



Upper Gibsons Commercial Form & Character DPA Criteria

	Criteria Met?	Comments / Drawing Reference
Public Realm		
Building design provides a variety of textures and details to create visual interest and activate streets and pedestrian-oriented spaces		
Buildings and structures are pedestrian-oriented at ground level		
Ground-level pedestrian orientation is achieved through fenestration, architectural emphasis, awnings, or step-backs, and weather protection (maximum 3.5 m above finished grade)		
Onsite landscaping is integrated with frontage design, including sidewalks on each side of the street		
Pedestrian routes are separated from highway edges by planting strips of at least 1.5 m wherever possible		
Architectural and landscape features create a “gateway” or distinct entrance for vehicles and pedestrians		
Pedestrian amenities (e.g., benches, bike parking, shelters, alcoves, seating, trellises, arbors, walkways) are provided within the 3.0 m transition zone between sidewalk and building/parking edge		
A minimum 3.0 m planted edge is established between the development and the street		
Effective transitions between commercial areas and adjacent residential properties are provided, including:		
<ul style="list-style-type: none"> Fencing combined with broad landscape plantings (trees, shrubs) 		
<ul style="list-style-type: none"> Dense shrub plantings or hedges capable of impeding travel and buffering views 		
<ul style="list-style-type: none"> A transition zone of at least 2.0 m width; for buildings over 3 storeys, parking, open spaces, or lower stepped rooflines are placed next to adjacent low-density residential areas 		
<ul style="list-style-type: none"> Careful positioning of lighting, parking, and access points to minimize impacts on adjacent properties 		
Building Form and Design		
Primary entries are clearly visible and accessible from street and sidewalk		
Varied building forms are used; long, single-storey buildings incorporate vertical definition (e.g., sloped roofs, fascia, awnings)		
Small commercial frontages are provided to create a fine-grained pattern of shops; larger retailers break up massing through external bay articulation		

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Large areas of blank wall are discouraged on faces oriented to pedestrians or residential areas		
Wall lines are offset and modulated along building elevations to create visual interest		
Stepping down of rooflines is incorporated to vary roof heights and reduce shadows		
On sloped sites, building forms gradually step down to follow the slope		
Clearly defined entrances are provided for both people and vehicles		
Residential or multi-unit uses above commercial are designed to minimize blank walls facing adjacent properties, using step-backs and/or landscaping		
Siting of Buildings and Structures		
Building entrances face the street		
Buildings reinforce street corner definition		
Corner site buildings have entrances, landscaping, and/or materials that enhance the public realm on both streets		
Significant natural landscape features (trees, rocks) are retained and incorporated where feasible		
Buildings are designed to frame, not obstruct, public views of the ocean, Mount Elphinstone, and Coast Mountains		
Parking		
Parking is located at the rear or side of buildings rather than at the front		
Parking does not visually dominate development; integrated through landscaping, coordination with outdoor elements, and paved walkways connecting to buildings		
Parking lots include defined pedestrian crossings (e.g., marked crosswalks or raised walkways to principal entrances)		
Short-term bicycle parking is conveniently and visibly located adjacent to main building entrances		
Parking lots are paved and include landscaped areas; no more than 10 stalls in a row without a landscaped island or feature		
Low, dense screening is provided for street-fronting stalls using landscape features		
Support service facilities (loading bays, garbage, organics/recycling, storage, utilities) are located and screened to minimize visibility from public areas		