



VILLE DE / TOWN OF

BARKMERE

TOWN OF BARKMERE

**ARCHITECTURAL INSTALLATION AND
INTEGRATION PLAN (PIIA) BYLAW N° 206**

13 June, 2009

TOWN OF BARKMERE

BYLAW NO. 206

ARCHITECTURAL INSTALLATION
AND INTEGRATION PLAN (PIIA)
BYLAW

NOTICE OF MOTION : 9 MAY, 2009

ADOPTION : 13 JUNE, 2009

ENTRY INTO FORCE :

Bylaw Amendments

Bylaw Number	Entry into Force

The municipal council of the town of Barkmere orders as follows:



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**ARCHITECTURAL INSTALLATION AND
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CHAPTER 1 :

Declaratory, administrative and interpretive provisions

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Declaratory, administrative and interpretive provisions

Section 1.1 : Declaratory provision

1.1.1 : Title of the bylaw

This bylaw is titled *Architectural Installation and Integration Plan Bylaw* and is numbered 206

1.1.2 : Scope

The provisions of the current bylaw apply to individuals as well as corporate entities either public or private, and are applied to those zones which have been determined by the chapters of the current bylaw as pertaining to the objectives and criteria applied to these zones.

1.1.3 : Conflict with other bylaws or laws

Complying with this bylaw does not remove the obligation to comply with any other law or bylaw of the provincial or federal government or with any other municipal bylaw applicable in this matter.

1.1.4 : Appendices

- a) Appendix 1, «Drawing showing vehicular accesses and private roads , which is an integral part of the current bylaw;
- b) Appendix 2, «Sketch showing the installation modes that are favoured and those to be avoided», which is an integral part of the current bylaw.

1.1.5 : Adoption of the Bylaw

The Municipal Council of the Town of Barkmere hereby states that it is adopting this bylaw chapter by chapter, section by section, article by article, sub-clause by sub-clause and paragraph by paragraph so that, if part of this bylaw were to be declared null and void by a court, the ruling would have no effect on the other parts of the bylaw, except in cases where the meaning and scope of the bylaw, or of one of its provisions, could find themselves altered or modified.

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Declaratory, administrative and interpretive provisions

Section 1.2 : Administrative Provisions

1.2.1 : Administration and application of the bylaw

Administration and application of this bylaw are entrusted to any person named hereafter as a “designated officer” by resolution of the Municipal Council..

1.2.2 : Powers of the designated officer

The powers of the designated officer are set out in the *Bylaw on permits and certificates*.

1.2.3 : Subject Interventions

The current bylaw applies to any Intervention identified in the chapters of the current bylaw concerned with objectives and criteria applicable to the zones on the territory.

1.2.4 : Infractions and penalties

1. Anyone violating the provisions of this bylaw commits an infraction;
2. An infraction of this bylaw makes the violator subject to the following fines:

	Individual		Corporate Entity	
	Minimum	Maximum	Minimum	Maximum
First Fine	500 \$	1 000 \$	1 000 \$	2 000 \$
Repeat Offence	1 000 \$	2 000 \$	2 000 \$	4 000 \$

3. In all cases, the costs of prosecution are over and above the fines;
4. Time limits for payment of fines and costs imposed pursuant to this bylaw, and the consequences of failure to pay the said fines and costs within the prescribed time, are set out in the *Quebec Code of Penal Procedure (R.S.Q., c. C-25.1)*;
5. If an infraction lasts more than one day, the infraction committed on each day constitutes a separate infraction, and the penalties decreed for each of the infractions may be imposed for each day the infraction lasts, under this article.

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Declaratory, administrative and interpretive provisions

Section 1.3 : Interpretive Provisions

1.3.1 : Interpretation of the Provisions

1. When two (2) standards or provisions in this bylaw apply to a use, building, lot or other item governed by this bylaw, the following rules apply:
 - a) a particular standard or provision prevails over a general provision;
 - b) the more restrictive provision prevails.
2. Unless the context indicates a different meaning, it is agreed that:
 - c) the singular includes the plural, and vice versa;
 - d) the masculine includes the feminine, and vice versa;
 - e) use of the word "MUST" implies an absolute obligation;
 - f) use of the word "MAY" preserves an optional meaning;
 - g) the word "ANYONE" includes any individual or corporate entity;
3. The dimensions, areas and other measurements set out in the bylaw are expressed in units under the international system.

1.3.2 : Numbering

The form of numbering used in this bylaw is as follows (when the text of an article is not numbered in relation to a paragraph or subparagraph, it is a sub-clause):

- 1. Chapter
- 1.1 Section
- 1.1.1 Article
 1. Paragraph
 - a) Subparagraph

1.3.3 : Terminology

Unless there is a specific mention to the contrary, or unless the context indicates a different meaning, the expressions, terms and words have the meaning and application attributed to them by the *Bylaw on permits and certificates*.

However for the current bylaw the term «road network » refers to private and public vehicular accesses.



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**ARCHITECTURAL INSTALLATION AND
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CHAPTER 2 :

Content and Progression of a Request

**CHAPTER 2 :
Content and Progression of a Request**

Section 2.1 : Content of a Request

2.1.1 : Deposition of a Request

The applicant of a request subject to the present bylaw must deposit to the designated officer, two (2) copies of the request in writing on the correct forms plus any required plans and documents as described in Article 2.1.2 of the current bylaw.

