

PROGRAM

Urban design competition Promenade Smith, Griffintown

VILLE DE MONTRÉAL



URBAN DESIGN COMPETITION PROMENADE SMITH, GRIFFINTOWN

Partners:
Direction du développement économique et urbain
Arrondissement du Sud-Ouest
VILLE DE MONTRÉAL



OCTOBER 2011

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1. PROJECT OVERVIEW

1.1 LOCATION

For the purposes of the competition, the site is bounded by Nazareth Street, Wellington and Smith Streets, the Lachine Canal, De la Montagne Street and the Canadian National railway tracks.



FIGURE 1: COMPETITION BOUNDARIES

1.2 PROPOSED OPERATIONS

The competition site is made up of an urban fringe of approximately 500 m, along the current Smith Street, which stretches from the intersection of Nazareth and Wellington Streets to the Lachine Canal to the south. Near the canal, the site also includes a triangular area located on the axis of De la Montagne. The area of the competition site is approximately 1.8 hectares.

The proposed operations are as follows:

- Transform this urban fringe into a public walkway along the CN railway (A);
- Develop the public space located between Ann, Wellington, Nazareth and Smith Streets (B);
- Develop the public space delimited by Smith, Ann and Brennan Streets and by the viaduct's southern bearing wall (C);
- Develop the Square Gallery between Smith and Wellington Streets including the Murray and De la Montagne Street corridors (D).

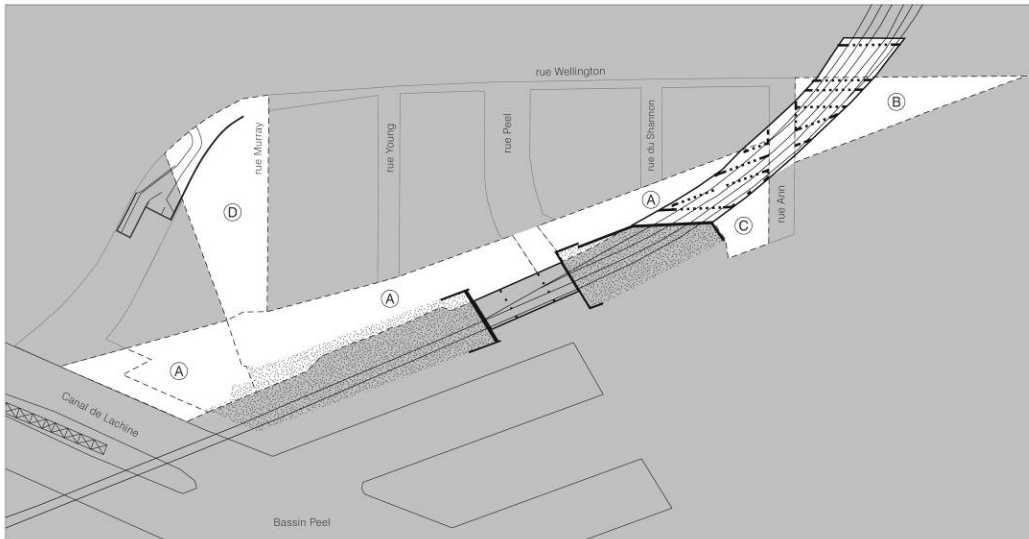


FIGURE 2: KEY OPERATIONS PROPOSED

1.3 STAKEHOLDERS

For the past few years, the project has mobilized many stakeholders. The competition directly involves the following players, both in its preparation and its results:

- The Arrondissement du Sud-Ouest and the Ville de Montréal’s corporate services;
- The waterside land owners and developers;
- The City partners who own land that is part of the development project (Canadian National, Parks Canada);
- Neighbourhood residents and Montrealers interested in the area’s future.

2. PROJECT MISSION

2.1 CHALLENGES TO TAKE UP

The challenges of the project stem mostly from the strategic role that this location must play in the Griffintown neighbourhood's development, on several fronts:

- For the city and neighbourhood, the project is dedicated to becoming a veritable public space of reference, like the Place Jacques-Cartier, Place d'Youville and the Promenade de la Commune.
- From the perspective of the site, the project draws its originality from its strategic position and uniqueness, situated as it is at the crossroads of a major railway (to the south-east), the Lachine Canal (to the south-west) and the former Griffintown industrial neighbourhood (to the north). It is also based on the historic route of the old Wellington Street, revealing the origins and value of the urban configuration that liven and form the area at the same time.
- On the human scale, the project embodies the goal of reappropriation by citizens wanting to “live in the city”, in an area currently undergoing major transformation.



FIGURE 3: PUBLIC SPACES OF REFERENCE FROM WEST TO EAST: PROMENADE SMITH, PLACE D'YOUVILLE AND PLACE DE LA DOUANE, PROMENADE DE LA COMMUNE, PLACE JACQUES-CARTIER, SQUARE DALHOUSIE.

By taking on an urban design project, the Ville de Montréal wants to provoke thinking about the art of developing streetscapes and the importance of the public framework for collective living in a contemporary city. Considering the new values of our society and the bright future of this Montréal neighbourhood, Promenade Smith will become one of the mainstays of Griffintown's urban revitalization. This project seeks to demonstrate the importance of imagining the city as a project committed to urban, architectural and artistic finesse.

2.2 ISSUES

The issues to consider in designing such a project are many and varied, with regard to the people it affects and the high expectations it raises.

