

16.6 Gibsons Landing Development Permit Area No. 5

Purpose

The Gibsons Landing Development Permit Area is designated under Section 919.1(1)(f) of the Local Government Act to guide the form and character of commercial and multi-unit development.

Application and Intent

The form and character of commercial and multi-unit residential development within the Harbour Area as shown on Schedule E shall be subject to the guidelines contained in this section for the purpose of fostering design that retains, reinforces and enhances the village scale and character of the Harbour Area while providing for improvements and change.

Area

Development Permits are required for all commercial and multi-unit developments within the Harbour Area as shown in Schedule E. The Harbour Area is comprised of four Character Areas:

- *Village Landing*
- *Village Waterfront*
- *Village Cultural Precinct*
- *Legacy Residential*

The following guidelines are divided into those that pertain to the Harbour Area in general— “Area-wide Design Guidelines”, and those that pertain specifically to the Village Landing Character Area— “Village Landing Design Guidelines”.

Area-wide Design Guidelines

Building Scale and Massing

The character of the Harbour Area is largely dependent on its scale. The term scale refers to a proportional relationship. In urban design, the scale of built form is its relationship in terms of size (height and bulk), and intensity to its surroundings. A building’s scale is contextual in nature and is a key factor in determining how well it blends with its context.

- *All built form in the Harbour Area, particularly where it fronts on the “Village Walk” or “Harbour Walk” as delineated in the “Harbour Area – Pedestrian Network Map” shall be human in scale, and pedestrian-oriented.*
- *Building facades facing these pedestrian routes shall be no more than two storeys in height, or, where a height of greater than two storeys is allowed, shall step back a minimum of 3 m (10 ft.) above the second floor.*
- *Building massing should be low near the waterfront, ‘stepping back’ from the water.*
- *Varied roof heights, and roofs at various heights, are encouraged to provide variety in roofscape and skyline.*

Information Note: Applicants should also refer to the Part 5 View Protection and Massing regulations set out in the Town of Gibsons Zoning Bylaw.

View Protection

- *Building scale and massing shall be designed with careful consideration of impacts on views from uphill properties.*
- *For development proposals that don't conform to the framework of Part 5 View Protection and Massing of the Zoning Bylaw, applicants shall be required to demonstrate the potential impact of the proposed development on views from key locations in the Town. This may include use of a 3-D model to illustrate the impact on views from various locations in Gibsons and views towards Gibsons from the ocean.*

View Corridors

- *From the Village Walk (see Harbour Area Plan / Pedestrian Circulation), between Prowse Road and Armours Beach, an unobstructed view corridor 3.0 meters wide should be provided at every 30 meters to allow open views of the ocean.*

Terracing

The physical orientation of the bay and the surrounding hillside of the Harbour Area creates an opportunity for terraced building forms. Buildings in the Harbour Area shall be designed to follow the natural site contours. Where retaining walls are required, they should become important features of the design with the use of stone, brick and treated timber to create features such as walkways, steps and viewing areas.

Roofs

- *Sloped roofs are encouraged. Large areas of flat roof, except where they are green roofs or are used for private or communal open space, are discouraged.*
- *Roof forms should be articulated with dormers, skylights and other architectural features, provided such features do not obstruct uphill views. A continuous, unbroken ridge line should be avoided, particularly on larger buildings.*
- *Wherever possible, roofs should be oriented so that ridge lines are perpendicular to slopes so as to reduce view impacts on uphill properties.*
- *All air conditioning, ventilating or other roof top mechanical equipment should be carefully concealed or screened.*