2.1.2 : Content of a Request for a Public or Vehicular Access

The applicant of a request for approval of an Architectural Installation and Integration Plan for a vehicular access or a private road must furnish, in addition to the plans and documents required for the request for a Subdivision Permit or a Certificate of Authorization, the following plans and documents.

1. A proxy from the owner or owners of the property or properties that form part of the project of the vehicular access;
2. A deed or a deed of servitude attesting that the applicant holds, for whichever case, all of the required rights, real or personal, that will permit the applicant to use the existing or proposed vehicular access or existing or proposed private road situated at the closest distance to the limits of the applicant's land site. The applicant must therefore establish that the applicant holds all rights that will permit the use of a vehicular access or a private road that will permit eventual connection of their land site to a public road.
3. A deed or a deed of servitude attesting that the applicant undertakes in whichever case, to grant the required rights, real or personal, to property owners of the land sites that are contiguous to the proposed or existing vehicular access or the private road to use the vehicular access or the private road situated at the shortest distance from the limits of their land site. The applicant must therefore establish that the applicant has consented permanent rights to the property owners of any contiguous land site that will permit eventual connection of their land site to a public road.
4. A deed or a deed of servitude attesting that the applicant holds, in whichever case, all of the required rights, real or personal, that will permit the applicant to use the existing or proposed vehicular access or existing or proposed private road, situated at the shortest distance from the limits of the applicants land site as well as all other property permitting the applicant access by driveway to the vehicular access or the private road, previously mentioned. The applicant must therefore show that the applicant holds all the rights that will permit the use of properties, vehicular accesses or private roads connecting the applicant's driveway to a public road.
5. An Installation plan, prepared and signed by a surveyor, which covers, as a minimum, the Intervention Sector into which the proposed project will be built. The Plan must comprise in a non-limiting way the following information:
 - a) The cadastral identification of the targeted land sites and those included in the Intervention Sector as well as their limits;
 - b) The existing and proposed roads, vehicular accesses and driveways;
 - c) The existing and proposed rights-of-way and passage;
 - d) Any existing constructions;

This information must be superimposed on the maps included in the environmental management plan (evaluation of the actual area).

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Content and Progression of a Request**

6. An Environmental Management Plan, prepared and signed by a professional in the subject (ex : a biologist), the objective of which will be to define the adequate management standards for a vehicular access or a private road and its impact on the area before, during and after the *travaux d'aménagement*, and considering all of the environmental composition of the site. The environmental management plan must contain, in a non-limiting way the following information:

a) The evaluation of the actual area, as a minimum the Intervention Sector identified in the *Zoning Bylaw*, where the project will be constructed and precisely, in a non-limiting way, the presence, the localization and environmental value of the following elements :

- The hydrographical network (lake and streams), their protection zones and the high-water mark;
- The wetlands and their protection zones;
- The drainage pattern of the site, including any existing ditches;
- Any existing erosion focus;
- The topography: topographic relief and slopes identified by points of interval of two (2) meters. The topographic relief must distinguish the slope zones (for example: less than 5%, 5 to 10%, 10 to 15%, 15 to 20%, 20% to 30%, 30% and over 30%);
- Steep Slope zones
- High Elevation zones
- Mountain Summits;
- Habitats of faunas
- The Biological Corridor
- The areas of High Ecological Value (IQH);
- The Exceptional Forestry Ecosystem;
- The forest cover: distribution, the quality of the species, etc.

The elevation of the actual area must be described in the environmental management plan and represented with a plan (minimum scale of 1:2500).

- b) A watershed analysis so as to be assured of a plan spread in between the waterflows before and after the construction of the private road or the vehicular access. This analysis is necessary for the conception of the infrastructure.
- c) Recent photographs (less than 12 months) of the Intervention Site.
- d) Orthophotographs of the Intervention Site.
- e) An evaluation of the environmental impact of the project during and after the work and the anticipated mitigation measures;
- f) The construction techniques to be used for the vehicular access or of the proposed private road and other necessary infrastructures, including ditches and including a tree cutting plan;
- g) The identification of critical zones during the work. The schedule for the work must take into account the time during which the interventions will take place within those critical zones with respect to the environment.
- h) The measures of erosion control during and after the work (ditches, embankment, slopes, crossings, etc.), accompanied by a plan representing the techniques identified for each element of the project. The erosion control measures must foresee the corrective measure for each existing erosion focus adjacent to the project. The measures of erosion control must equally be defined and realized for the erosion focus beside the roads, streets, vehicular access that will be connected to the proposed road network;
- i) The location of sedimentation barriers and the techniques used during the work.
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**CHAPTER 2 :
Content and Progression of a Request**