From a cultural perspective, the major issues concern maintaining and strengthening the area's identity by emphasizing indications of its past and by adding a contemporary overlay. This project seeks to breathe new life into the area, given the logical progress of its evolution.

From an urban life perspective, the issues relate to the appropriation of public space, the atmosphere created, the stimulation of the senses and user comfort. It is about creating a new event hub that is dynamic, attractive, accessible, comfortable, and safe and which has a sustainable influence on the entire area.

From a development perspective, the issues concern the creation of a new public space in addition to the existing surrounding spaces and the new buildings that surround or will surround it in the near future, the development of new links between the site and the Lachine Canal, Old Montréal, the entire neighbourhood and the city, and the creation of a network of routes that is better adapted to new means of active travel currently used in the city. Overall, the project aims at making the Promenade Smith a backbone of the area's development, a landmark that becomes the true framework for current and future developments.

From an operational perspective, the issues deal with the cohabitation of private and public use in the area, the coexistence of various modes of transport that meet there, universal accessibility, surveillance and building maintenance. It is a matter of creating a new urban environment that is efficient, functional and easy to manage both on a daily basis and during special events.

From a project implementation perspective, the issues deal mostly with coordinating public and private investments that will be made in successive phases spread over a long period of time. As many realty projects remain to be built near the site, and depending on anticipated agreements, the public project will be completed in steps and independent stages.

From an ecological perspective, the issues are part of the Montréal Community Sustainable Development Plan 2010-2015, particularly with regard to the following guidelines:

- Responsible resource management (effectively manage runoff, reduce source material, collect recyclable materials, etc.).
- Quality of residential environments (traffic calming, greening and reducing heat islands, etc.);
- Air quality improvement and greenhouse gas emission reduction (reducing automobile dependence).

Overall, the goal is to make this project a clear example of eco-responsible urban development.

Finally, and even if the issues are many and diverse, the project should constitute a well-matched synthesis of all needs and not simply a summing up of purely functional considerations to be met. We should strive to make the future Promenade Smith a real testimony to innovation in urban development, a new reference – both surprising and convincing – of the skills of Québec's best urban designers.

3. OPERATIONAL CONTEXT

3.1 CURRENT CONDITION OF THE PROJECT SITE

Situated at the foot of downtown and facing the Lachine Canal, the competition project site is currently a largely forgotten location, lined with obsolete buildings and vacant or underused lots.

Smith Street is actually the former route of Wellington Street, which had to be rerouted to facilitate the movement of vehicles towards the new Wellington Tunnel during the 1930s. This former route travels under the imposing railway structure and

opens onto a 20m-wide open space between the CN railway bed and the façades of the private plots.



FIGURE 4: PASSING UNDER THE CN, SEEN FROM THE SHANNON STREET INTERSECTION



FIGURE 5: UNDER THE CN VIADUCT ARCADES



FIGURE 6: WESTWARD VIEW OF THE SMITH STREET RIGHT-OF-WAY, BORDERED BY THE RAILWAY TO THE SOUTH AND PRIVATE LAND TO THE NORTH.

In between, Peel Street (an important route from Mount Royal to the canal) intersects Smith Street and passes under the railway bed to join De La Commune Street and the Peel Basin. This is where the Lachine Canal bike path moves away from the canal towards the developments in the Old Port of Montréal.



FIGURE 7: VIEW OF THE BIKE PATH AND THE PEEL BASIN

It is also worth mentioning here the remains of the foundation walls of the Montréal Warehousing Co. This imposing building bordered the basins prior to construction of the CN railway right of way.



FIGURE 8: THE MONTREAL WAREHOUSING CO. ON THE LACHINE CANAL, CIRCA 1875 (MCCORD MUSEUM)

To the south, the view from Smith Street ends at the metal structure of the old railroad swing bridge, which is today blocked by the canal's navigable channel. Alongside the canal and adjoining the railway track, a small singular building, a former switch tower, will undergo an as yet to be determined recycling and restoration intended certainly to complement the planned public promenade project.



FIGURE 9: VIEW OF SMITH STREET AND THE SWING BRIDGE FROM THE TOP OF THE RAILWAY EMBANKMENT.



FIGURE 10: FORMER CN SWITCHING TOWER

To the southwest, the former cottage (the Square Gallery designed by David Jerome Spence, who is known for designing the Unity Building in Montréal) closes off the triangular perspective of the square with the same name. All that currently remains of this square, which opened at the end of the 19th century, is its name.



FIGURE 11: FORMER SQUARE GALLERY COTTAGE, SEEN FROM THE WELLINGTON TUNNEL ENTRANCE.

The topography is relatively flat, save for a vertical drop of ± 0.8 m along Murray Street.

A series of six small streets, whose length is typical of the 19th century, runs into Smith Street and, from here, opens onto framed views of downtown Montréal.



FIGURE 12: NORTHWARD VIEW ALONG MURRAY STREET.



FIGURE 13: NORTHWARD VIEW ALONG YOUNG STREET.



FIGURE 14: NORTHWARD VIEW ALONG ANN STREET.

3.2 HISTORY OF THE GRIFFINTOWN NEIGHBOURHOOD

At the beginning of the 19th century, the City opened out into its suburbs following the demolition of its fortifications. During this period of expansion, Mary Griffin entrusted land surveyor Louis Charland with the mandate of designing the *Fief de Nazareth* subdivision (also called Faubourg Sainte-Anne or Griffintown). Griffintown remained predominantly residential until the middle of the 19th century.

