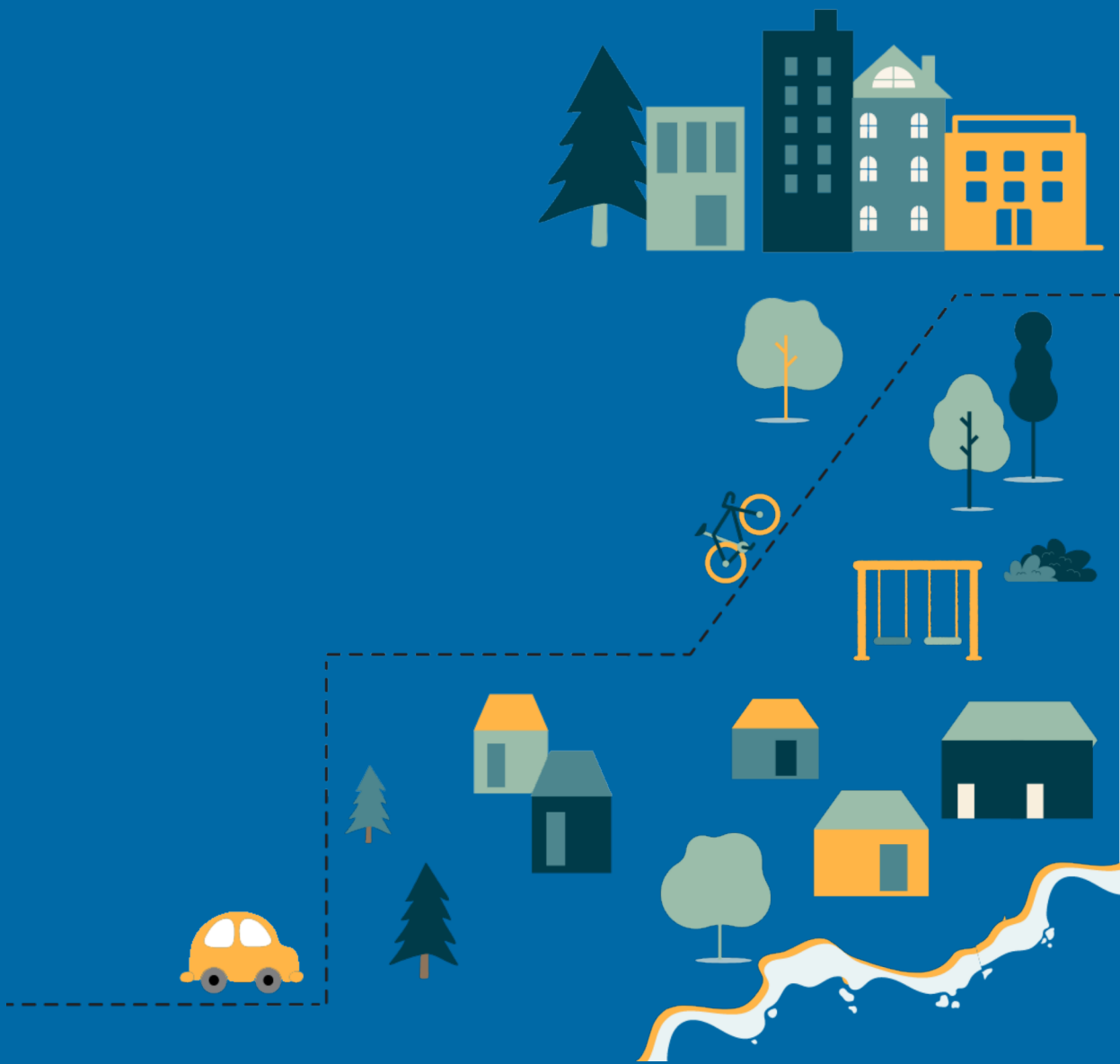
Form and Character Development Permit Areas



4. Form and Character Development Permit Areas

The Town of Gibsons Official Community Plan has four Form and Character Development Permit Areas:

1. Upper Gibsons Commercial (UGC) Development Permit Area;
2. Multi-Unit Residential (MUR) Development Permit Area;
3. Gibsons Landing (GL) Development Permit Area; and
4. Industrial Commercial (IC) Development Permit Area.

The four Form and Character Development Permit Areas provide a standard of quality and design for development and public realm improvements in the Town of Gibsons. DPA boundaries for the Form and Character Development Permit Areas are shown on *Map C-4*.