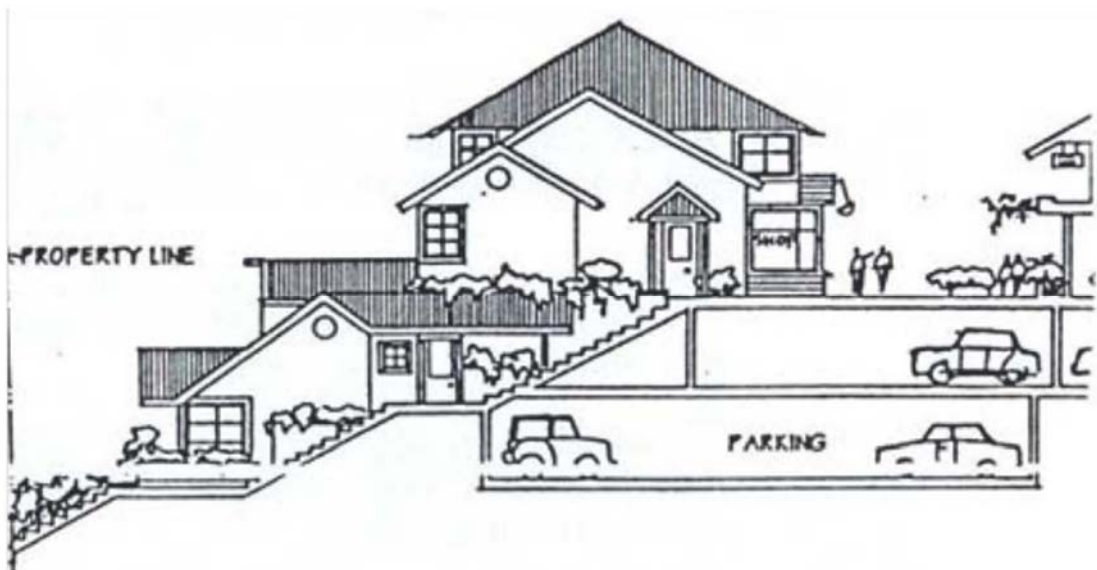


Figure 16-1: Terracing

Roofing Materials

- *Sloped roofs should be clad in wood shingles. Composite wood products with the appearance of traditional wood shakes may be considered as an alternative to wood shingles. Asphalt shingles or metal roofing may be used on minor or non-feature roofs depending upon extent, colour and visibility.*
- *Metal roofing may be used on buildings which are greater than two storeys in heights provided that large areas of such roofs are not subject to overview from nearby buildings at higher elevations.*

Fire Retardant Treated Wood

- *Any development using wood shingles or shake products as an exterior cladding or roofing material shall have its surface-burning characteristics, such as flame spread, rate of fuel contribution, and density of smoke developed, reduced by impregnation with fire retardant chemicals.*



Figure 16-2: Sketch of Desired Form and Character in the Village Landing Area

Daylight and Sunlight

- *Building heights and setbacks shall ensure adequate access to daylight and sunlight.*

Streetscape

- *Individual architectural expression should be secondary to a building's contribution to the whole of the context or streetscape in which it is located.*
- *In the Village Landing, Village Waterfront, and Village Cultural Precinct Areas, select appropriate streetscape elements – street furniture (benches, trash receptacles, etc.) paving, lighting and plant material to reinforce character and sense of place.*
- *In the Village Landing, Waterfront and Cultural Precinct, provide welcoming street furniture such as benches, planter boxes, hanging baskets, ornamental lighting, etc.*
- *Marine articles such as boat masts and elements of the working clock should be incorporated as street furniture (bollards, planters, etc.).*
- *The incorporation of beach elements such as driftwood into street furniture is encouraged (see Figure 16.3), provided the furniture is low maintenance.*
- *Stone retaining walls are encouraged.*

Planting

- *Mature trees are rare and valuable signposts of history. Where such trees exist, every effort should be made to retain them when re-development occurs.*
- *Planters with seasonal flowers to provide colour are encouraged.*

Lighting

- *Indirect, low-level lighting of building facades, pedestrian routes and signage is encouraged.*
- *Lighting should be designed so that it avoids "light spill" into residential areas.*
- *Use of marine light fixtures, building mounted, incorporated into railings or balustrades, or free standing, is encouraged.*
- *Building lighting should be used to supplement street lighting wherever possible.*