- j) The spaces to be deforested and the pertinence of all tree cutting. The trees to be cut must be identified on the land site.
 - k) The measures to be taken to protect the trees and forest cover during the work;
 - l) The renaturalisation measures to be taken after the work;
 - m) The description of any excavation and backfilling work, the pertinence of such work and the materials to be used;
 - n) An study of the impact of the project on the landscape including visual perspectives (ex : photomontages, simulation models) from Bark Lake, with, as a minimum, three (3) points of view;
 - o) The equipment necessary to complete the project;
 - p) An attestation of the conformity of the work, within thirty (30) days following the end of the work, signed by the professional who developed the environmental management plan and supported by the surveillance reports of the construction site ;
 - q) A project evaluation report after the completion of the work: this report must be prepared and handed in to the Town one (1) year after the end of the work, two (2) years after the end of the work, and four (4) years after the end of the work. This report must equally propose measures of correction should the case arise. The corrective measures must be realized within six (6) months following the deposit of this report to the Town by the applicant.
 - r) The schedule of the work;
 - s) The surveillance measure during the work;
 - t) The annual follow-up measures after the work (quality and effectiveness of the management and work) as well as the maintenance of these vehicular accesses and private roads;
 - u) The professionals involved in the work including complete coordinates and their role in the project.
 - v) An estimate of the total cost of the works, including the professional fees;
 - w) A declaration of the real value of the works, including professional fees, at the end of the works. This declaration must be accompanied by any necessary supporting documents.
7. An explanatory text showing the integration of the projected interventions into the area as a function of the objectives and criteria of the current bylaw;
8. Any other information judged to be necessary for the evaluation of the request.

2.1.3 : Content of the request for a driveway of for a parking area

The applicant of a request for approval of an Architectural Installation and Integration Plan for a driveway or a parking area must furnish in addition to the plans and documents required for a permit or a certificate of authorization, the following plans and documents:

1. An Installation plan, prepared and signed by a Surveyor, which covers, as a minimum, the Intervention Sector into which the proposed project will be built. The Plan must comprise in a non-limiting way the following information:
 - a) The cadastral identification of the targeted land sites and those included in the Intervention Sector as well as their limits;
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**CHAPTER 2 :
Content and Progression of a Request**

- b) The existing and proposed driveways and parking areas;
 - c) The existing and proposed rights-of-way and passage;
 - d) The high-water mark, streams and wetlands;
 - e) The existing or projected average ground level following the work; including the land site topography with equidistant level curves of at most two (2) meters.
2. Recent photographs (less than 12 months) of the Intervention Site.
 3. A report, prepared and signed by a professional in the subject (ex : a biologist), the objective the evaluation of the impact of the location of the driveway and parking area on the site, to describe the erosion control measures of protection of spaces during the work. The report must equally describe the construction techniques, including excavation and backfilling.
 4. A study of the impact of the project on the landscape including visual perspectives (ex : photomontages, simulation models) from Bark Lake, with, as a minimum, two (2) points of view;
 5. An attestation of the conformity of the work, within thirty (30) days following the end of the work, signed by the professional who developed the report identified in paragraph 3 of the present article.
 6. The schedule of work;
 7. The professionals involved in the work including complete coordinates and their role in the project.
 8. An explanatory text showing the integration of the projected interventions into the area as a function of the objectives and criteria of the current bylaw;
 9. Any other information judged to be necessary for the evaluation of the request.

2.1.4 : Content of the request for a Main Building and Its enlargements

The applicant of a request for approval of an Architectural Installation and Integration Plan for a Main building or any enlargement of a Main building must furnish in addition of the plans and documents required for a Construction permit, a Subdivision permit or a Certificate of Authorization, the following plans and documents:

1. Recent photographs (less than 12 months) of the Intervention Site.
 2. A plan describing and locating the treed areas to be preserved, all mature trees and the location of the building;
 3. Samples of the selected colors samples of the materials for the exterior cladding and roof;
 4. A coupe or visual simulation showing the integration of the building and its enlargements to their natural surroundings (ex: the building with respect to the circle of surrounding trees etc.);
 5. Visual perspectives (ex : photomontages, simulation models) from Bark Lake, with, as a minimum, three (3) points of view;
 6. Erosion control methods during and before the work :
 7. Details of the spaces to be denaturalized and the techniques to be used.
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**CHAPTER 2 :
Content and Progression of a Request**

8. An explanatory text showing the integration of the projected interventions into the area as a function of the objectives and criteria of the current bylaw;
9. Any other information judged to be necessary for the evaluation of the request.

2.1.5 : Study Fees

The fees applicable to a study and the treatment of a request for approval of a PIIA are the following:

Targeted Interventions	Required Fees
1. Vehicular Access or Private Road	\$2,500.00 for the first 2500 linear meters and \$1.00 per linear meter remaining
2. Driveways or Parking Spot	\$250.00
3. Increase in the Number of Parking Spots	\$75.00
4. New Main Building	\$150.00
5. Enlargement of a Main Building (Building Installation Area or footprint or addition of a storey)	\$75.00

In all cases, the fees are non-reimbursable. These fees do not cover the fees required for the Construction Permit or Certificate of Authorization.

2.1.6 : Provisions specific to Vehicular Accesses and to Private Roads

The fees for a vehicular access or a private road in Article 2.1.5 correspond to the maximum fee previewed. The fee will be based on the real costs engendered by such a request for approval. In the case where the real costs are less than the fee charged in the current bylaw, the excess amount will be returned to the applicant of the request after the issue of the certificate of authorization or the subdivision permit.

**CHAPTER 2 :
Content and Progression of a Request**

Section 2.2 : Progression of the Request

2.2.1 : Completed Request

The request for approval of the plans in conformity with the objectives and criteria of the current bylaw is considered as complete when the study fees have been acquitted and that all required documents and plans have been handed over to the designated officer.

2.2.2 : Verification of the Request

The designated officer verifies the request is complete and in conformity to the Urbanism bylaws. At the request of the designated officer, the applicant must furnish any and all supplementary information required to understand the request.

