



# MEMORANDUM

## Development Services

**ADMINISTRATIVE MEMORANDUM NO. 16-227**

DATE: May 13, 2016

TO: Planning and Zoning Board

VIA: Robin M. Bird, Director of Development Services

FROM: Karen Friedman, AICP, Principal Planner

RE: Proposed Revisions to §155.4219.I and §155.4303 related to canopies at Gasoline Filling Stations

While the Zoning Code has specific design criteria for all commercial buildings, recently approved Site Plans for gasoline filling stations have indicated that the criteria for the canopies are not adequately addressing architecture and other design aspects.

Adopting design standards for gas station canopies reflects the prominent location of gas stations, which are often located along major corridors and/or at major intersections. Further as the offerings of gas stations continue to expand, including both the number of fueling pumps as well as the services and/or merchandise, so does the size of the gas station and the canopy.

In order to develop standards that adequately address gas station canopies, Staff undertook an extensive pictorial and code analysis, a copy of which is attached. Based on the outcome of the analysis, text amendments to the Zoning Code are recommended.

As a courtesy, the analysis and proposed text amendments were presented to the City's Architectural Appearance Committee at their April 28, 2016 hearing. **A copy of the draft minutes from that meeting are attached.**

An explanation of the text amendments is below:

§155.4219.I.d	Strike the reference to the maximum height of the canopy, and instead refer to the accessory use standards.
§155.4219.I.f	In order to ensure efficient and safe circulation for both vehicles and pedestrians, require safe pedestrian route(s) between the fueling areas and the building.
§155.4303.E.3.b	Revise height standard to clarify it is regulating the maximum clearance height.
§155.4303.E.3.d	Strike standard permitting logos or trademarks on the canopy
§155.4303.E.3.f	Create standards for canopies specifically for gasoline filling stations



# MEMORANDUM

## Development Services

§155.4303.E.3.f.i	Require the canopy's design and elements to match that of the principal building and require the canopy to be physically connected to the principal building.
§155.4303.E.3.f.ii	Require the architectural elements of the canopy support structures to match the principal building, including the use of decorative cladding.
§155.4303.E.3.f.iii	In order to limit the canopies function as signage and increase design aesthetics, prohibit striping or color accent banding on the canopy or support structures.
§155.4303.E.3.f.iv	Prohibit all signage from the canopy and support structures
§155.4303.E.3.f.v	Limit the maximum length of a canopy to 100 ft. For properties with larger fueling areas, they would need to install multiples canopies.
§155.4303.E.3.f.vi	Add in language to address canopies being replaced, where the principal structure is not being renovated. Also address canopies at locations without principal buildings. IN either case the canopy needs to meet the architecture criteria to the maximum extent practicable. But they would still be prohibited from the striping, banding, signage and maximum length standards.

### Staff's Request

Staff is requesting the Board approve the recommended changes to the Planning Code to the City Commission for adoption.



**155.4219. COMMERCIAL: MOTOR VEHICLE SALES AND SERVICE USES**

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**I. Gasoline Filling Station**

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**3. Standards**

A gasoline filling station use shall comply with the following standards:

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d. Gasoline pump canopies shall have a maximum clearance height of 14 feet above grade, except where state or federal law requires higher clearances comply with the applicable standards in Section 155.4303.E.3.

...

f. A clearly identified pedestrian route, distinguished by varied paving treatments, shall be provided between the fueling pumps and the primary pedestrian entrance(s) to the building(s).

**155.4303. STANDARDS FOR SPECIFIC ACCESSORY USES AND STRUCTURES**

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**E. Canopy, Vehicular Area**

...

**3. Standards**

A canopy is allowed as accessory to a gasoline filling station or other nonresidential use or structure, subject to the following standards:

a. The form, pitch, and materials used for the roof of a canopy covering a drive-through service facility shall be designed to appear as an extension of the roof covering the principal structure.

b. The canopy shall have a maximum clearance height of 15 feet, as measured from the finished grade to the underside of the canopy.

c. The design of the canopy, including any columns, shall match the design and exterior building materials of the principal building.

d. A canopy covering fuel pumps may include logos or trademarks, but shall not include any other signage or advertising except as authorized by the Sign Code (Chapter 156 of the Code of Ordinances).

ed. In addition to meeting the standards of Part 4 (Exterior Lighting) of Article 5: Development Standards, a canopy shall not be internally illuminated and any lighting on the canopy shall be fully recessed into the canopy and shall not extend downward beyond the ceiling of the canopy.

fe. A canopy may be located in front of the principal structure.