1. GENERAL GUIDELINES

The following general guidelines apply to all areas designated in the Form and Character Development Permit Area.

1. Professional Requirements

1. All development permit applications are encouraged to provide architectural plans prepared by a BC registered Architect, a detailed Site Plan, and a Landscape Plan prepared by a BC registered Landscape Architect.
    a. Notwithstanding the above, for minor development permit applications, the Town may, at their discretion, accept plans not prepared by a BC registered Architect or Landscape Architect.

2. Public Realm and Landscaping

1. Minimize site grading in favour of retaining natural vegetation, to the greatest extent possible.
2. Provide a quality public realm through the development of an accessible sidewalk and cycle network, and using pedestrian-friendly streetscapes, walkways, and public gathering spaces.
3. Buildings are encouraged to incorporate the following architecture, landscape design, and environmental attributes that reflect elements of the surrounding context, such as:
    a. Use of local and natural building materials, such as timber and stone, in combination with limited amounts of glass, concrete, or metal;
    b. Use both architectural and landscape features to provide a “gateway” or a distinct entrance to the site for both vehicle and active transport;
    c. Incorporate public art in plazas and other publicly accessible spaces on the property to enhance the overall open space network;

d. Incorporate Sḵwx̱uwú7mesh art, language, and culture in public realm designs;

e. Select streetscape elements, such as street furniture (benches, garbage receptacles, etc.), paving, lighting, and plant materials that reinforce local character and sense of place;

f. Provide significant landscaping adjacent to roadways and integrated within the site; and

g. Provide a clear distinction between private and public realms through subtle cues in materials, pathway edges, grade, and/or landscape design elements.

4. Landscape plantings should incorporate a variety of climate resilient trees, shrubs, and ground-cover plants, with a preference for plant materials reflective of the local environment. Locally invasive plants will not be permitted.

5. Low Impact Development techniques for stormwater management are encouraged, including:

   a. Swales; or

   b. Other landscape features that alleviate impacts of storm runoff from impervious surfaces, including:

   c. Roof and surface parking areas;

   d. Green roofs; and

   e. Permeable parking areas.

3. Building Form and Design

1. Individual architectural expression should be secondary to a building's contribution to the whole of the context or streetscape in which it is located.

2. Building walls facing a street must provide an articulated facade using two or more design techniques or features to minimize the perception of massing, eliminate large blank walls, provide visual interest, and enhance the appearance of the building. Design techniques or features may include:

   a. Variations in rooflines;

   b. Vertical or horizontal building wall projections or recessions;

   c. Visual breaks of Building facades into smaller sections;

   d. Use of a combination of finishing materials; and

   e. Other similar techniques or features.

3. Applicants are encouraged to design and construct new buildings with architectural styles, landscape design, and natural building materials that are well-suited to the pacific

northwestern climate, which complement the surrounding natural environment. Some options for building materials include, but are not limited to:

a. Natural and standard local wall materials;

b. Materials with a wood-like appearance;

c. Metal;

d. Steel;

e. Concrete and cement; and

f. Local Stone.

4. Site design, including Site Plans, Elevation Plans, and Landscape Plans, must identify proposed transitions from façade to public realm, and address the needs of walkers, transit patrons, cyclists, and people with various mobility needs, including:

    a. Appropriate screening and / or buffering of buildings and parking areas from neighbouring uses;

    b. Active travel circulation features; and

    c. Direct, convenient, and accessible connections between the building entrance and neighbouring pedestrian pathways, such as sidewalks and / or crosswalks.

5. Buildings are encouraged to use fire-resistant building materials, including fire-resistant roofing materials and composite wood or non-wood products with the appearance of traditional wood shakes, such as:

    a. Concrete/cementitious tiles;

    b. Clay tiles;

    c. Metal roofing;

    d. Asphalt shingles;

    e. Synthetic slates; and

    f. Green roofs with green or garden space are permitted on flat roofs.

6. Buildings are encouraged to consider opportunities for the use of sustainable finishing materials and design to the extent possible, including:

    a. Recycled materials or materials with a high-recycled content;

    b. Concrete with at least 25% fly ash or slag;

    c. Wood products certified CSA Sustainable Forest Management Standard or equivalent;

    d. Integrate passive solar design into architecture and landscape design;

e. Energy efficient design and internal infrastructure including structural supports for future solar panels;

f. An emphasis on natural light through the significant glazing and orientation of buildings to views and/or other significant natural features;

g. To the extent possible, identify any incorporated standards such as Solar Ready and LEED;

h. Use of healthy, durable building materials to optimize the life-span of buildings; and

i. Architecture and landscape design that integrates water conservation and rainwater management, including permeable surfaces in outdoor spaces.

