

Chapter 12 PARKING STRUCTURES

Properties subject to the application of the present chapter

- 79.** The provisions of the present chapter apply to any parking structure to be built, extended or modified anywhere within the territory of Pointe-Claire, whether such parking structure is located in an area subject to the provisions of a preceding chapter or not.

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

- 80.** For any parking structure, 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 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.
- 81.** The approval of a site planning and architectural integration program for a parking structure is processed in two steps: the City of Pointe-Claire must first approve resorting to a parking structure instead of a ground parking area, and then proceed to approve the architecture of the proposed structure and its surrounding landscaping.

Objectives

- 82.** The objectives according to which an application for the approval of a site planning and architectural integration program for a parking structure shall be reviewed are as follows:
1. Reduce the environmental impacts associated with the use of automobiles.
 2. Favour a better use of the urban space.
 3. Ensure the best possible visual integration of parking structures to the built landscape.

Criteria

- 83.** Conformity of a site planning and architectural integration program to the objectives stated in Article 82 shall be assessed according to the following criteria:
1. Resorting to a parking structure should improve the efficiency of parking spaces by bringing them closer to the use that they serve.
 2. Resorting to a parking structure should allow an increase in the land use intensity while reducing impervious surfaces, thus preserving more green spaces.
 3. The parking structure should harmonize with the building it serves, preferably faced with the same material.

4. A parking structure should be built in such a way to ensure the safety of the users: it should be well lit at all times and the stair-wells serving the various floors should be open or sufficiently glazed.
5. The outside perimeter of a parking structure should be open on at least 40% of its floor to ceiling height and on at least 90% of its perimeter non-attached to a principal building. Any parking structure that does not meet this condition should be subject to all the provisions applicable to a principal building: among other things, it should be included in the floor area and the ground area for the calculation of the floor space index and the lot coverage.
6. The access ramps to the parking floors should preferably be within the parking structure; if they have to be outside, they should be designed in a spiral shape to avoid long straight sections.
7. Any parking structure should be surrounded by a green belt at least 3.0 metres (9.8') in depth on 75% of its perimeter non-attached to a principal building.
8. The stacking area for the snow shall not be included in the area of the green belt required in the above sub-paragraph.

Coming into force

84. This by-law shall come into force according to law.

Aldo Iermieri, Pro-Mayor

Stéphane Lemire, lawyer
City Clerk