Figure 16-3: Marine Light Fixtures

Transitions – Fencing and Landscaping

- *Transitions between the waterfront walkway and adjoining the properties should emphasize landscape elements.*
- *Fencing should not exceed a height of 1.2 meters and should be supplemented with plant material.*
- *Landscape should consist primarily of local indigenous species. Large areas of non-vegetative materials such as gravel, bark, mulch, etc. are prohibited.*
- *To preserve view corridors, new plantings should consist of landscaping which, when mature, will not exceed the height of the buildings on site.*

- Outdoor storage areas, mechanical equipment, waste containers, parking areas shall be screened.
- Planted trellises should be incorporated into screens wherever possible.

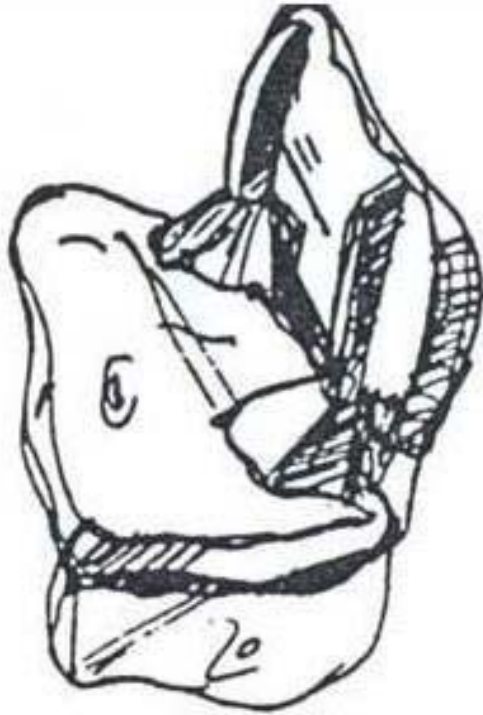


Figure 16-4: Street Furniture Which Reinforces Sense of Place



Figure 16-5: Cupola Roof

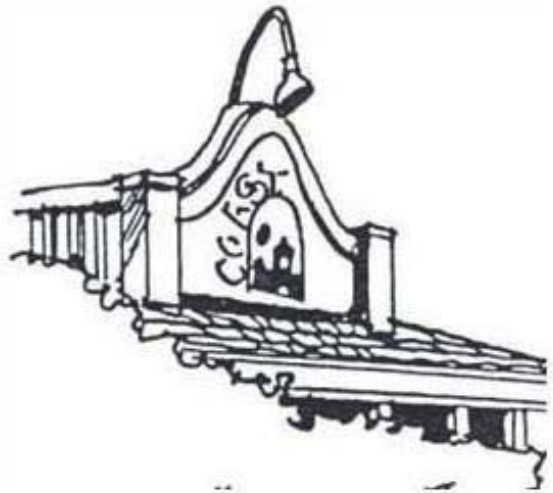


Figure 16-6: Ornamental Pediment

Parking

- *Surface parking is discouraged, but, where no other feasible option is available, it should be internal to each development and screened from view by a combination of attractive walls, fencing, hedging, planting, other screening materials or a combination of these materials.*
- *Off-street parking areas and access roads should have adequate pedestrian scaled lighting.*

Village Landing Design Guidelines

Waterfront Links

- *Links are encouraged between the waterfront and street edges of properties that front on both.*

Building Scale and Massing

- *The scale of shop-fronts should convey a sense of small proprietorship with its prospect of personal service. Variety of form provides visual interest and the promise of a variety of experience.*
- *Encourage varied building forms that reflect the historical development pattern of small scale individual shops and businesses.*
- *Street and waterfront elevations should be articulated so as to allow small building sections to stand out.*