7. Applicants are encouraged to incorporate environmentally sustainable elements in the exterior features of the building and the landscape design. This may be achieved by:

    a. Buildings and roadways sited to retain existing trees, vegetation, and other important natural features;

    b. Incorporation of visible "green" landscaping features such as rain gardens, infiltration trenches, green walls roofs, and drought-tolerant native plants; and

    c. Incorporation of visible "green" building features and materials such as skylights, rain barrels, local wood and stone, solar panels, recycled exterior materials, and exterior elements for window shading.

8. Development should be designed and lit in a manner that addresses Crime Prevention Through Environmental Design (CPTED) principles, such as:

    a. Clearly defined boundaries including private, semi-private, and public space;

    b. The ability to provide natural surveillance through "eyes on the street" from indoor and outdoor spaces;

    c. Providing secure access points including gates, lighting, and locks to areas such as parkades that are not afforded sufficient security through lighting and eyes on the street;

    d. Landscape design that provides clear sight lines and lighting, and avoids opportunities for concealment; and

    e. Pedestrian pathways and parking lots should be sufficiently lit to ensure pedestrian comfort and security.

9. Support service facilities and structures such as loading bays, refuse containers and storage areas, should be located and screened with walls, fencing, hedging, planting, other screening materials or a combination of these materials to minimize visibility from public areas.

10. General modification of standardized corporate or franchise building designs or features may be required in the event of conflict with these design guidelines.

4. Lighting

1. Gentle, indirect illumination of building facades, walkways, and signage is encouraged. Exterior and interior night lighting should be subtle and use neutral-toned bulbs, contributing to a visually harmonious and inviting atmosphere across the neighbourhood.
2. Design lighting to minimize light spill, glare, and sky glow by using non-glare full cutoff fixtures aligning with Dark Sky principles.
3. Lighting should be provided at the main entries to commercial and multi-unit residential buildings.
4. Buildings are encouraged to be oriented to maximize solar exposure while minimizing shadow impacts on adjacent buildings and common areas.
5. External lighting for fascia and wall signs should be directed downward and use lighting fixtures such as 'goose neck' style. All wiring and conduits are to be concealed.

