

## Chapter 11

### **LARGE OR MEDIUM-SIZED COMMERCIAL PROJECTS**

#### *Properties subject to the application of the present chapter*

- 75.** The provisions of the present chapter apply to any large or medium-sized commercial project, whether such project is located in an area subject to the provisions of a preceding chapter or not.

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

- 76.** For any large or medium-sized commercial project, 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.

#### *Objectives*

- 77.** Objectives according to which an application for the approval of a site planning and architectural integration program for a large or medium-sized commercial project shall be reviewed are as follows:
1. Favour quality and environmentally sound architecture, respectful of the special character of Pointe-Claire.
  2. Ensure that projects are harmoniously integrated with the dominant characteristics of their surroundings.
  3. Favour the creation of structured, attractive environments that are safe for pedestrians.

#### *Criteria*

- 78.** Conformity of a site planning and architectural integration program to the objectives stated in Article 77 shall be assessed according to the following criteria:
1. Facades should reflect the function of the building and, at the same time, harmonize with the characteristics of the surrounding urban fabric.
  2. The architectural expression of the building and its detailing, colours and materials should be coordinated on all of its facades in order to create a coherent and visually interesting image.

3. The lateral and rear walls visible from a public thoroughfare should be given careful consideration and present an architectural character that blends in with the main facade.
4. The materials used should be chosen so as to ensure continuity of treatment and a finished appearance of the building.
5. Accesses and entrances should be designed, positioned and treated in such a way as to be immediately visible.
6. Any rooftop equipment that could be visible from a public thoroughfare should be integrated into the building or hidden by a screen that is integrated into the architecture of the building.
7. Loading docks and manoeuvring areas should be designed, positioned and treated in such a way as to minimize the impacts associated with vehicular traffic, namely trucks, and deliveries, particularly near residential developments.
8. Trash storage areas should be integrated into the architecture of the building and be designed so as to minimize the nuisance associated with them, particularly noise and odours.
9. When permitted according to the Zoning by-law, outdoor storage should be consigned to an area reserved for this purpose and be integrated into the building's architecture and landscaping.
10. Next to residential environments, landscaping should include a buffer zone to limit the impacts generated by the presence of commercial activities, especially the comings and goings in the loading and unloading areas as well as in the parking areas.
11. To avoid large expanses of asphalt and provide a few shaded parking spots, outdoor parking lots should be divided in areas not exceeding 1,000 square metres separated by grassed islands planted with trees.
12. Any parking lot should be separated from residential zones and public thoroughfares by a band of greenery planted with trees and shrubs.
13. Any parking lot exceeding 1,000 square metres in area should have sidewalks or alleys to ensure safe pedestrian circulation.
14. Exterior lighting should be designed to ensure good visibility of the premises, generate a feeling of safety for users while avoiding glare on adjacent properties and/or public thoroughfares, through such means as limiting the height of street lamps, directing light to the ground and using equipment that limits lateral diffusion of light.
15. The building should be sited and the outdoor spaces be developed in such a way as to provide secure and attractive pedestrian walkways between the public thoroughfare and the entrances to the building.

16. Any parking structure should be designed to harmonize with the architectural treatment of the principal building and present architecture of equivalent quality.

17. The greening of roofs should be encouraged.