When the identified Intervention does not conform to the Urbanism Bylaws the designated officer will advise the applicant within thirty (30) days following the deposit of the completed request.

When the information, plans and documents deposited by the applicant are inaccurate, erroneous or insufficient, the designated officer will advise the applicant before sending the request to the CCU that the verification procedure of the request has been stopped so that the applicant can deposit exact, corrected and sufficient information, plans and documents for the verification of the request.

2.2.3 : Transmission of the request to the Consultative Committee on Urbanism

When a request is complete and the designated officer has confirmed the conformity of the request, the request is transmitted to the Consultative Committee on Urbanism for avis, within the sixty (60) days following the verification of the request.

2.2.4 : Study and Recommendations of the Consultative Committee on Urbanism

The Consultative Committee on Urbanism will produce, in writing, their decision in the form of a recommendation, taking into account the objectives and pertinent criteria of evaluation prescribed by the current bylaw and send this decision to the Municipal Council.

The achieving of these objectives is evaluated, in a non-limiting way, by the criteria of evaluation identified in the current bylaw when they are applicable to the targeted project.

2.2.5 : Public Consultation

The municipal Council may request that the project be the object of a PIIA with respect to the current bylaw, be submitted to public consultation as described by the procedure identified in the *Loi sur l'aménagement et l'urbanisme* (L.R.Q., c. A-19.1), which will apply taking into account any necessary adaptations. The fees of the publication of the public notice are included in the study fees identified in Article 2.1.3.

**CHAPTER 2 :
Content and Progression of a Request**

2.2.6 : Approval by the Municipal Council

After the study of the request, the written notice of the Consultative Committee on Urbanism and if it is required, the Public Consultation, the Municipal council approves or disapproves, by resolution, the PIIA. The resolution disapproving the plans must identify the motives. A copy of the resolution is transmitted to the applicant.

2.2.7 : Conditions of Approval

The Municipal Council can require, as a condition of the approval of the plans, that the owner commit to:

- a) Take, at his own cost, certain elements of the plan, including infrastructure and equipment;
- b) Complete the project within a fixed delay;
- c) Furnish such financial guarantees against the execution of the content of the plans, the respect of the delays and the payment of all elements that must be taken at their charge.

2.2.8 : Issue of Permits or Certificates

The permits and certificates may not be issued by the designated officer until the receipt of a certified copy of the resolution by which the Municipal council approved the request.

The designated officer will deliver the permit or the certificate conforming to the provisions of the Permit and Certificate Bylaw if the request conforms to the provisions of the Urbanism bylaws that are in force and if the case arises the established conditions of the resolution of approval for the request are adhered to.

2.2.9 : Modification of the Plans

All modifications made to the plans and documents approved by the Municipal Council, the approved plans before, during or after the works, cancel the Permit or the Certificate which was delivered when these modifications have the effect of again subjecting the project to the objectives and criterias identified by the present bylaw. In these casees, a new request must be redone and the fees required are set to one half of the fees for the evaluation of the request for approval.



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CHAPTER 3 :

**Objectives and Criteria Applicable to Vehicular Accesses and Private
Roads**

CHAPTER 3 :
Objectives and Criteria Applicable to Vehicular Accesses and Private Roads

Section 3.1 : Area of Application

3.1.1 : Scope

All of the territory of the Town of Barkmere is subject to the objectives and criteria of the present chapter.

3.1.2 : Subject Interventions

The approval of a PIIA is required is required for one or the other of the following Interventions when a request for Subdivision Permit or a Certificate of Authorization is required by the *Permit and Certificate Bylaw*:

- a) In the case of a new primary or secondary vehicular access :
- b) In the case of the enlargement of a principal or secondary vehicular access including the widening or the modification of the roadbed
- c) In the case of a new primary or secondary private road;
- d) In the case of the enlargement of a principal or secondary private road, including the widening of the roadbed.

As defined in the *Permit and Certificate Bylaw*, when a driveway has a length greater than one hundred (100) meters, the part that exceeds that length is considered as a vehicular access or a private road and is subject to the current bylaw.

3.1.3 : References for the evaluation of these objectives and criteria

For the evaluation of the applicable objectives and criteria to the current section, the Appendix 1 of the current bylaw can be used as a reference for the evaluation of the proposed Intervention.

**CHAPTER 3 :
Objectives and Criteria Applicable to Vehicular Accesses and Private Roads**

**Section 3.2 : Objectives and Criteria applicable to a Vehicular
Access and a Private Road**

3.2.1 : General Objectives

The current section targets the inclusion of the development and construction of vehicular accesses and private roads in a manner to maintain the environmental and landscape quality of the Town of Barkmere. The bylaw identifies specific objectives and criteria for the development of a road network in accordance with the zones to be protected as well as the mitigation measures to be foremost during and after the work.

The applicant must show that these objectives and criteria are achieved with the Plan for Environmental Management.