f. Additional Standards for a canopy accessory to a gasoline filling station:

i. The form, pitch, colors, materials and architectural details used for the canopy roof shall be designed to appear as an extension of the roof covering the principal structure and the canopy shall be physically connected to the principal building.

ii. The colors, materials, and architectural details of the canopy supports shall match that of the principal building. The canopy supports shall be covered with decorative cladding of material that is consistent with the architectural treatment of the principal building's façade.

iii. Striping or color accent banding on the canopy or the canopy support structures is prohibited.

iv. All signage, including logos and trademarks, are strictly prohibited on the canopy and canopy supports.

v. The maximum length of a canopy is 100 ft.

vi. Canopies located at sites where there is no principal structure or canopies at existing gasoline filling stations may be permitted to comply with subsection i and ii to the maximum extent practicable.

1. Submit original color samples and materials to the AAC.
2. For building permit approval, provide the following:
  - a. Evidence that the project will achieve at least twelve Sustainable Development Points.
  - b. BSO-approved CPTED Plan.
3. Successfully amending the Non Vehicular Access Line (NVAL) for the proposed right-turn only egress along Blount Road.
4. Project must have an approved site plan for road access from State of Florida and/or Broward County Dept. of Transportation.
5. With the exception of ADA parking spaces, each off-street parking area shall include a continuous curb. Revise site plan to include continuous curbing in all required parking areas, and modify parking detail accordingly.
6. Correct the building square footage listed on the Landscape Plan to match Site Plan and Project Narrative.
7. Submit a sedimentation and erosion control plan for the proposed site work.
8. Landscape and irrigation plans must meet zoning requirements.
9. All proposed signage must be reviewed and approved by the Architectural Appearance Committee prior to building permit approval.

Mr. Gai stated that pedestrian access will be from W Copans Road and truck access will be from Blount Road. This project was previously approved in 2011 and has been changed to just one building instead of two.

Mr. Gai presented the board with material samples and renderings.

Mr. Elroweny stated that he likes the building.

Ms. McKay stated that the building could be divided to accommodate multiple tenants.

**MOTION** by John Pancoast and seconded by Joby Balint to approve the plans as submitted, subject to the condition provided by the Committee. All voted in favor of the above motion.

1. The sign plan will come back to the Architectural Appearance Committee for review prior to approval of building permits.

#### **F. OTHER BUSINESS**

*Staff requests discussion on the following matters:*

##### **5. GAS STATION CANOPIES**

Staff is seeking feedback from the Architectural Appearance Committee on the recommendations that resulted from the pictorial and code analysis of gas station canopies.

Ms. Stanton stated that the purpose of the study is to determine if the current regulations adequately address the gas station canopies. Gas station canopies over the years have lost architectural distinction. They have evolved from smaller curbside service stations to ones with huge canopies, several rows of pumps, and more signage. The design of the canopy itself now often has nothing to do with the design of the structure. Staff is looking to eliminate signage and banding on the canopy.

Mr. Zbikowski stated that the canopies look out of proportion with the building.

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NOTE: Any person who decides to appeal any decision of the ARCHITECTURAL APPEARANCE COMMITTEE with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. // MRE // 4.22.2016



Ms. Stanton stated that a change in height of the canopy would break up the linear feel of the canopy. The City prefers that the canopies be brand-neutral and designed with architecture that is consistent with the design of the principal structure. The City is also looking for the use of solar panels on top of the canopies, canopies that are connected to the principal structure, and site design with designated walking paths.

Mr. Zbikowski stated that he would like to see a hip or gabled canopy.

Mr. Balint likes the modern canopy with design elements that match the building with posts that look proportionate as well. Canopies have become cleaned up and function mostly as a type of signage. The flat canopies could be designed in more of an art deco style.

Mr. Pancoast asked if the posts are included when staff states that they want the canopies to be one color.

Ms. Stanton stated that the design of the posts would be reviewed separate from the design of the canopy roof. The monochromatic element for the canopy would only be the roof.

Mr. Balint suggested that the criteria clarify that the monochromatic element is only for the fascia, and not the roofing material or columns.

Mr. Elroweny stated that the canopy branding is very important to the company. The color of the canopy lets the drivers know what brand they are buying. He wonders if the City should force the companies to hide the colors and elements.

Mr. Balint stated that as a compromise, signage could be prohibited and a color could be allowed.

Mr. Zbikowski stated that he would agree if there was no banding, but only a solid color. We are somewhat destination-oriented. Unless you are in a foreign area and driving around, corporate branding isn't needed. Service stations have come a long way in their designs and the board has come a long way in what is requested for design approval.

