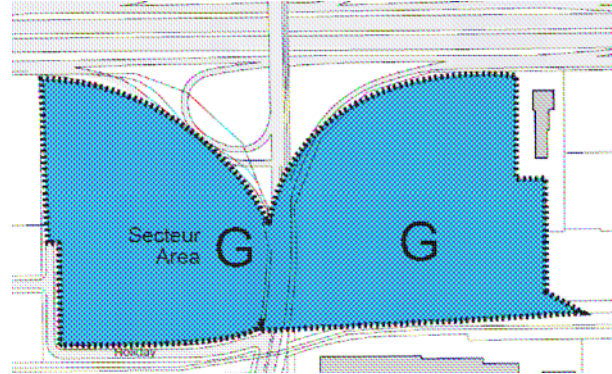


Chapter 9
PROVISIONS APPLICABLE TO SECTOR "G"

Area subject to the provisions of the present chapter

61. The provisions of the present chapter shall apply to the area identified as Sector "G" 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

62. Within Sector "G", 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 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.

63. Any application for the approval of a site planning and architectural integration program prior to the delivery of a subdivision permit may be included with the application for the approval of a site planning and architectural integration program prior to the delivery of a first building permit.

Additional documents required

64. Within Sector "G", 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 must be accompanied by:

1. A master plan for all of the area comprised within the limits of Sector "G", showing:
 - i) the proposed subdivision and the proposed use for each of the lots;
 - ii) the location, approximate dimensions and floor area of each of the buildings to be erected on the property;
 - iii) the approximate layout of the vehicular alleys and pedestrian pathways, parking areas required according to the Zoning by-law, recreational areas and other green spaces, as well as the approximate location of each of the vehicular accesses from the public thoroughfare to each of the lots;
 - iv) the planned links of the vehicular and pedestrian networks with the networks on the adjacent properties and on the properties on the

other side of any street bordering the landsite for which the application is filed;

- v) the phasing of the project and the approximate dates of implementation of each of the phases.
- 2. Preliminary sketches of each of the buildings to be erected on each of the lots, such sketches showing at least the overall dimensions of the structure (width, depth and height), the roof shape and the exterior wall and roof finishing materials, including their colours, as well as the location of the main entrances and of the entrances to the indoor parking areas.
- 3. In the case where a project is to be developed in phases, the proposed measures to ensure the cleanliness of the parts of the landsite to be developed subsequently.

Objectives

65. Within Sector “G”, objectives according to which an application for the approval of a site planning and architectural integration program shall be reviewed are as follows:

- 1. Ensure the development of a quality complex combining offices, commercial establishments (including one or several hotels) and apartments, adapted to the density and the diversity of the traffic on the peripheral street network, in order to create a truly urban complex, lively, suitable for exchanges and apt to become a major component of the city centre of Pointe-Claire and, possibly, of the whole of the West Island.
- 2. Favour the creation of a structured environment, attractive and safe for pedestrians by arranging the different uses and circulation networks and parking areas in order to minimize vehicular traffic within the complex and favour pedestrian circulation
- 3. Preserve and enhance the quality of the streetscape of the Pointe-Claire section of the Trans-Canada Highway.
- 4. Favour quality and environmentally sound architecture, respectful of the special character of Pointe-Claire while ensuring a certain architectural homogeneity within the whole complex.
- 5. Allow the development of quality apartment buildings or complexes, adapted to a predominantly commercial environment and to the density and the diversity of the traffic on the peripheral street network.
- 6. Limit the impacts of high-rise buildings on wind and sun lighting.

Criteria pertaining to siting

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

1. The buildings should be sited in an organized manner according to an obvious geometric arrangement, conditioned by the shape of the landsite, the functional relationship between each of the buildings, views and/or sun lighting.
2. The minimum setback of any building from any public thoroughfare should be equal to half of its height, without being less than the minimum front setback as established in the Zoning by-law.
3. No more than two thirds of the total surface area of the landsite should be impervious; for the purposes of the present provision, "green roofs" should be considered as pervious.
4. As much as possible, the buildings should be designed and sited in such a way that the service areas will not be visible from the public thoroughfare.
5. No office building or other commercial building should be located at less than 25.0 metres from any residential building.

