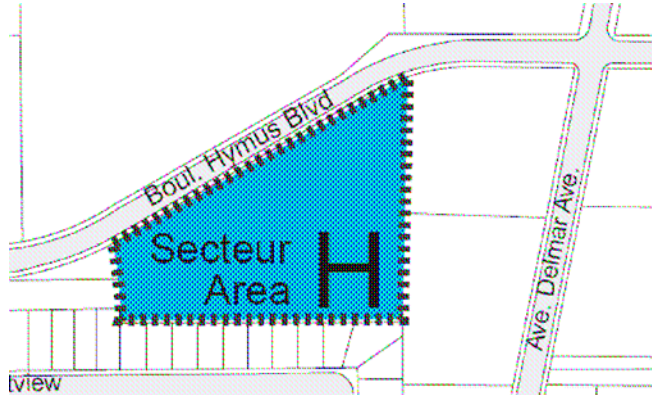


Chapter 10
PROVISIONS APPLICABLE TO SECTOR "H"

Area subject to the provisions of the present chapter

- 69.** The provisions of the present chapter shall apply to the area identified as Sector "H" on the "Plan of the areas subject to the by-law", appended hereto as Appendix "1" to form an integral part hereof.



Activities subject to the prior approval of a site planning and architectural integration program

- 70.** Within Sector "H", the delivery of a subdivision permit and the delivery of a building permit or certificate of authorization to allow the construction of, an addition to or an alteration to a building affecting the exterior aspect of a building; or the landscaping of a landsite, whether such landscaping includes a parking area or not, are subject to prior approval, by Council, of a site planning and architectural integration program according to the procedure set in Chapter 2 of the present by-law.

Additional documents required

- 71.** Within Sector "H", in addition to the documents and information required according to Article 20, any application for the approval of a site planning and architectural integration program related to the issuance of a subdivision permit or building permit must be accompanied by a master plan for all of the area comprised within the limits of Sector "H", showing:
1. The location, approximate dimensions and floor areas of existing and proposed constructions;
 2. The layout of the vehicular alleys, pedestrian pathways, parking areas, recreational areas required under article 5.15 h) of by-Law 2495A and other green spaces.

Objectives

- 72.** Within Sector "H", objectives according to which an application for the approval of a site planning and architectural integration program shall be reviewed are as follows:
1. To ensure the development of a quality residential environment, adapted to the density and the diversity of the traffic on Hymus Boulevard.
 2. To maintain the steady flow of arterial traffic on Hymus Boulevard, and to ensure safe access and egress from or to the site.

3. To allow the development of a residential complex with an evident architectural homogeneity.
4. To promote design excellence and originality in the architectural treatment of the different structures.
5. To protect as much as possible the privacy of the neighbouring residential areas.
6. To support the use of not-motorized means of transport, particularly bicycles.
7. To preserve the best wooded areas.

Criteria pertaining to siting and to the development of the site

73. With regard to siting and development of the site, the criteria according to which the site planning and architectural integration program will be assessed are the following:

1. Only one vehicular access from Hymus Boulevard should be authorized for the whole of sector "H".
2. No subdivision should be approved unless the applicant provides a plan showing the only vehicular access authorized for the whole of zone A292, and a written commitment signed by all owners of the zone, accepting all servitudes that are necessary to adequately serve and access the lots from the public street.
3. No site planning and architectural integration program for the construction of a building should be approved unless the applicant provides copy of all servitude documents, duly registered, securing accessibility to all properties of sector "H".
4. The way the buildings are sited and parking areas are designed should demonstrate the intent of the designer to preserve the best wooded areas.
5. Except for the vehicular accesses to the property, no parking area should be located at less than 10 meters from a public street right of way.
6. All exterior parking areas should be divided so that no more than 10 parking spaces are together in a same row. Two rows of parking should be separated by a green island at least 3 meters wide. Deciduous trees should be laid out in order to create shade on the parking areas.
7. No parking space or circulation aisle should encroach within a 10 meter band measured from the limit of the closest residential zone; further more, within the time delay required by the planning bylaws to complete the landscaping of the landsite, said green band should be planted with deciduous trees, at least 7.5 cm (3 inches) in diameter, measured at 1 m (3.3') from ground level at the time of their plantation. Large size trees to provide a maximum of intimacy to the adjacent residential properties should be favoured. The density of plantation should not be less than one tree per 85 square meters of the aforementioned green band. Where it does not already exist, a dense hedge of evergreen trees should be planted inside the property limit to serve as a quasi opaque visual screen for the ground floor of the proposed buildings.

8. Pedestrian pathways should make it possible to the residents to safely access the recreational areas provided on the landsite.
9. A bicycle path, independent from any vehicular access, should provide a link from the buildings to the public bicycle path on Hymus Boulevard.
10. No ancillary buildings should be permitted.

Criteria pertaining to architecture

74. With regard to architecture, the criteria according to which the site planning and architectural integration program will be assessed are the following:

1. The architectural style of a project should demonstrate the willingness of the designer to harmonize the building with, as the case may be, any other existing buildings in sector "H". Such harmonisation can be provided with volumes of similar sizes, both in width and in height, by the use of the same architectural vocabulary in the shapes, the lines, the scale, the colors and the decorative elements.
2. The principal facing material should be clay brick masonry, pre-cast concrete panels or glass. The City of Point-Claire will be the only judge of the acceptability of an equivalent material.
3. The same architectural treatment should be used on all the facades of a building.
4. Each apartment should have abundant fenestration, a balcony, and be sound-proof or oriented in such a way that the noise and inconvenience related to traffic on Hymus Boulevard is minimal.
5. Any residential building should provide interior spaces for the parking of bicycles, individual or collective, sufficient to accommodate at least 2 bicycles per apartment.
6. Delivery facilities, loading and unloading docks and garage doors should not be visible from the adjoining residential properties, and the least visible possible from the public streets.
7. Storage of garbage containers should be done inside the principal buildings.