Frontage

- *Commercial frontage shall be divided into small-scale, individually expressed shop-fronts with a preferred frontage (Commercial Retail Unit / CRU) width of no more than 6m (20 ft.), and a maximum width of 12 m (40 ft.).*

Street Level Use / Transparency

- *The nature of street fronting uses, and their visual accessibility and attractiveness, will contribute to a positive experience for pedestrians in the Village Landing.*
- *Service commercial uses, such as banks, which typically offer limited transparency to the street and provide little pedestrian interest at grade, should be discouraged except at the extremities of the Village Landing commercial area.*
- *Shop entry doors should be no more than 12 m (40 ft.) apart.*
- *Each shop should be individually expressed in the design of shop fronts. Continuous or highly repetitive forms across multiple CRUs are discouraged.*
- *Shop fronts should be highly transparent. As much as is practical of the frontage for each shop should be transparent and constructed of glass or similar material.*

Weather Protection

- *Provide continuous weather protection for pedestrians in the Village Landing through the use of awnings, arcades, canopies and covered walkways.*

Architectural Features — Windows

- *All windows should be surrounded with wood frames.*
- *Wood window and door frames are preferred at the ground floor. Aluminum or vinyl windows framed in wood are acceptable above the first storey.*

- Multi-light windows are encouraged. In any case, at the ground floor, no single glass panel should be more than 40 square feet without an intervening window mullion.
- Projected bay showcase windows are encouraged.
- Where code restrictions allow, provide windows in side walls that are visible from the street.



Figure 16-7: Transparency in Shop Front Facades

Roofs and Canopies

- *Cupola roofs, especially at corner locations, are encouraged (see Figure 16-5: Cupola Roof).*
- *Wood shingled canopies are encouraged. Care should be taken selecting size and mounting height to ensure that the space beneath them will not be too dark, discouraging pedestrian activity.*
- *Ornamental pediments, which may contain signage, are encouraged (Figure 16-6: Ornamental Pediment).*

Materials and Colours

- *Wood cladding, in the form of channeled or lap siding, wood shingles or shakes, or board and batten is mandatory at the first storey up to the canopy or cornice line and is encouraged elsewhere. Flush finish tongue and groove siding and diagonal applications are discouraged.*
- *Stucco may be used above the first storey or, on the first storey, in applications not visible from the front or, in the case of corner lots, flanking streets.*
- *Brick or exposed concrete should be avoided except in minor applications near grade (e.g. at the base of a wall).*
- *All doors, trim, fascias etc., at the ground floor should be wood.*
- *Vinyl siding or trim is to be avoided.*
- *Exposed wood posts and/or beams are encouraged.*
- *Building colours should be selected from a palette of warm earth tones or muted blues and greens.*
- *Banners and flags to provide bright accent colour are encouraged.*

Signage

- *Provide signage in harmony with the character of building facades.*
- *The size, style and siting of signage should be scaled and oriented to the pedestrian.*
- *All signs should be architecturally coordinated with the overall design, architectural features and finishes of the building.*

Material and Lighting

- *Timber and metal are the preferred materials for signs. Individual carved and/or hand painted wood signs are encouraged.*
- *Backlit or self-illuminated signs are to be avoided except that neon tube signage will be considered in shop windows.*

Mounting

- *Signage, mounted, painted or carved directly on buildings or incorporated into pediments is encouraged.*
- *Free-hanging signs should be hung from wood canopies or by means of ornamental brackets.*
- *Signage may be incorporated into canopies.*

Molly's Reach

The "Molly's Reach – Welcome Back" sign occupies a special place in the Village Landing. It is located directly on axis as one enters the Town from the ferry terminal at Langdale. It provides a powerful visual focus whose message would be resonant even without its having been associated with the television series for which it was created.

- *Any alterations on the site on which this sign is located should retain it or replace it with an identical sign.*

Figure 16-8: Molly's Reach Signage