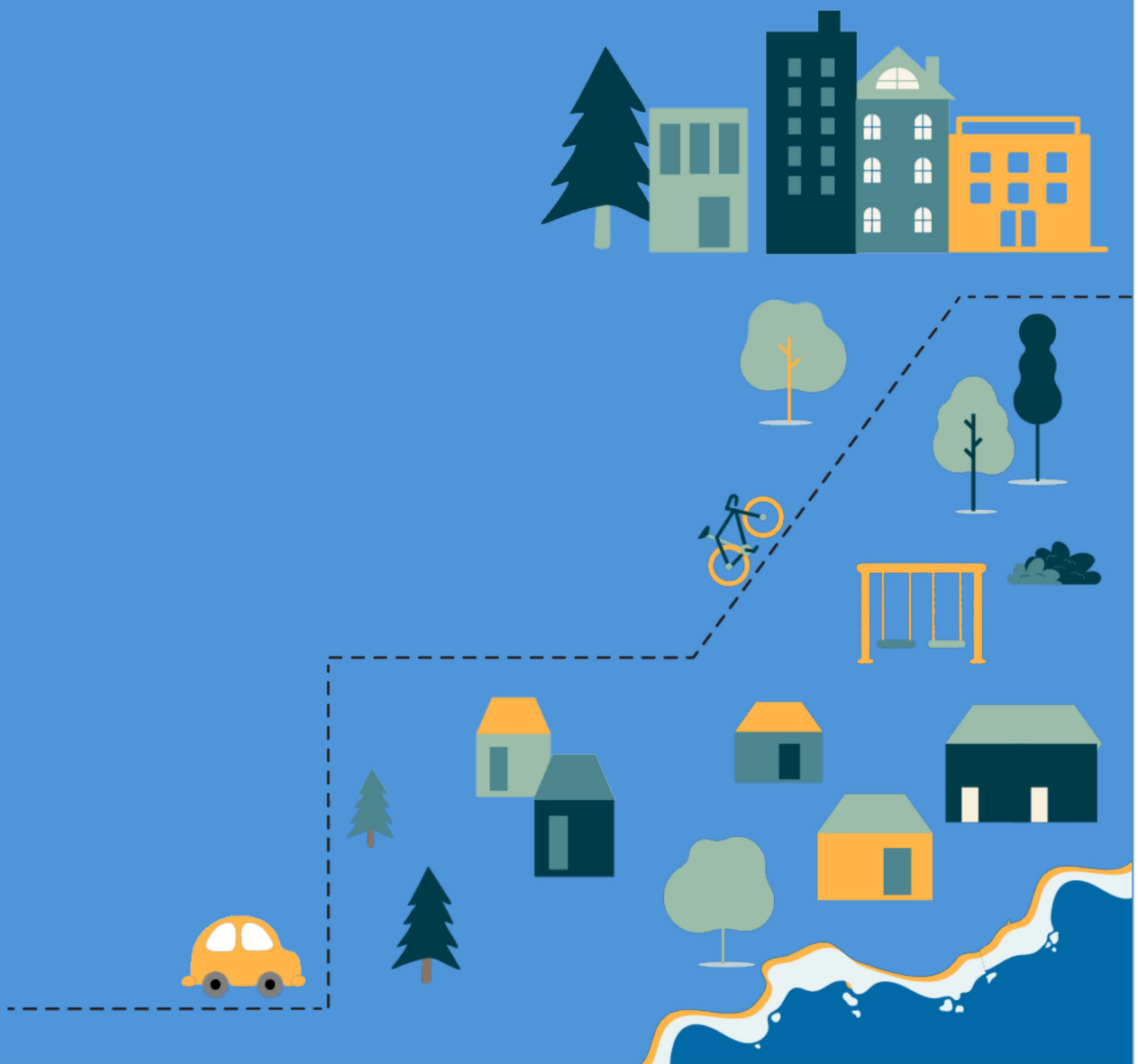
5. Signage

1. Design of signage is encouraged to comply with the following guidelines:
    a. All signs should be creative and architecturally coordinated with the overall design of buildings and landscaping;
    b. Signs should be made from durable materials and sustainable materials to the extent possible. Accommodation will be made for signs made by local artists;
    c. Changeable illuminated copy signs are discouraged, except where such signage is a functional requirement of the business activity (i.e., movie theatres, gas stations);
    d. Internally lit signage (backlit box), and fluorescent, neon, and coloured lighting are discouraged, with the exception of internally illuminated channel lettering;
    e. Freestanding signs should be restricted to a maximum height of 4.5 m above grade.
2. Ornamental pediments, which may contain signage, are encouraged on commercial buildings and at the main building entrances of multi-unit residential buildings.
3. Multi-unit commercial buildings are encouraged to have an attractive, simple, single-entry sign rather than multi-tenant signs which create a cluttered appearance.

6. Parking

1. Where on-site parking is provided, it should not visually dominate a development. Parking areas should incorporate significant landscaped areas within the lot. A landscape bed should be placed between every 10 parking stalls in a row.

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.