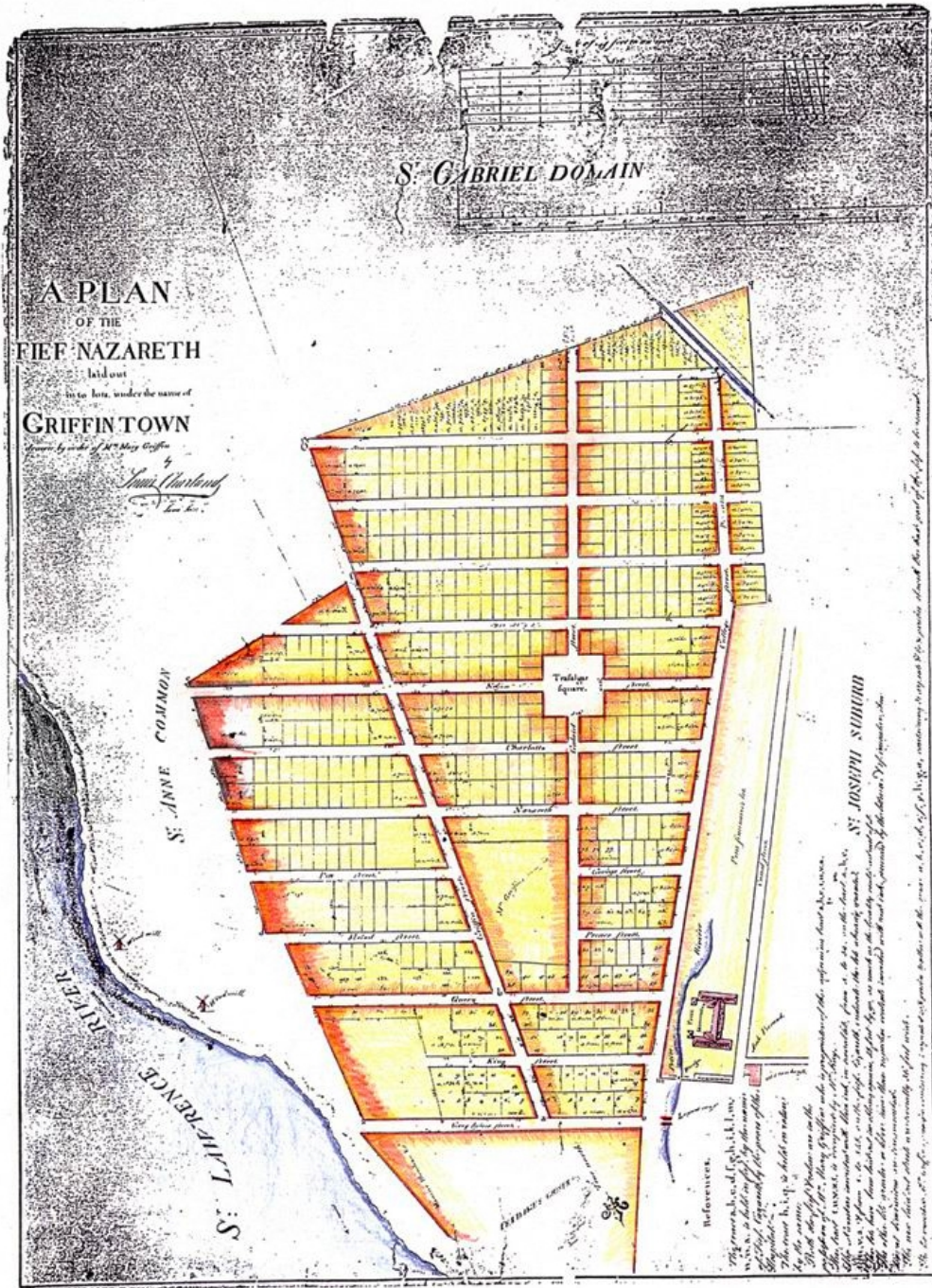


FIGURE 15: MAP OF LOUIS CHARLAND'S FIEF DE NAZARETH 1805-06 (SOURCE: BIBLIOTHÈQUE ET ARCHIVES NATIONALES DU QUÉBEC (BANQ)).

During the second half of the 19th century, and markedly beginning in 1880 with the second widening of the Lachine Canal, Montréal became an industrial city, driven by

the significant development of port and railway facilities. Situated on either side of the Lachine Canal and adjacent to the port facilities, the Sainte-Anne neighbourhood developed to the beat of industrialization, major worksites and the implementation of a continental rail network.



FIGURE 16: MAP OF THE CITY OF MONTRÉAL IN 1888 (SOURCE: MCCORD MUSEUM).

In Griffintown, which became one of the mainsprings of Montréal's industrialization, warehouses, factories, foundries and railway tracks were set up among the dwellings. Unsanitary housing, factory smoke, nauseating odours, floods and epidemics characterized the neighbourhood at the time. Difficult living conditions quickly prompted residents to leave the area for more sanitary neighbourhoods, a movement that was made easier with the arrival of the electric streetcar in 1892.