Mr. Balint asked if the foot candles underneath the canopy could be regulated by the board. He said that there was a gas station that provided much more lighting than was actually needed.

Ms. Stanton stated that this analysis did not cover foot candles.

Mr. Elroweny stated that he thinks that connecting the canopy to the building and the column treatments are nice. Connecting the canopy is a challenging thing to do design-wise, but in south Florida in the summer it is a nice feature.

Ms. Aycock stated that the connection of the canopy to the building and the matching the roof pitch of the structure may not enhance what the design of the building is. She thinks the two points should be encouraged, but not required.

Mr. Zbikowski stated that he feels that the requirements are a step in the right direction, but the guidelines should allow for flexibility. Some of the requirements may be better as strong suggestions. It should be noted that there will be push-back from the Architectural Appearance Committee if the product is not architecturally pleasing. It takes up a lot of time at the meetings to work out what can be done to make the gas stations an aesthetically pleasing product.

Ms. Stanton stated that staff will be working with the applicants before they submit to the AAC to encourage them to bring more than the bare minimum in design. The changes in the code that based on this analysis will allow staff to have higher standards for the applicants to begin with.

Mr. Elroweny stated that staff could suggest the improvement of the canopy as part of a superior design in order to seek relief in other areas.

Ms. Aycock added that she likes the adaptive uses that canopies that are not brand-specific can provide.

#### **6. SUPPLEMENTAL CRITERIA**

Staff has prepared a comprehensive update to the 1998 Supplemental Criteria. The revisions reflect current terminology, and language that reflect trends in architecture, site design and associated technology that is focused on sustainability. Staff is seeking feedback from the Architectural Appearance Committee on the Supplemental Criteria, which requires adoption by the City Commission.

Ms. Stanton stated that the name "Architectural Appearance Committee" denotes a committee that only looks at appearances of buildings. The board now discusses elements such as sustainability and the function of the development. She asked how the board feels about adding sustainability to the supplemental criteria. The section of the Supplemental Criteria does not have a 'Superior Design' section. That is because the term 'Vernacular Alternative' is in the Zoning Code and will need to be changed before it is changed in the Supplemental Criteria.

Ms. Aycock stated that one element of sustainability is adaptive reuse. The section that states that a mural can be used to break up a long blank wall should mention that a mural can be applied to any wall.

Mr. Balint asked if there was anything in the Supplemental Criteria to encourage pavers or improved entry features.

Ms. Stanton read the section that references entry features. The section is very broad.

Mr. Balint stated that the landscape section should include a mention of enhancing the appearance of the entry point.

Mr. Elroweny stated that he likes the idea that there could be concessions for more than ten parking spaces in a row if the landscape islands are enlarged.

Ms. Aycock stated that there are some code sections that may be confusing between zoning requirements, landscape requirements, and CPTED.

Ms. Stanton stated that the applicants that feel that they cannot meet certain sections of the code as it relates to building design can apply for an approval based on a Vernacular Alternative. The Supplemental Criteria denotes what part of the applicants proposal the committee should be looking for. This proposal must be substantial in nature.

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# Gas Station Canopies: *Analysis & Recommendations*

April 2016

Pamela Stanton, RLA, Planner / Urban Design

Karen Friedman, AICP, Principal Planner

# Contents

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- Purpose of analysis
- Pictorial Review of existing conditions
- Evolution of gas stations
- Review of municipal regulations
- Recommendations
- Proposed Text Amendments



# Purpose of the Analysis

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- Architecture and design of gas stations is important to the City since gas stations are often located along City's major corridors and/or along major intersections
- Determine if the city's current regulations are adequately addressing gas station canopy architecture and building design
- Review other cities' regulations to determine appropriate and effective regulations
- Determine if amendments to city's Zoning Code are necessary

# Context: Evolution of the Gas Station Canopy

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- Originally - Curbside distribution of fuel in a crude and rudimentary process along every town's main street
- Now - A sophisticated corporate distribution program that offers a branded product
- As gas stations have increased the number of pumps, so have the size of canopies
- Increased canopy sizes has resulted in increased signage

# Vintage Gas Stations





# Pictorial Review of Existing Conditions

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- Very utilitarian, not architecturally distinctive
- Horizontal Flat Roofs
- Color banding and other signage
- Some stations have very long canopies. Some have smaller, multiple canopies.
- Some stations have canopies that only cover the pumps while others have canopies that cover both the pumps as well as the enclosed structure.
- Design of Canopy does not reflect design of principal structure

BP (Federal Hwy and SE 9 St)



Chevron (Powerline and SW 3 St)