3.2.2 : The Hierarchy of the road network within the Intervention Sector

Objectives:

To conceive a road network within the hierarchy of primary and secondary roads or accesses in a way that will minimize the impact of the road network on the environment, within the Intervention Sectors identified in the Zoning Bylaw

Criteria:

1. The layout takes the shortest course: however the preferred proposal will have the least impact on the environment.
 2. The preferred proposal will use existing and functional roads, accesses and forestry roads. As a second choice the project will use tracts that have been deforested in the past or that are targeted for deforestation in the measure that these tracts have the least impact on the environment.
 3. The layout gives priority to public lands, where an entente with the Ministry of Natural Resources and Wildlife is possible;
 4. The layout of a private road or of a private principal vehicular access distances itself as much as possible from another road or principal access situated in the same Intervention Sector ;
 5. The layout allows access to the greatest number of of properties in the Intervention Sector in a manner that does not increase the number of principal or secondary private roads and vehicular accesses.
 6. Within the Intervention Sector No. 1, the preferred proposal will connect to Chemin Barkmere or to Chemin de la Montagne.
 7. Within the Intervention Sub-Sections of Intervention Sector No. 4, the proposal connects to existing forest roads, which will, when possible, be presumed to be principal vehicular accesses and principal private roads.
 8. Within the Intervention Sector No. 7 and 8, principal private roads and vehicular accesses must be minimized. The proposal must consider as a priority the use of Duncan Road as a primary road or access, as much as possible;;
 9. Within the Intervention Sectors No. 11 and 12, the preferred proposal will connect to Chemin Barkmere;
 10. The layout will avoid the creation of a semi-circular network or turnaround unless topographical constraints and the environment imposes it.
-

**CHAPTER 3 :
Objectives and Criteria Applicable to Vehicular Accesses and Private Roads**

11. The width of the layout of vehicular accesses and roads will permit vehicles to turn. However, with the goal of limiting the footprint, these turns may be done where a driveway connects to the network.
12. The layout and the design of vehicular accesses and roads must facilitate Emergency Service and Fire Service traffic and assure the security of the users. However the least footprint of the network is preferred.

3.2.3 : The Choice of layout with respect to the Protected Zones

Objectives:

To plan the implementation of a road network which is integrated within a natural environment, to preserve, in an optimal way, the environmental element of Barkmere (protected zones in the *Zoning Bylaw*).

Criteria:

1. The layout adapts itself to the natural topography of the area in which it is integrated and avoids the Very High Slope and High Slope Zones.
 2. The proposal prefers a sinuous layout that follows the level curves ;
 3. The layout minimizes which are oriented parallel or diagonal to the level lines ;
 4. The layout avoids encroachment on the Biological Corridor. When it is impossible to avoid such encroachment, the proposal must encroach a layout in the axis with the least impact (for example, in the narrowest portion and in crossing it in a right angle and encroaches with the shortest road or access). The same principle applies for the proposed Exceptional Forestry Ecosystem, any Areas of High Ecological Value and when the road network crosses a stream.
 5. The slope of the embankment that is necessary for the construction of a private road or vehicular access must tend to be as close to the natural slope of the land site closest to the layout while minimizing the deforestation.
 6. The location of the road network is as far as possible from the high water mark of streams and humid areas;
 7. The layout minimizes deforestation, preserves the quality of forests and avoids encroachment in the environmental zones required about land sites. The proposal includes renaturalisation measures after the work.
 8. The layout looks after the habitat quality index for the different species of fauna.
 9. The location of the road network is as far as possible from the summits of mountains.
 10. The location of the road network is as far as possible from the High Elevation Zone and from the Very High Slope areas. However, when these zones are situated close to a High Water Mark, where possible a further distance from the High Water Mark will be favoured (for example: two or more times the minimal distance required).;
 11. The layout of the road network takes into consideration the visual perspectives from the point of view of Bark Lake and is not visible from the lake. The integrity of the landscape that constitutes Barkmere is preserved.
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**CHAPTER 3 :
Objectives and Criteria Applicable to Vehicular Accesses and Private Roads**

3.2.4 : Drainage and Erosion Control Measures

Objectives:

Plan the road network taking into account the site draining and foreseeing any erosion control measures all along its course.

Criteria:

1. The project takes into account land site drainage constraints and preserves the pattern of the natural drainage;
 2. The project evaluates the land site erosion within which it will be situated (conditions on the site) and proposes optimum control measures (roadbeds, dikes, sedimentary basins, the technique of inferior thirds, vegetation stabilization etc.);
 3. The project favours the maintenance of existing vegetation which contributes to erosion control. Identification measures and the delimitation of the areas to be preserved are proposed and applied on the land site during the work;
 4. The project protects cleared sectors and any cleared land by applying adequate erosion control measures and covering the provisional embankments with geotextile membrane;
 5. The project reduces to a minimum the quality and the water flow, for example, in deflecting the water flow towards vegetated areas, in reducing the length and angle of slopes, in maintaining the natural drainage or in developing deviation canals so as to obtain lower slopes and in installing geotextile membrane so as to limit erosion;
 6. The project plans for the stabilization and revegetation of the existing areas of erosion or those that are created;
 7. The project plans for the development of ditches and other infrastructures by using stable and permanent materials, stabilizing the edges and proceeding to the recovery of the stone facing of the edges of culverts;
 8. The project plans for the utilization, during the construction phases, of sedimentary barriers in critical areas so as to stop the flow of sediment into the hydrographical systems;
 9. The project plans for the development of sedimentary basins in the ditches and where the ditches empty, more precisely at the bottom of slopes and before their arrival at a stream;
 10. The project proposes a work schedule permitting the reduction of the risk of erosion, (for example in a period of low precipitation, etc.);
 11. The project uses construction materials, notably for the road surface, that minimizes the flow of surface water;
 12. The project plans for a small width while developing adequate ditches on the site;
 13. The project plans for the equipment and construction methods that will minimize the impact on the immediate environment;
 14. The project plans for annual measure of follow-up, especially for erosion control and adequate road maintenance methods.
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**ARCHITECTURAL INSTALLATION AND
INTEGRATION PLAN (PIIA) BYLAW N° 206**

