

Gibsons Landing Development Permit Area



4. GIBSONS LANDING DEVELOPMENT PERMIT AREA (GL)

1. Purpose

The Gibsons Landing Development Permit Area is designated under Section 488(1)(f) of the LGA to guide the form and character of commercial and multi-unit development. The intent of this area is to foster design that retains, reinforces, and enhances the scale and architectural design of Gibsons Landing. This area outlines form and design standards through development guidelines for residential multi-unit developments with four units or more, and commercial development within Gibsons Landing in Lower Gibsons.

2. Area

The Gibsons Landing DPA is primarily located along Gower Point Road, Marine Drive, and surrounding streets in Lower Gibsons, as shown on [Map C-4](#).

3. Justification

Gibsons Landing is a unique commercial and mixed-use area in Gibsons. The design guidelines are intended to foster, enhance, and create opportunities for unique architectural designs in this area, while allowing for thoughtful design evolution over time.

4. Guidelines

1. Public Realm

1. Building design and configurations should provide a variety of textures and details to create visual interest and activate streets and pedestrian-oriented spaces.
2. Businesses are encouraged to incorporate design elements that enhance the public realm, such as covered entrances, street furniture, patios, landscaping, lighting, garbage receptacles, etc.
3. Commercial services which typically offer limited transparency to the street and provide little pedestrian interest or activity at grade, such as banks and offices, shall be located above grade or at the extremities of the Gibsons Landing commercial area to increase pedestrian activity and strengthen connections between pedestrians and businesses.
4. Buildings and structures should be pedestrian oriented at the ground level. This can be achieved by:
 - a. An emphasis on the fenestration (the arrangement and positioning of windows);
 - b. Providing architectural emphasis, awnings, or step-backs at the first or second storey to impart a pedestrian-scale to building frontages; and

- c. Inclusion of weather protection on buildings along pedestrian routes at maximum 3.5 m height above finished grade through the use of awnings, arcades, and canopies that are integral with the building form.
5. Shop fronts at street level should be highly transparent and constructed of glass or similar material.
6. Publicly accessible pathways and/or elevators are encouraged between the waterfront walk and street edges of properties that front both. Pathways should have a minimum width of 2 metres and be designed for universal accessibility where possible.
7. Building design should integrate First Nations, marine, heritage and/or waterfront design elements. These design elements are also encouraged in the design of street furniture, landscaping, and public art.

2. Building Form and Design

1. Building facades facing the principal commercial street or lane frontage shall include design features emphasizing the first storey to provide a pedestrian sense of scale.
2. Where a building height of greater than two-storeys is allowed, the design shall step back to a minimum of 3.0 m above the second floor.
3. Commercial uses facing a street are encouraged to provide weather protection features in the form of canopies, awnings, overhangs, vestibules, recessed entrances, or other architectural elements to provide all-season weather protection for pedestrians.
4. An unobstructed view corridor 3.0 m wide should be provided at every 30.0 m to allow open views of the ocean.
5. The building longitudinal axis of any building, measured at or above an elevation of 1.0 m above the natural grade of the Gower Point Road property line, must not exceed 30.0 m in length.
6. Building massing should be stepped with the natural grade of the land.
7. Varied roof heights are encouraged to provide variety in the roofscape and skyline.
8. Street and waterfront elevations should be articulated to allow small building sections to stand out.

9. New developments or building renovations should retain the similar form and design of the surrounding neighbourhood (*Image 5*). The development is encouraged to respect and preserve the building and property's historical elements, where possible.