Starting in the 1940s, working-class neighbourhoods disappeared while factories that had fallen into disrepair closed one after the other. The development of the road network and the trucking industry encouraged the scattering of production centres. As a symbol of Montréal's new industrial and commercial reality, the opening of the Seaway in 1959 marked the end of an era for the Griffintown neighbourhood.



FIGURE 17: DETAIL OF AN AERIAL PHOTO OF GRIFFINTOWN IN 1927 (SOURCE: BIBLIOTHÈQUE ET ARCHIVES NATIONALES DU QUÉBEC (BANQ)).

In the following decades, the neighbourhood's population decreased dramatically; municipal regulations authorized various types of industrial and commercial uses, but investments and the intensity of activities were minimal.



FIGURE 18: AERIAL VIEW OF THE GRIFFINTOWN NEIGHBOURHOOD IN 1980 (SOURCE VILLE DE MONTRÉAL)

Beginning at the end of the 1990s, the revitalization of Old Montréal, the redevelopment of the Old Port and the reappropriation of the Lachine Canal for tourism and recreational use brought about a ripple effect in the area. In light of this, Griffintown today has become the subject of new interest by groups seeking to emphasize heritage and by investors, neighbourhood citizens and Montrealers in general. A more detailed historic overview is presented in annex 2-1.

3.3 URBAN READING

The approach of this competition is to recognize the urban fact as a way of enriching the urban experience, and to accept that public space draws together the values and practices of citizens.

The Ville de Montréal wants to build on and strengthen the urban qualities of its public infrastructure to direct and support the restoration of its neighbourhoods. With regard to this project, it wants to draw on Griffintown's singular urban morphology, with its cadastre as planned by architect and land surveyor Louis Charland at the beginning of the 19th century. The subdivision plan forms an orthogonal and rectangular grid where the north-south streets reach the banks of the Lachine Canal and the lots at the tip of the neighbourhood are larger. This configuration would not only become the norm in Montréal, but what is more, the use of an urban grid here to plan the city's development precedes Manhattan's very familiar screen by a decade.

The Charland screen makes use of the singular route of the Chemin de la Chine, along Wellington Street and the current Smith Street, which dates back to the beginning of the colony.

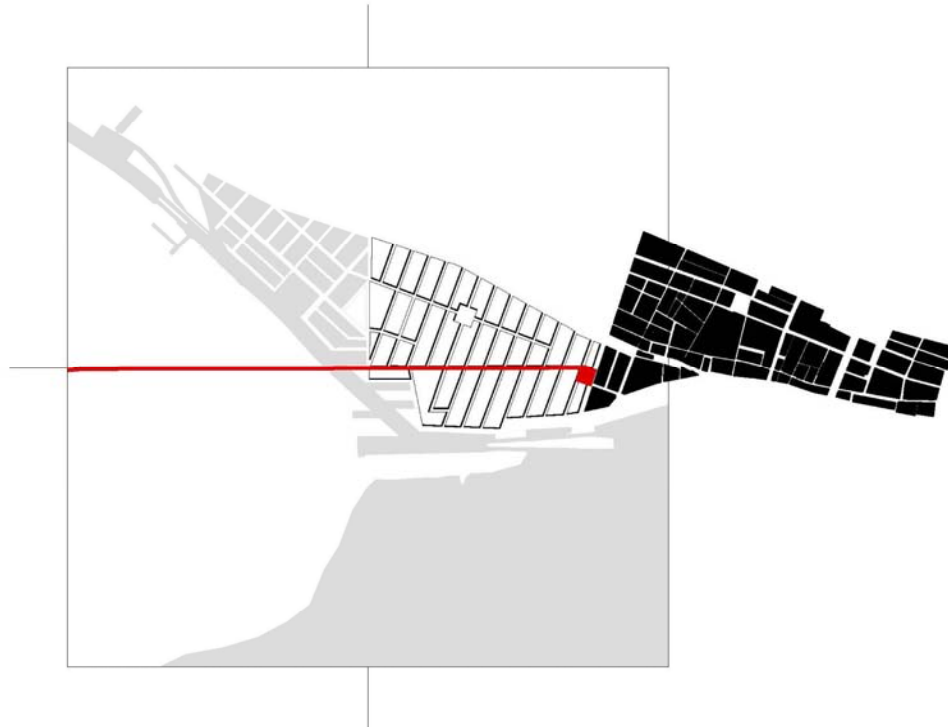


FIGURE 19: PUBLIC STRUCTURE OF NEIGHBOURHOODS: THE ORIGINAL GRIFFINTOWN SCREEN DEVISED BY LOUIS CHARLAND AROUND 1804, THE OLD MONTRÉAL AND WELLINGTON STREET'S HISTORIC ROUTE (LOWER LACHINE ROAD), IN RED. SOURCE : ATELIER D'AMÉNAGEMENT ET DE DESIGN URBAIN (AADU), 2007

The screen was then changed drastically by the arrival of major infrastructures such as the Bonaventure Expressway, the railway tracks and the Wellington Tunnel.