RaceTrac (Atlantic Blvd and NW 6 Ave)



Marathon (Atlantic and SE 28 Ave)



Valero (Federal and Atlantic)



Sunoco (Dixie near Copans)



# City's Existing Regulations

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- Zoning Code Section 155.4303.E :
  - b. The canopy shall have a maximum height of 15 feet, as measured from the finished grade to the underside of the canopy.*
  - c. The design of the canopy, including any columns, shall match the design and exterior building materials of the principal building.*
  - d. A canopy covering fuel pumps may include logos or trademarks, but shall not include any other signage or advertising except as authorized by the Sign Code.*
  - e. In addition to meeting the standards of Part 4 (Exterior Lighting) of Article 5: Development Standards, a canopy shall not be internally illuminated and any lighting on the canopy shall be fully recessed into the canopy and shall not extend downward beyond the ceiling of the canopy.*
  - f. A canopy may be located in front of the principal structure.*
- The above standards are an improvement over the old Zoning Code, but still potential room for improvement. For instance, color banding is still permitted.



## New Wawa (3601 N Federal Hwy)

### Comments:

- 👉 Canopy's architecture does not reflect architecture of building
- 👉 Signage on canopy posts
- 👍 Partially-clad posts to match building façade accents
- 👍 No striping / accent banding



## New RaceTrac (3207 N Federal Hwy)

### Comments:

- 👉 Canopy's roof and architecture does not reflect architecture of building
- 👉 Canopy's color scheme is not consistent with building
- 👉 The accent banding acts as signage on canopy
- 👉 Length of canopy is ~75 FT longer than length of building
- 👍 Posts cladding to match primary building

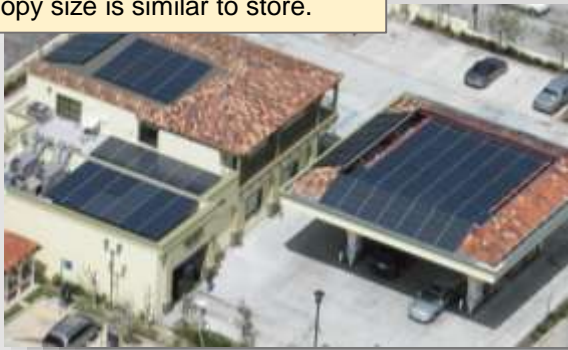


# Preferred Design

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- Canopies that are “brand neutral”
- Canopy design and architecture that is consistent with the adjacent Convenience Store / Principal structure
- Canopies that are physically connected to adjacent Convenience Store / Principal structure
- Designs that enhance corridor
- Designs that enhance intersection
- Site design with designated walking paths between the pumps, the store and canopies
- Integration of solar power

- Solar Panels integrated on roof.
- Shape and materials of canopy of roof are consistent with building's architecture.
- Canopy size is similar to store.



- Shape and materials of canopy of roof are consistent with building's architecture.
- Two smaller canopies instead of one larger canopy



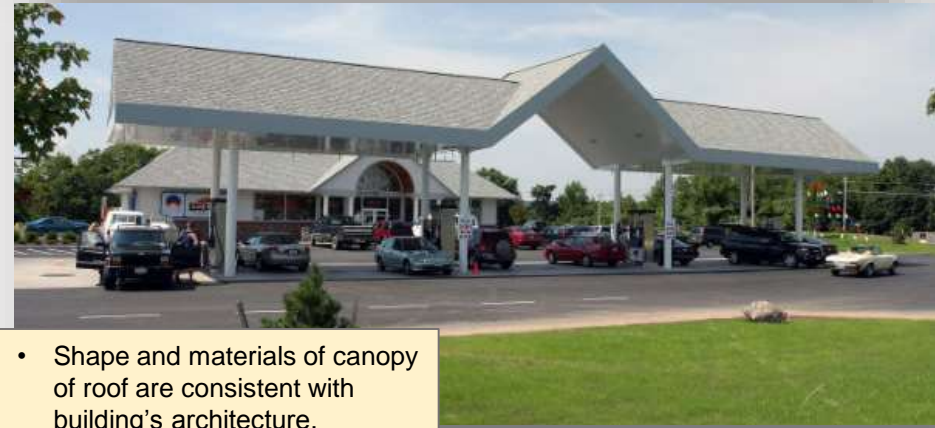
- Canopy fully integrated into overall building structure



- Shape and materials of canopy of roof are consistent with building's architecture.



- Shape and materials of canopy of roof are consistent with building's architecture.
- Canopy is physically connected to building



- Shape and materials of canopy of roof are consistent with building's architecture.