CHAPTER 4 :

Objectives and Criteria applicable to Driveways and Parking Spots

CHAPTER 4 :
Objectives and Criteria applicable to Driveways and Parking Spots

Section 4.1 : Area of Application

4.1.1 : Scope

All territory of the Town of Barkmere is subject to the objectives and criteria of the current chapter.

4.1.2 : Subject Interventions

The approval of a PIIA is required for one or the other of the following Interventions when a Request for Construction Permit or a Certificate of Authorization is required by the *Permit and Certificate Bylaw* :

1. In the case of the development of a driveway or a parking spot;
2. In the case of an enlargement of a driveway, including the widening or modification of the roadbed;
3. In the case of the increase in the number of parking spots.

The approval of a PIIA is only required if the driveway or the parking spaces are situated on a lakeshore land site, at more than forty-five (45) metres from the high-water mark but under sixty (60) metres from other high-water mark, and that, if authorized in the *Zoning bylaw*, in the measure where these land sites are adjacent to a private road or vehicular access but where the land site presents a depth inferior to sixty (60) meters.

CHAPTER 4 :
Objectives and Criteria applicable to Driveways and Parking Spots

Section 4.2 : Objectives and Criteria applicable to Driveways and Parking Spaces

4.2.1 : General Objectives

The current section targets the inclusion of the development and construction of driveways and parking spots which are situated in proximity of the high-water mark. In the context the intervention must foresee mitigation measures especially during and after the work.

4.2.2 : Location of a driveway and parking spaces with respect to the environmental composition of the site

Objective:

To optimize the location of the driveway and parking spaces with respect to the natural environment so as to preserve in an optimal way, the environmental composition of Barkmere (Protected Zones are identified in the *Zoning Bylaw*).

Criteria:

1. The layout of the driveway uses the shortest course : however the preferred proposal will have the least impact on the environment;
2. The location of the driveway and parking spaces will be as far as possible from the high water mark;
3. The footprint of the driveway and the parking spaces are reduced to a minimum as well as being secure;
4. the proposal adapts to the natural topography within which it is being built and avoids the High and Very High Zones;
5. The layout of the driveway favours a sinuous layout following the level curves;
6. The proposal minimizes excavation and backfilling projects by having parallel or diagonal orientation with respect to the level lines.
7. The location of the driveway and the parking spaces minimize deforestation of the preservation areas on the site. If necessary the project will propose renaturalisation measures after the work.
8. The layout avoids encroachment in the Biological Corridor, in the Areas of High Ecological Value and in the Exceptional Forest Ecosystem. When it is impossible to avoid such an encroachment, the proposed layout must show a layout in a manner having the least high impact and provide plans for measures to protect the additional spaces during the work.
9. The location of the driveway and parking spaces is as far as possible from the summits of mountains.
10. The location of the driveway and parking spaces is as far as possible from the High Elevation Zone and from the Very High Slope areas. However, when these zones are situated close to a High Water Mark, where possible a further distance from the High Water Mark will be favored;
11. The driveway and the parking spaces are adequately delimited: by a border, a sleeping wall or other similar system in a manner that vehicles cannot cross them.

**CHAPTER 4 :
Objectives and Criteria applicable to Driveways and Parking Spots**

12. The location of driveways and parking spaces must take into account the visual perspectives from Bark Lake and must not be visible from the lake.

4.2.3 : Drainage and Erosion Control Measures

Objectives:

To take into account the natural drainage of the site during the work as well as planning for erosion control measures.

Criteria:

1. The proposal takes into account constraints relating to land drainage and the preservation of the natural drainage patterns;
2. The project evaluates the land site erosion within which it will be situated (conditions on the site) and proposes optimum control measures (roadbeds, dikes, sedimentary basins, technique of inferior thirds, vegetation stabilization etc.);
3. The proposal favours the maintenance of existing vegetation that contributes to erosion control. Identification measures and the delimitation of the areas to be preserved are proposed and applied on the work site;
4. The proposal plans for the use, during the work, of a sedimentary barrier in the shore so as to avoid the flow of sediment into the hydrographical system;
5. The materials used for the surface of the parking spaces must minimize the flow of surface water;



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**ARCHITECTURAL INSTALLATION AND
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CHAPTER 5 :

**Objectives and Criteria applicable to Main Buildings and their
enlargements**

CHAPTER 5 :
Objectives and Criteria applicable to Main Buildings and their Enlargements

Section 5.1 : Area of Application

5.1.1 : Subject Zones

All territory of the Town of Barkmere is subject to the objectives and criteria of the current chapter with the exception of the Nv « noyau villageois ».zones identified in the Zoning Plan which is part of the *Zoning Bylaw*.