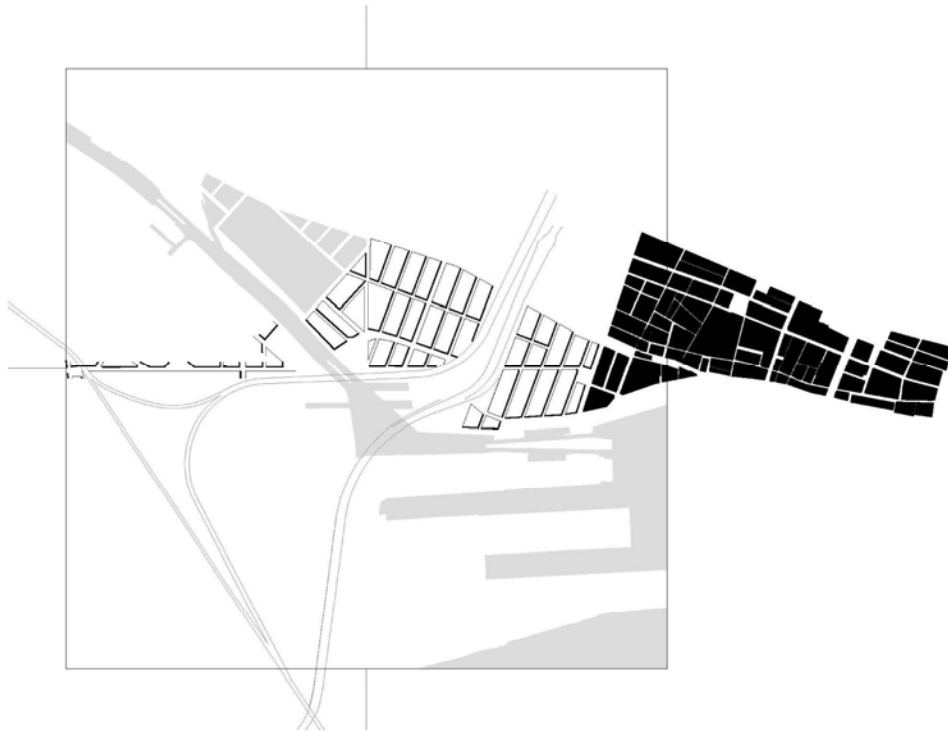


FIGURE 20: EROSION OF PUBLIC SPACES AND NEIGHBOURHOOD DISAPPEARANCE WITH THE ARRIVAL OF MAJOR INFRASTRUCTURES: BONAVENTURE EXPRESSWAY AND RAILWAY TRACKS. SOURCE: ATELIER D'AMÉNAGEMENT ET DE DESIGN URBAIN (AADU), 2007.



FIGURE 21: MUNICIPAL NEIGHBOURHOOD DEVELOPMENT PROJECTS AROUND OLD MONTRÉAL. SOURCE: ATELIER D'AMÉNAGEMENT ET DE DESIGN URBAIN (AADU), 2007.



FIGURE 22: POSSIBLE DEVELOPMENT OF PUBLIC SPACES IN GRIFFINTOWN (2007). SOURCE: ATELIER D'AMÉNAGEMENT ET DE DESIGN URBAIN (AADU), 2007.

A mosaic of heterogeneous elements formed around Wellington Street's former route, from which a strange impression of "another" place emanated. This was the result of a very noticeable fusion over time between various industrial programs and infrastructures. Recent neighbourhood development projects around Old Montréal are part of this special logic. In addition to forming the city's distinctive character, these layers of history provide a framework for action and offer an originality that asserts itself as a bastion against generic solutions.

Instead of denying the complexities, the opposing forces and strangeness, the required attitude is to embrace them to offer a new starting point: the Promenade Smith.

3.4 PLANNED REBIRTH OF THE GRIFFINTOWN NEIGHBOURHOOD

The current transformation of the neighbourhood manifests itself through new uses and new buildings. The construction of new, high-rise residential buildings is planned, offering density which was previously unknown in the Griffintown urban landscape. This new dynamic requires the Ville de Montréal to pay particular attention to the collective space in order to receive these transformations appropriately.



FIGURE 23: DISTRICT GRIFFIN PROJECT, BLOCK 10, ELEVATION ON YOUNG STREET.
 ARCHITECTS: MARTIN, MARCOTTE / BEINHAKER. IBI GROUP. DAA. SOURCE : DEVIMCO, 2011

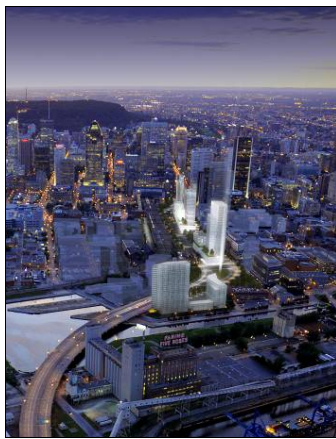


FIGURE 24: BONAVENTURE NEIGHBOURHOOD
 SOURCE: SOCIÉTÉ DU HAVRE DE MONTRÉAL



FIGURE 25: BASSINS DU NOUVEAU HAVRE
 SOURCE: CANADA LANDS COMPANY

Transforming from a century-old industrial environment to a living environment centred on domestic space, the Griffintown neighbourhood will host new density. This transformation accompanies the surrounding developments of the Bonaventure Expressway (see annex 5-5), the development of the École de Technologie Supérieure as well as residential construction in the Bassins du Nouveau Havre. These major activities will generate thousands of new housing units, a new population and a redefinition of public space practices in the area.

Beyond this rapidly developing area, the Promenade Smith project aims to establish new citizen and environmental values that drive sustainable development and that insure the creation of a quality living environment.

