

8. Glen Yards

The objectives and criteria outlined in the first seven sets of guidelines apply to the Glen Yards, Character Area 39. In addition, the following objectives and criteria apply to this area, notably with respect to the preparation of a subdivision plan and to the issuance of construction and occupancy permits. This is the only Redevelopment Area in Westmount's Planning Programme. Since the area is presently undeveloped, the format for this Character Area differs from the other 38 in that it is made up of specific guidelines rather than a description of the existing defining characteristics of the area. The area between the CN railroad and St. Catherine Street should harmonize with the defining characteristics of the adjacent areas: 27 (Somerville Area) and 37 (Around Park Place). Note that in this document, the objectives are in larger type immediately following the subtitles and the criteria for meeting these objectives are subsequently listed in point form.

8.1 General Approach

Design the Glen Yards development as a coherent whole which is an extension of the existing urban milieu of the city of Westmount with respect to scale and character.

- Ensure that the development is physically and visually connected to adjacent areas.
- Ensure that the urban and architectural design is compatible with the traditional character of Westmount with respect to the overall layout and the design of streetscapes, buildings and open spaces.

8.2 A residential neighbourhood

Develop the area so that its character constitutes a residential neighbourhood.

- The project shall consist mainly of housing with a variety of types, designs and tenure.
- Also include complementary amenities such as parks, green spaces, recreational facilities and a community garden (if there are housing units without easy access to grade) within easy proximity of the housing.

8.3 Street grid, streetscapes and views

Create streetscapes in scale with neighbourhoods to the north and preserve open views.

- Make the street grid an extension of the pattern north of the tracks with North-South streets (including all of Claremont) in the same axis as those to the north and East-West streets parallel to de Maisonneuve.
- Design streets to be relatively narrow; 15 meters including sidewalks.
- Site buildings and open spaces so as not to obstruct the broad southerly views from the area to the north as well as the axial views defined by the existing street grid of Victoria, Prince Albert and Claremont avenues as well as the new streets in the development area.

8.4 Traffic

Minimize the impact of traffic in adjacent areas of Westmount.

- Ensure that the amount of traffic and the level of service on streets in Westmount is not substantially changed as a result of the development of the site.
- Direct traffic to major arteries, especially Decarie Boulevard.
- Do not depress existing streets (eg. St. Catherine St.) unless it can be demonstrated to the City's satisfaction that the traffic impact and the physical design (eg. Embankments, retaining walls) are acceptable.

8.5 Buildings

Design buildings with the typology and design approach common in the rest of Westmount.

- Constitute the development primarily of townhouses, with a maximum of three storeys, fronting on the street.
- Consider the possibility of using other housing types in limited quantity to provide a variety in design and tenure.
- Seek a diversity in building design within the general overall approach.
- Use creative solutions to parking (ex. laneways) so that garage doors do not dominate the streetscape.

8.6 Pedestrian-oriented community

Structure the physical organization of the development around and to favour pedestrian movement.

- Make the main pedestrian gateway to the neighbourhood a pathway that is a continuation of Victoria Avenue passing to the west of Westmount Station in a safe and inviting underpass.
- Establish an active and secure pedestrian spine throughout the development linking Victoria Avenue and the Vendôme metro station.
- Create a centrally-located open space, designed as a "Village Green", to serve as a neighbourhood focus.

8.7 Escarpment Park

Create a linear park along the entire escarpment.

- Preserve the present landform and natural character of the escarpment.
- Create a linear walkway, bicycle path and cross-country ski trail, as well as providing benches and picnic tables, set back from the crest of the escarpment.
- Create a lookout at the foot of Claremont Street.

8.8 Westmount Station

Preserve the Westmount Station building and setting while maintaining its publicly-oriented character.

- Preserve the Westmount Station in its present location. Restore its publicly-accessible character so that it serves as a landmark for the Victoria Street entry to the site and the project as a whole.
- Preserve the area in front of and to the east of the station (up to the City park abutting the Glen) as an open space including a public square between the station and St. Catherine Street.

8.9 Sustainable Development

Plan and develop the site on the basis of principles of sustainable development.

- In the site and building design, use an approach which favours energy and water conservation as well as environmentally sound waste management (recycling, composting etc.).

8.10 Master Plan

Prepare a comprehensive development plan for the entire site, particularly with respect to the overall subdivision of the land, types of construction and the design of public spaces.

- Demonstrate compliance with all applicable objectives and criteria by submitting a detailed plan for the entire zone to the City of Westmount for review. This plan must include the layout and subdivision of the entire site including streets and open spaces, the proposed types and locations of buildings, and any other element which is deemed necessary to provide an understanding of an urban development project.
- Also include:
 - cadastral identification,
 - existing and required servitudes,
 - existing and proposed ground elevation (contours at 2m or less),
 - the location of mature trees and those to be relocated or cut down,
 - the layout and rights-of way for proposed streets and lanes and their connection to the existing or proposed street network outside the zone,
 - pedestrian walkways and bicycle paths,
 - proposed subdivisions;
 - building heights, setbacks and site coverage,
 - complete preliminary sketches (including plans, elevations and an overall model) of all types of buildings proposed in the plan,
 - plans of parks and other open spaces,
 - plans of interior and exterior parking areas,
 - the nature, siting and type of spaces and facilities intended for community use,
 - list of all the proposed public and private works as well as their approximate implementation costs and the organisations involved,
 - the sequence of construction of public facilities including waterworks, sewers and other public utilities as well as the approximate duration of the various phases of the total project.
- In conjunction with the submittal of the comprehensive plan, submit impact studies indicating the impact of the proposed development on traffic, microclimate (shade, wind, etc.) and views. In addition, submit an environmental analysis of the soils including a plan for remediation and/or removal of contaminated soils.