5.1.2 : Subject Interventions

The approval of a PIIA is required for one or the other of the following Interventions when a Request for Construction Permit is required by the *Permit and Certificate Bylaw*:

1. In the case of a new Main Building;
2. In the case of an enlargement which results in an enlargement of 25% or more of the Building Implantation area of a Main Building (calculated from the Building Implantation Area of the main building before the projected enlargement);
3. In the case of the addition of a storey to an existing Main Building.

5.1.3 : References for the evaluation of Objectives and Criteria

For the evaluation of objectives and criteria which are applicable to the current section, Appendix 2 of the current bylaw is also a reference for the evaluation of proposed Interventions.

**CHAPTER 5 :
Objectives and Criteria applicable to Main Buildings and their Enlargements**

Section 5.2 : Objectives and Criteria applicable to the Main Building and its Enlargements

5.2.1 : General Objectives

The principal objective of the present section is to assure a harmonious and optimal installation and integration of main buildings and their enlargement so as to maintain the environmental quality of the site of the project and the components of the landscape of the territory of Barkmere.

5.2.2 : Installation of the Main Building

Objectives:

Planning the installation of a main building and the location of its enlargements must be done in a manner to minimize the visual impact from Bark Lake and preserve the natural characteristics of the site.

Criteria:

1. The proposed installation is planned in a manner to minimize the visual impact from Bark Lake and to avoid a building that dominates the site;
2. The proposed installation must respect the natural topography by following the parallel and diagonal level lines;
3. The proposed installation uses construction methods that minimize excavation and backfilling and makes use of flat areas or areas of low slope;
4. The location of the Main building which permits the conservation of mature trees minimizes any clearing at the edges of the building and preserves areas of densely treed areas.

5.2.3 : Management of the Landsite and Erosion Control

Objectives:

To favour development of erosion control measures adapted to the Intervention Site.

Criteria:

- a) The proposed installation must foresee methods of renaturalisation for any cleared area made necessary for the installation of the building, including areas of excavation and backfilling;
 - b) Where necessary, stabilization work, excavation or backfilling are adapted to the characteristics of the intervention area and are part of an integrated approach of landscape development;
 - c) The proposed intervention does not alter any natural characteristics of the site, minimizing changes to the natural topography of the site. The maximum area of the site must be kept in its natural state;
 - d) The proposed intervention avoids the elevation of the land site, notably the part targeted for the installation of the Main building and its enlargements, in a manner to diminish its visibility from the lake;
-

**CHAPTER 5 :
Objectives and Criteria applicable to Main Buildings and their Enlargements**

- e) The project foresees erosion control measures during and after the work. The selected measures for erosion control are adapted to the Intervention Site.
- f) The natural night light is made a priority: the proposed lighting avoids being heavy and intensive.

5.2.4 : Volumetric and Architecture of the Main Building

Objectives:

Adapts the volumetric and the architecture of the building and its enlargements to the landscaping and natural components of the site:

Criteria:

- a) The volumetric of a Main Building adapts itself to the topography of the land site in ensuring that notably the volumes are inversely proportional to those of the land sites;
- b) The height of the Main Building must be adapted to the crown of mature trees situated at the same elevation;
- c) The Main building is not visible from the lake and the volumetric take into account the visual perspectives;
- d) The colors used for the exterior cladding and roof are not reflecting nor fluorescent.



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**ARCHITECTURAL INSTALLATION AND
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CHAPTER 6 :

Final Provisions

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Final Provisions

Section 6.1 : Entry into Force

This bylaw shall enter into force in compliance with the law.

Mayor

Director General



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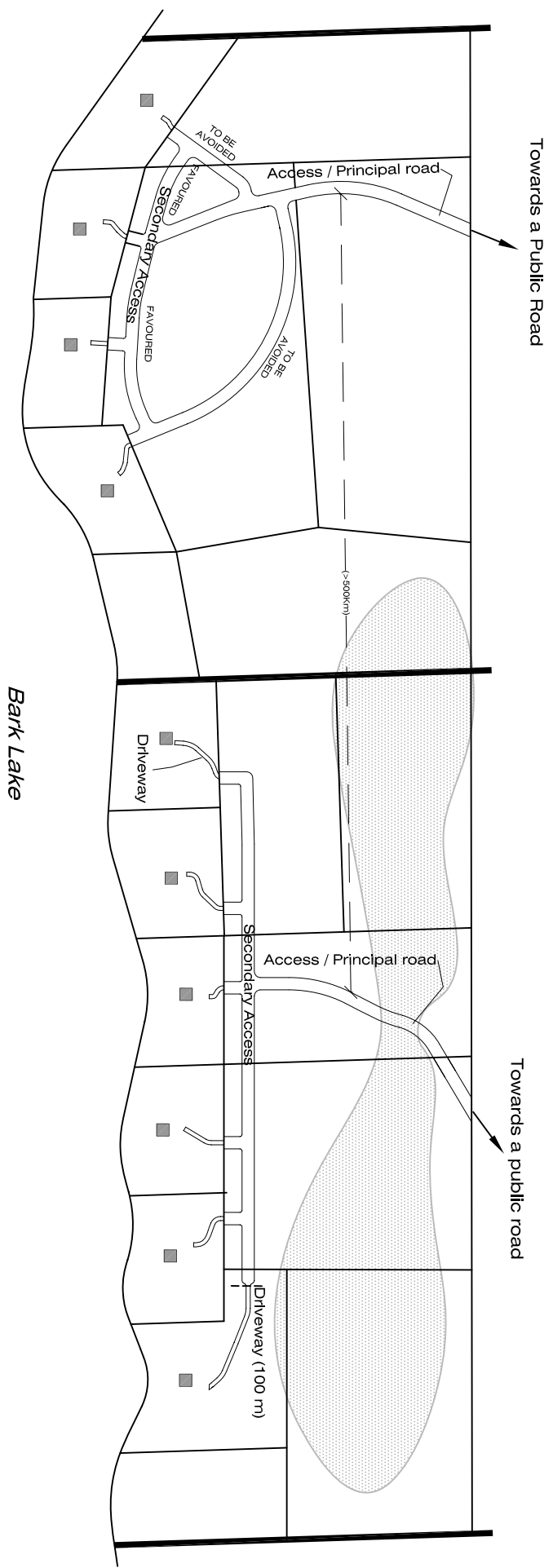
TOWN OF BARKMERE