Criteria pertaining to architecture

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

1. All the buildings within sector "G" should constitute a visually integrated ensemble; to achieve this, the designer should resort to a thematic approach or to a recognized architectural strategy such as the use of the same materials or combinations of materials, of the same details, of the same colours or combinations of colours, or of the same shapes while making sure that the architectural style of each building reflects its function.
2. Any construction should be of high quality. The materials or combinations of materials should demonstrate a concern for authenticity and restraint. The choice of colour of a given material could be refused if such colour is not compatible with the character of the neighbourhood. The facing materials should be precast concrete panels, brick or stone (natural or artificial) masonry, glass or any other material considered as equivalent in quality by the City of Pointe-Claire.
3. The architectural treatment of entirely commercial or office buildings should differ from that of the residential buildings while showing a will of integration.
4. All the facades of a building should have the same unified and coherent treatment; the same material or combination of materials should be used on all the facades of the building, whether these facades are visible from the street or not.
5. All parking structures should harmonize with the commercial buildings and be of an at least equivalent quality.

6. Any mechanical equipment that could be visible from a public thoroughfare or public area should be integrated into the building or hidden by a screen that is integrated into the architecture of the building.
7. No building of more than 6 storeys or 23 metres in height should be designed or sited in such a way as to hinder the sun lighting of an habitable room in a residential building at noon on June 21 or in such a way as to unduly shade a neighbouring property any other day of the year.
8. No building of more than 6 storeys or 23 metres in height should be designed or sited in such a way as to:
 - i) generate a wind impact whose average speed at ground level, calculated on an hourly basis, would be greater than 15 km/h in the winter and/or 22 km/h in the summer more than 25% of the time in a public thoroughfare and/or more than 10% of the time in a park, a public square or a rest area.;
 - ii) generate gusts of wind at ground level whose speed exceeds 75 km/h at ground level for more than 1% of the time, the reference period for evaluating gusts of wind being 2 seconds or less, with a turbulence of 30%.
9. Residential buildings should be quality built, with large rooms, extensive fenestration, balconies and good sound-proofing; they should be designed and sited in order to ensure adequate sun lighting of the apartments.
10. With regard to architectural design and landscaping, measures should be taken to ensure the privacy of the residents and protect them from noise and other inconveniences associated with commercial activities and traffic; apartments or dwellings with windows or exterior spaces (decks or balconies) at less than 30.0 metres from an artery should, as much as possible, be avoided; if not possible, the inconveniences should be reduced by planting trees and/or shrubs in order to create a screen to provide a visual separation between the building and the artery.
11. The greening of roofs should be encouraged.
12. Any addition or alteration to an existing building should be in keeping with its original character and should integrate to its architecture and its style.

Criteria pertaining to the development of the site

- 68.** With regard to the development of the site, the criteria according to which the site planning and architectural integration program will be assessed are the following:
 1. Parking areas should be located close to the building entrances while minimizing as much as possible the distance to be traveled by vehicles between the public thoroughfare and the said parking areas.

2. In order to minimize the impacts on the traffic on the public thoroughfares, the location of vehicular accesses to each of the lots should take into consideration, among other things, the location of the vehicular accesses to the other lots served by these thoroughfares.
3. Pedestrian and cycle paths' networks should be designed in order to facilitate safe circulation within the property and easy links with the existing or planned networks in the neighbouring sectors.
4. Any possibility of outdoor storage should be excluded.
5. All buildings should be equipped with a system to collect and to store (between two pickups) recycling products and materials.
6. Garbage and recycling material storage areas should be integrated into the architecture of the buildings and should not be visible from the public thoroughfares or from pedestrian pathways; they should be designed to minimize impacts, namely noises and odours.
7. Loading and unloading docks should be located and developed as to minimize the impacts associated with vehicular traffic and with delivery and shipping operations, especially near residential buildings.
8. In any residential or office building, at least 40% of the parking spaces required according to the Zoning by-law should be indoor.
9. Any outdoor parking area serving an office building, a hotel or any other commercial establishment should be separated from any lot occupied by a residential building and from any public thoroughfare by a green strip at least 6 metres in width and planted with trees and shrubs.
10. At least 40% of the outdoor parking spaces serving a hotel should be hidden from the public thoroughfare and from the other components of the complex by a vegetal screen, a berm, an architectural wall or an equivalent strategy.
11. Any residential building or complex should have one or several landscaped areas totalling at least 5 m² per apartment or lodging unit (excluding any area intended for vehicular circulation or parking), to be used exclusively by the residents.
12. To avoid large expanses of asphalt and provide a few shaded spaces, all outdoor parking area should be broken into parcels no more than 6,000 square metres in area and separated by grassed islands planted with trees.
13. Any vegetal screen, berm, green strip, landscaped area, grassed island planted with trees or other landscape development required according to paragraphs 9, 10, 11 or 12 above should be subject to a plan prepared by a landscape architect and include enough trees or shrubs of calibers or sizes sufficient to perform its screening function or provide significant shaded areas.

14. Any parking lot more than 1,000 square metres in area should be equipped with sidewalks or paths to provide safe pedestrian circulation.
15. 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.