

Upper Gibsons Commercial Development Permit Area



2. UPPER GIBSONS COMMERCIAL DEVELOPMENT PERMIT AREA (UGC)

1. Purpose

The Upper Gibsons Commercial Development Permit Area is applied to lands designated as Mixed-Use Commercial in the OCP. The intent of this DPA is to ensure a high-quality appearance of commercial development in Upper Gibsons for the benefit of residents, visitors, and businesses. The Upper Gibsons Commercial DPA is designated under Section 488(1)(f) of the LGA for form and character of commercial development.

2. Area

This area is applied to lands designated as Mixed-Use Commercial in the Upper Gibsons, primarily located along the Sunshine Coast Highway and Gibsons Way, and in the Gospel Rock commercial node, as shown on *Map C-4*.

3. Justification

A significant amount of commercial development in Gibsons is located along the highway and is highly visible to the traveling public. The general appearance of this commercial development is important for the economic well-being of Gibsons. Council has designated this Development Permit Area to ensure a high quality of development in Upper Gibsons.

4. Guidelines

The transition between the highway and a building or parking lot should attempt to reduce the apparent width of the street, encourage a pedestrian-friendly environment, and incorporate greenspace and public realm improvements to reduce the impact of traffic. This can be achieved by the application of the following 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 (*Image 1*).
2. 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);



Image 1. Visually interesting pedestrian-oriented public spaces.

- 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.
3. Onsite landscaping should be integrated with a frontage design that includes sidewalks on each side of the street. Pedestrian routes should be separated from the highway edge by a planting strip of no less than 1.5 metres, wherever possible.
 4. Use both architectural and landscape features to provide a “gateway” or distinct entrance to the site for both vehicles and pedestrians.
 5. Provide pedestrian amenities within the 3.0 metre transition zone between the sidewalk and the building or parking edge such as benches, bike parking, shelters, alcoves, seating, trellises, arbors, and walkways to the adjacent businesses (*Image 2*).
 6. A minimum 3.0 metre planted edge between a development and the street should be established.



Image 2. Bike parking and shelter at the front entrance of buildings.

7. Effective transitions between commercial areas and adjacent residential properties can be achieved using:
 - a. Fencing, combined with a broad area of landscape plantings (e.g., trees, shrubs);
 - b. Dense shrub plantings or hedges capable of impeding travel and buffering views through to adjacent properties.
 - c. A transition zone to complement the scale of the development, no less than 2.0 metres in width; for buildings over 3 storeys, locate parking, open spaces, or lower stepped rooflines next to adjacent low density residential land uses wherever possible;
 - d. Careful positioning of lighting, parking, and access points to minimize impacts on adjacent properties.

2. Building Form and Design

To encourage varied building forms and to avoid the creation of a commercial strip image, the following guidelines respecting massing and scale shall apply:

1. Primary entries should be clearly visible and accessible from the street and sidewalk.
2. Varied building forms are encouraged. Long, single story buildings should incorporate elements that add vertical definition such as sloped roofs or façade treatments such as fascia or awnings.
3. Small commercial frontages should be provided within commercial retail bays creating a fine-grained pattern of shops, with a larger retailer being required to make use of external bay articulation to break up the massing of façade elements and contribute to the perception of a rhythm of smaller retail bays.
4. Discourage large areas of blank wall on a face with a pedestrian or residential area orientation.
5. Wall lines should be offset and modulated along the building elevation to create visual interest along the building section.
6. Stepping down of rooflines should be incorporated to vary height in the roofscapes of buildings and reduce shadows.
7. On sloped sites, building forms should gradually step down to follow the slope of the site.
8. Include clearly defined entrances for people and vehicles.
9. Where commercial development incorporates residential or multi-unit use on upper floors, the following design consideration should be used to ensure adjacent properties are not faced with a wall:
 - a. Graded transition in the building height using step-backs; and
 - b. When unavoidable, screen blank walls with landscaping or materials that enhance the public realm.

3. Siting of Building and Structures

1. Buildings shall be sited near the front of a parcel with the building's front face and main access facing the street.
2. To reduce the impact of the large parking areas associated with commercial uses, reduce the apparent width of the fronting street, and create visual interest and distinct and visible access points for pedestrians, the following guidelines respecting the placement of buildings shall apply:
 - a. Buildings should be placed with the entrance to the buildings facing the street (Gibsons Way, North Road, or the access road);

- b. The buildings or structures should be used to reinforce the definition of street corners;
- c. Buildings on corner sites should have entrances, landscaping, and / or materials that enhance the public realm facing both streets;
- d. Natural landscape features such as significant tree stands or rocks should be retained and incorporated into site development plans when feasible; and
- e. Buildings shall be designed to frame rather than obstruct public views of the ocean, Mount Elphinstone, and the Coast Mountains.

4. Parking

1. Parking shall be located at the rear or side of buildings rather than the front.
2. Parking should not visually dominate development. Parking areas should be integrated into developments by incorporating significant landscaping, coordination of outdoor elements, and linking buildings with parking by distinctively paved walkways.
3. Parking lots should have defined pedestrian crossings, such as marked crosswalks and / or raised walkways connecting across the site and leading to principal entrances.
4. Bicycle parking for short term use is to be conveniently and visibly located adjacent to the main entrance to the building.
5. Parking lots shall be paved and shall include landscaped areas within the lot. No more than 10 parking stalls in a row should be allowed without a landscaped island or other landscape feature.
6. Low, dense screening of street fronting stalls is required. This can be achieved using landscape materials or a combination of landscape features which run the length of the parking area.
7. Support service facilities and structures such as loading bays, garbage, organics and recycling receptacles, storage areas, and utility services should be located where visibility from public areas is minimized and screened with walls, fencing, hedging, planting, or other screening materials.