In addition to this project, specific undertakings will be agreed to that preserve and enhance the elements contributing to the neighbourhood's identity, in particular the built environment and the ties with the Lachine Canal, the consideration of the development's potential impact on existing activities, support for the neighbourhood cultural community, etc.

4. FUNCTIONAL AND TECHNICAL DATA

The client is not imposing any specific use for the entire site under consideration. He intends to develop his programming based on what the competition produces in terms of envisioning the use of public property in the development zone as well as for the Square Gallery, the current Smith Street and the space under the CN viaduct arcades.

Participants are invited to consider the content of the Ville de Montréal's charters, plans, policies and guides that direct the development of the public domain at various levels¹:

- Montréal Community Sustainable Development Plan 2010-2015
- L'accessibilité universelle : Un engagement de la Ville de Montréal, des réalisations concrètes – 2010
- Guide des plans locaux de déplacements – 2010
- Transportation plan – 2008
- Pedestrian Charter – 2006
- Master Plan – 2004
- Guide d'aménagement pour un environnement urbain et sécuritaire – 2003

The main need expressed by the City could be summed up as the harmonious cohabitation of new uses and movement to and from this new destination. In particular, it wants to provide vehicular access to new buildings, to give future residents a large capacity, user-friendly space, to be able to host a variety of programs, and to invent imaginative uses, or even a visual theme, for the space under the CN viaduct arcades.

¹ The documents are available in electronic format on the Ville de Montréal website at the following address: ville.montreal.qc.ca/publications

4.1 CONSTRAINTS OF DEVELOPING RESIDENTIAL LOTS

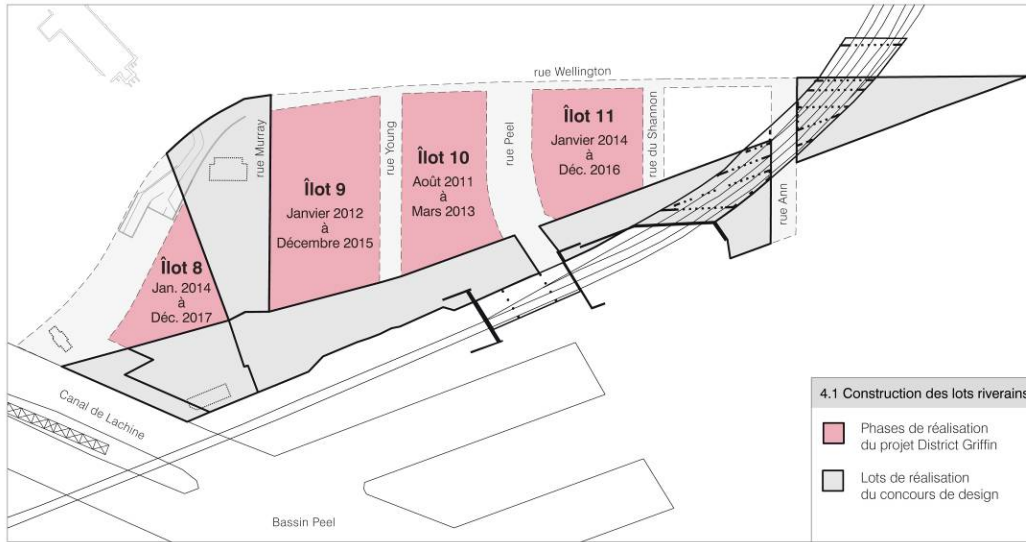


FIGURE 26: DIAGRAM - DEVIMCO SCHEDULE BY HOUSING BLOCK

Promenade Smith will be used as the facade for DEVIMCO's District Griffin realty project and the company has already acquired all properties bordering the railway tracks on the project side. In light of this, public investments will support and encourage the commercial activity planned for the ground level of this major new project. The project is planned in several phases with the first one starting in 2011.