# Review: Florida Municipal Regulations of Gas Station Canopies

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- Lee County, FL
- Jupiter, FL
- Tampa, FL
- West Melbourne, FL

# Lee County, FL

Sec. 34-1353 - Convenience food and beverage stores, automotive service stations, fast food restaurants, and car washes.

## (g) Canopies.

- (1) *Flat-roof canopies are prohibited. Canopies must be consistent with the architectural design and features of the principal structure.*
- (3) *Canopies must be of one color, consistent with the predominant color of the principal structure.*
- (h) *Accent banding. Color accent banding on all structures, including canopies, is prohibited.*

### Comments:

- ✓ Canopy is connected to principal structure
- ✓ The design is “brand neutral”
- ✓ The shape of the canopy and signage are consistent with principal structure



# Jupiter, FL

Sec. 27-1088. - Land development regulations for all automotive fueling stations.

*(5) Fueling area canopies:*

- a. Shall be consistent with the architectural design, details, colors, features and style of the principal building (convenience store)*
- b. Signage on canopies is prohibited.*
- c. Shall not exceed a height of 18 feet to the top of the flat roof or to the midpoint of a pitched roof*
- d. Shall have a maximum length parallel to the primary abutting street of 120 feet*

Sec. 27-1089. - Regulations for automotive fueling stations with 11 fueling positions to a maximum of 16 fueling positions.

*(2) Architecture for fueling area canopies:*

- a. Shall be a pitched or hip roof*
- b. The supports of the canopy shall have architectural details consistent with the style of the convenience store (e.g. historically correct columns or posts, bases, arches, brackets, exposed rafter tails, etc.)*

## Comments:

- Canopy is connected to principal structure
- The design is "brand neutral"
- The shape of the canopy and signage are consistent with principal structure





# Tampa, FL

- The design elements of the pump island, canopy, and the primary building shall be aesthetically compatible, using similar colors, materials, and architectural details.
- *The pump island canopy is encouraged to be integrated with the roof structure of the primary building.* The sides of the pump island canopy shall reflect the color and building materials of the primary building. All pump island canopy supports shall be clad in brick, stone, or wood. *Striping, neon, and illuminated panels are not permitted on the pump island canopy.*
- *Canopies are the minimum height needed for clearance and shall not be used for signage.*
- Canopies should have peaked roofs or roofs designed as to not appear as one plane.
- *Multiple canopies rather than one large canopy are encouraged.*
- Pump island canopy lighting fixtures shall be completely recessed into the canopy, and shall be shielded such that the lamp source is not visible and glare is not created. No lighting shall be permissible on top or on the side (fascia) of the pump island canopy.
- *Design for sidewalk connections, such as between the pump island and primary building, should provide efficient and safe circulation for both vehicles and pedestrians.*

# West Melbourne, FL

## *c. Prohibited:*

- 2. Striping, neon and illuminated panels.*
  - 3. Exposed standard concrete block canopy and supports without architectural finish.*
  - 4. Lights mounted on the fascia or top of the canopy.*
1. Overall design.
    - i. The design elements of the building, canopy and service islands shall be architecturally compatible (color, materials, massing, detailing and overall architectural design).*
    - ii. The overall design of the facility shall be aesthetically compatible with surrounding properties.
    - iii. All amenities such as lighting fixtures, trash cans and other features shall be compatible with the design of the building.
      - i. Canopy supports are encouraged to be at least 25 percent clad in brick, masonry, wood or other similar material that is compatible with the architecture of the building, however, staff recognizes metal supports are appropriate with certain architectural styles.*
      - ii. Cladding of the supports must be proportioned to the height and scale of the canopy.*
      - iii. All downspouts shall be integrated into the canopy structure.*
      - iv. Canopy fascia shall be finished to match the building material and color.*
      - v. Fascia shall extend 12 inches below light fixture lenses to block the direct view of the light sources from the property line.*

# Recommendations

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- Require decorative cladding of canopy supports posts with material that is consistent with the architectural treatment of the principal building's façade.
- Require canopy to be physically integrated with the roof structure of the primary building.
- Require the roof pitch to match that of the principal structure.
- Prohibit all signage, including logos and trademarks on the canopy and canopy support posts.
- Require canopies to be of one color. Prohibit striping or color accent banding on the canopy.
- Require the design elements of the principal building, canopy and service islands to be architecturally compatible (color, materials, massing, detailing and overall architectural design).
- Limit maximum length of canopy.
- Design for sidewalk connections, such as between the pump island and primary building, should provide efficient and safe circulation for both vehicles and pedestrians.