are intended to highlight the principles discussed throughout this document and are for demonstration purposes only.





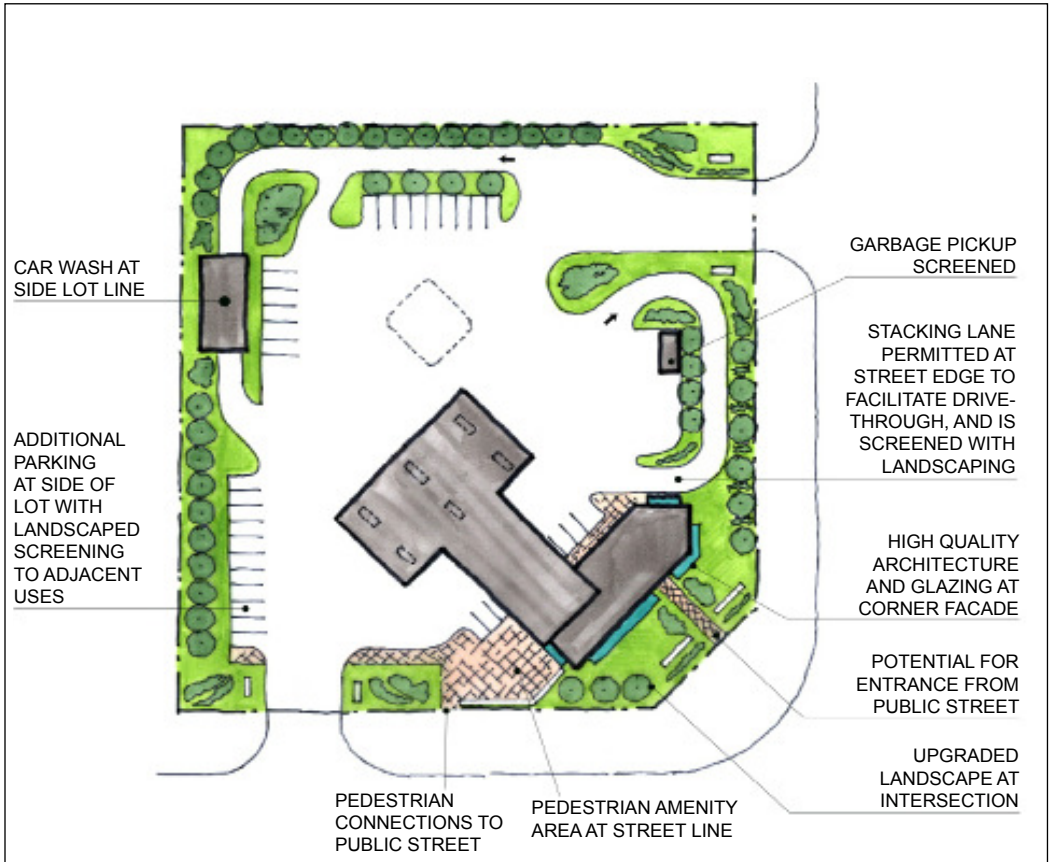
A.1 SERVICE CENTRES AT CORNER SITES WITH NO DRIVE-THROUGH OR CAR WASH FUNCTIONS

Not to Scale



A.2 SERVICE CENTRE AS PART OF LARGER SITE COMPLEX

Not to Scale



Principal building at corner

Principal building at side street line

A.3 SERVICE CENTRE AT CORNER LOCATIONS.

B: EXISTING AUTOMOTIVE SERVICE CENTRES IN BRAMPTON