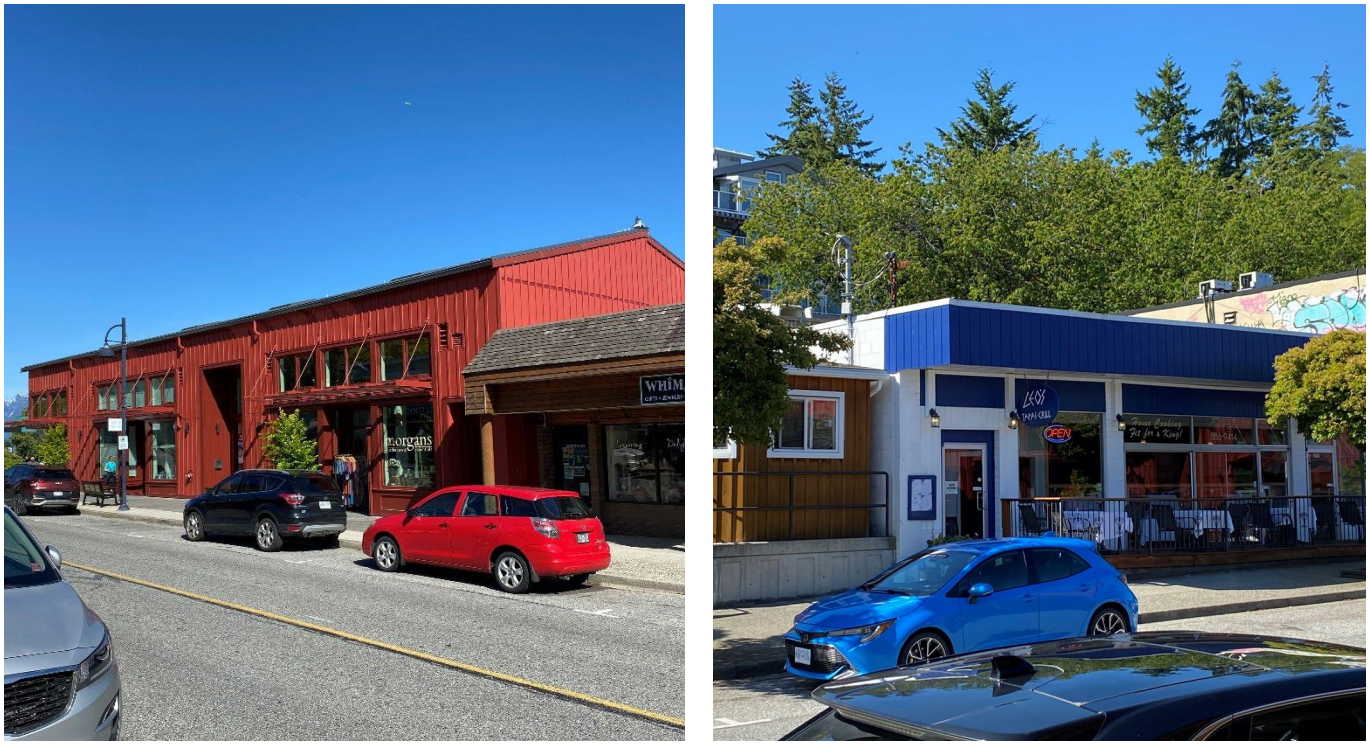


Image 5. Examples of designs that enhance the scale and architectural design of the Harbour Area at Gibsons Landing.

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.

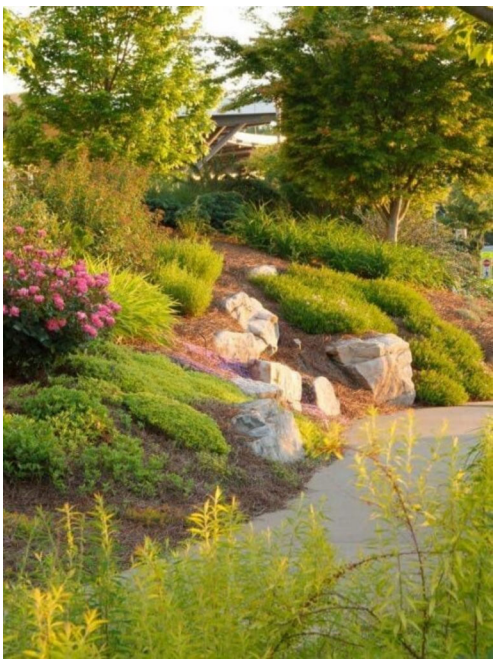


Image 6. Example of 3 meter buffer at seawalk.

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.

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.

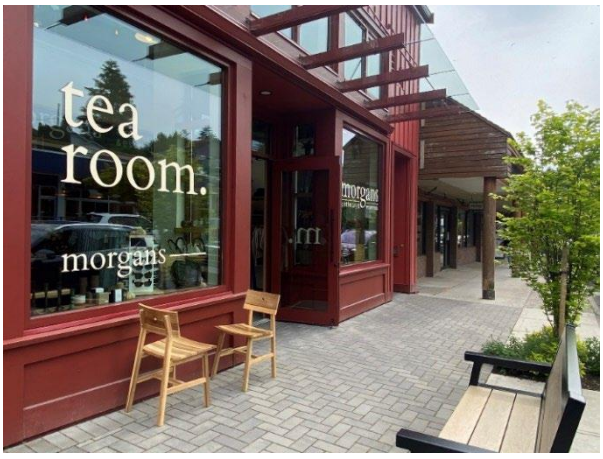


Image 7. New small-scale storefront on Gower Point Road.

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.