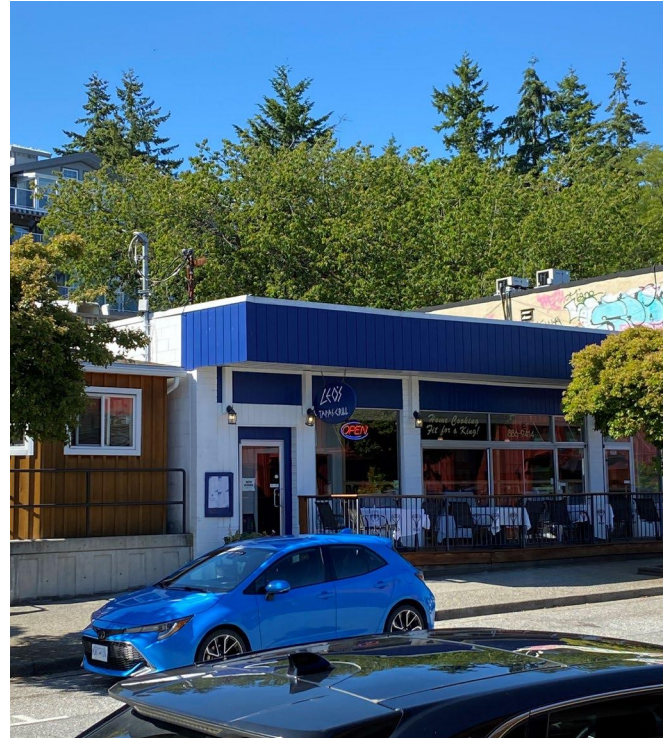


Image 5. Examples of designs that enhance the scale and architectural design of the Harbour Area at Gibsons Landing.

3. Transitions – Fencing and Landscaping

1. Transitions between the waterfront walkway and adjoining properties should emphasize landscape elements (*Image 6*). These landscape elements are to be reviewed by a Qualified Environmental Professional to ensure plantings along the marine shoreline are in accordance with the ESA DPA.
2. Fencing should not exceed a height of 1.2 meters and should be supplemented with plant material.
3. Landscaping should consist primarily of local indigenous species.
4. Large areas of non-vegetative materials such as gravel, bark, mulch, etc. are prohibited.
5. Outdoor storage areas, mechanical equipment, waste containers, and parking areas shall be screened.
6. Planted trellises should be incorporated into non-vegetative screens wherever possible.
7. The physical orientation of the Harbour and the surrounding hillside creates an opportunity for terraced building forms and landscape design. Buildings and landscape design 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 to create features such as walkways, steps, planted habitat (especially adjacent to the marine shore and riparian areas), gardens and viewing areas.



Image 6. Example of 3 meter buffer at seawalk.

4. Architectural Features

1. New commercial and mixed-use buildings shall be designed to emphasize the presence of individual store fronts and a fine grain of building facades in similar width and rhythm to surrounding buildings (*Image 7*).
2. Incorporate bright and playful colours, where possible, to enhance the vibrancy of Lower Gibsons.
3. Projected window bays are encouraged in commercial development.



Image 7. New small-scale storefront on Gower Point Road.

4. Where code restrictions allow, provide windows on side walls that are visible from the street in commercial development.
5. Artistic banners and flags without logos or advertising are encouraged to provide bright accent colours and activate the streetscape.

5. Signage

1. The size, style, and siting of signage should be scaled and oriented to the pedestrian.
2. Signage should be architecturally coordinated with the overall design, architectural features and finishes of the building.
3. Signage may be incorporated into canopies, awnings, or pediments, hung from wood or metal canopies by means of ornamental brackets, printed on feature windows or, where buildings are set back from the street, incorporated into the landscaped frontage.
4. Timber or wood-look materials and metal are the preferred materials for signs. Individual carved and/or hand-painted signs are encouraged.
5. Signage is to be externally illuminated and not to be internally illuminated.

6. Parking

1. Off-street parking should be located underground wherever possible. Where surface parking is necessary due to subsurface aquifer conditions or other constraints, it should be internal to the development and screened from view by a combination of attractive walls, fencing, hedging, planting, other screening materials, or a combination of these materials.
2. Off-street parking areas and access roads should have adequate pedestrian-scale lighting.