4.2 PROGRAMMING CONSTRAINTS

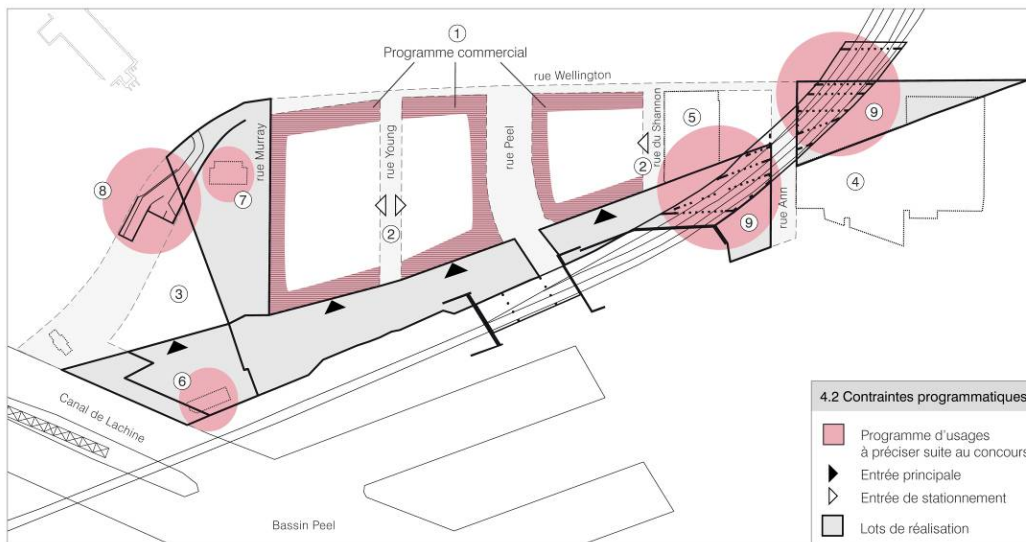


FIGURE 27: PROGRAMMING CONSTRAINTS

Commercial activity will be concentrated along Promenade Smith, on Peel Street, Murray Street and Wellington Street (1). Young and Shannon Streets will serve as a service and delivery areas as well as provide access to underground parking facilities (2). As for the parcel bordering the canal, it will only be used for residential purposes (3). The project entrances will be located on the current Smith Street and the delivery entrances will be located on Young and Shannon Streets. Participants must consider the phasing of the construction parcels proposed by the Ville de Montréal (see figure 2).

At the other end, the main entrance of the Drummond-McCall Building will face a public space (4). The decision whether to maintain the portion of the warehouse encroaching on Promenade Smith will be entirely left up to the participants.

On the northern side of the promenade, the building along Shannon Street has a perceived value and the authorities wish to see it returned to Promenade Smith, as was the case at the time of its construction in 1930 (5).

Two buildings appearing in the plan, the CN switching tower (6) and the Square Gallery cottage (currently occupied by a printing shop (7)) will soon be ceded to the Ville de Montréal and restored. They will be used for public purposes but their exact use remains unknown at the time this document is being written. More details will be available following the competition.

Although this portion is not included in the project limits, it is important to know that the Wellington Tunnel is no longer in use. It is secured and inspected regularly. It is possible that it will eventually be demolished and that the land will be leveled (8).

The arcades supporting the railway tracks will remain the property of CN and might host various programs. However, the structure must be accessible at all times (9).

4.3 CANADIAN NATIONAL AND PARKS CANADA PROPERTIES

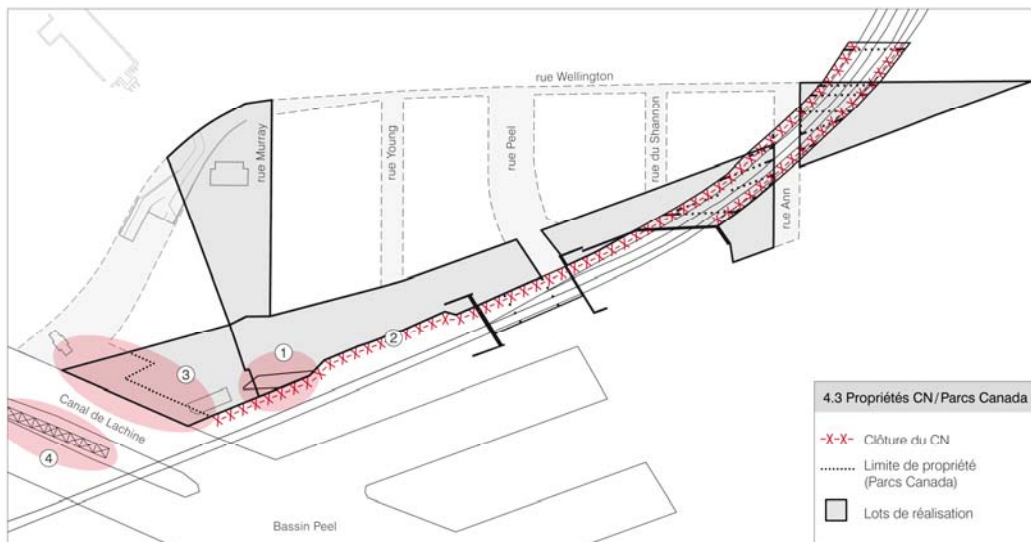


FIGURE 28: CN AND PARKS CANADA PROPERTIES

CN is the owner of all railway facilities in the area. It rents them out to three different companies (AMT, Via and Amtrak). Approximately forty trains travel every weekday morning towards Central Station and the same number leave at night headed to the suburbs. Increases in train traffic are inevitable but they are desirable in order to relieve congestion on the roads.

Up to six tracks lead out of the station. The number of tracks is reduced to two at the project site to allow trains to cross the viaduct, which straddles the Lachine Canal. This has a major effect on the terms of the project: it is in this location that CN has installed switches and related equipment that allows the change from six to two tracks. Infrastructure maintenance requires road equipment to access the railway tracks regularly. The only authorized place to do this is at the end of the ramp close to the former switching tower along the Square Gallery. The access ramp cannot be

relocated and access for trucks longer than 12m must be maintained at all costs (1). This is also the access that CN vehicles use to maintain the catenaries (the wires that provide power to electric locomotives). The lateral limiting distance for any construction along the railway tracks is 30m, measured from the centre of the closest track.

The project limits are defined by the location of the railway's existing fencing. In all cases, CN will maintain a 1.83m high steel fence in its current place. Participants can propose a particular design for this fence, so long as it limits access in the same way as the current fences (2).

Since CN remains the owner of the viaduct and the railway bed it supports, crews must be able to access all its exposed surfaces at all times for maintenance and repair purposes. For financial reasons, there is no possible way to envision a new structure that would replace the current structure in whole or in part.

Parks Canada is the federal agency responsible for the Lachine Canal and its banks. It is in favour of the project and wants to participate in the area's redevelopment. However, Parks Canada wants to ensure a clear line between the municipal property and its own (3).