**ARCHITECTURAL INSTALLATION AND
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APPENDIX 1 :

Layout of Vehicular Accesses and Private Roads

Example - Layout of Vehicular Accesses and Private Roads



-  Lot Limit
-  Limit of the Intervention Sector
-  Main Building
-  Biological Corridor / Exceptional Forest Ecosystem / Ecological High Population Area



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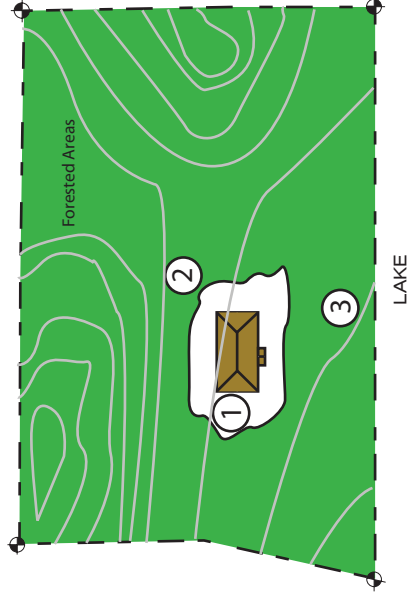
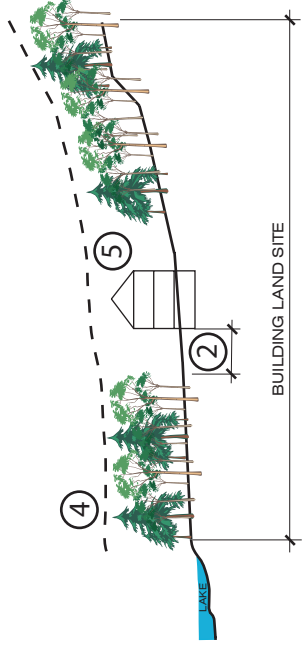
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**ARCHITECTURAL INSTALLATION AND
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APPENDIX 2 :

Drawing showing Installation Plans to favour and those to avoid

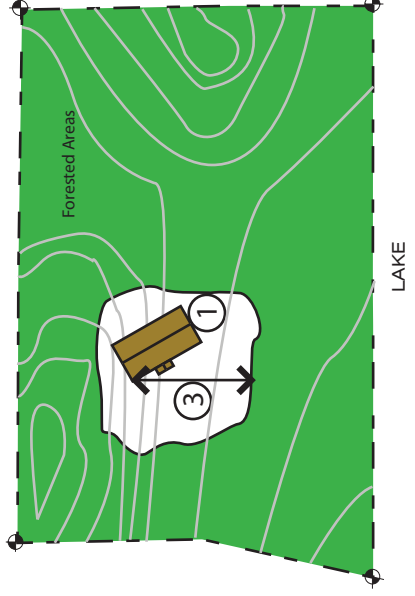
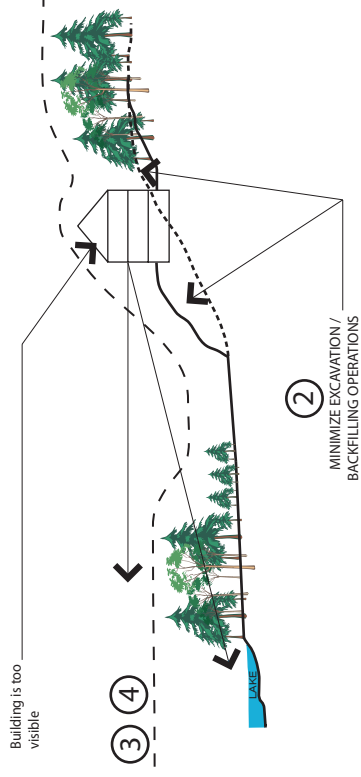
FAVOURED



- Favoured -

- 1 Implementation of the building parallel property contour lines.
- 2 Limiting deforestation near the building.
- 3 Building should be not visible from the lake.
- 4 Continuity of the line of the forest canopy.
- 5 Integration of the building into the construction land site.

TO BE AVOIDED



- To be avoided -

- 1 Implantation of the building perpendicular to property contour lines (entails more excavation and backfilling operations).
- 2 Requires more excavation.
- 3 Discontinuity of the line of the forest canopy.
- 4 Visual impact of the building from the lake.

APPENDIX 2 : Drawings of the implantation modes to be favored or avoided (the illustration is not to scale)