4.4 UNDERGROUND CONSTRAINTS

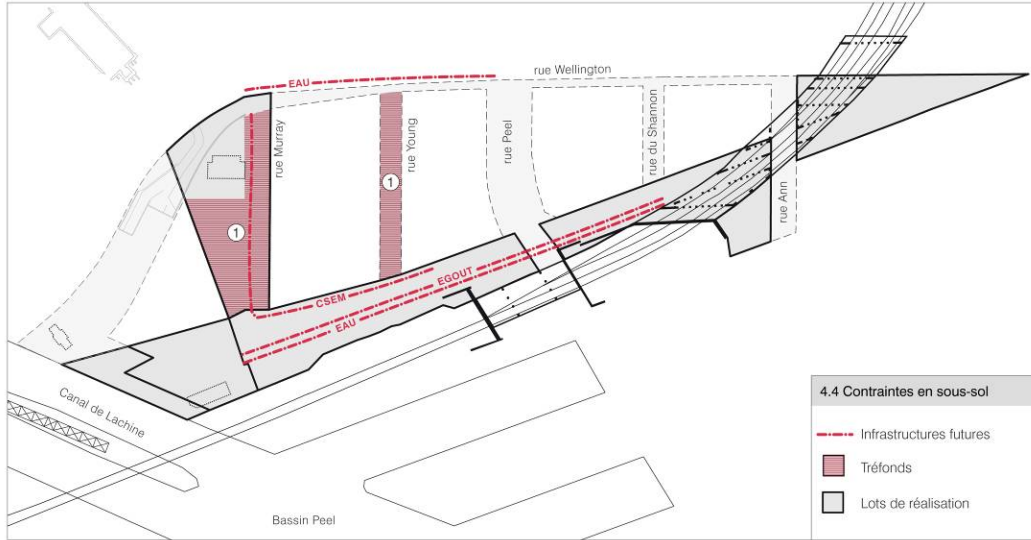


FIGURE 29: UNDERGROUND CONSTRAINTS

As part of the District Griffin development project, the City ceded the use of the subsoil from Murray Street to De la Montagne to the project promoter to allow for two levels of underground parking (1).

Participants must also consider the location of public services and utilities such as sewers, waterworks, and electric and gas lines. Participants will find a map showing the underground layout of these services in annex 1-5. They must also consider planned infrastructure work, illustrated on the above plan.

4.5 TRAFFIC CONSTRAINTS

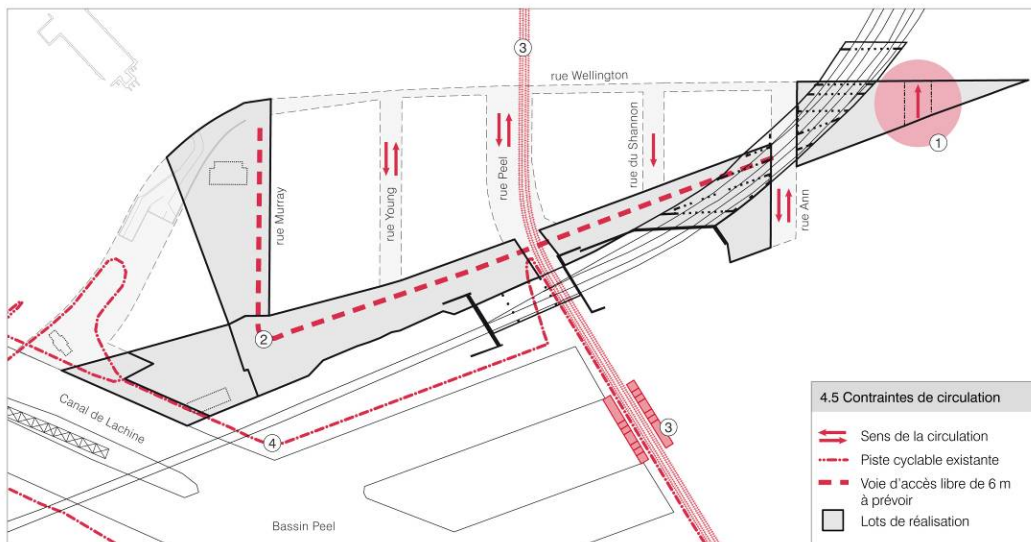


FIGURE 30: TRAFFIC CONSTRAINTS

The north-eastern tip of the proposed site would be crossed by a dedicated lane for South Shore buses travelling to Central Station. It is likely that up to 2,000 trips daily

could take place. The lane would, more or less, be located along the former Dalhousie Street (1).

Studies are underway to determine the direction of traffic for the entire site; however, it is obvious that special attention must be paid to pedestrian movement and the "soft" occupation of the proposed site.

In order to facilitate emergency vehicle movement and access, participants must provide a 6m clear access lane along Smith and Murray Streets. Automobile traffic will be concentrated there.

The illustration above is a preliminary version of the proposed traffic pattern.

The introduction of the streetcar in Montréal will involve a line travelling from Old Montréal to downtown along Peel Street. Studies are underway to determine the exact route as well as the location of the stops that are being planned across from the Peel Basins (3).

The bike path along the Lachine Canal will be retained and its route will be similar to the existing one (4).

4.6 ARCHEOLOGICAL POTENTIAL

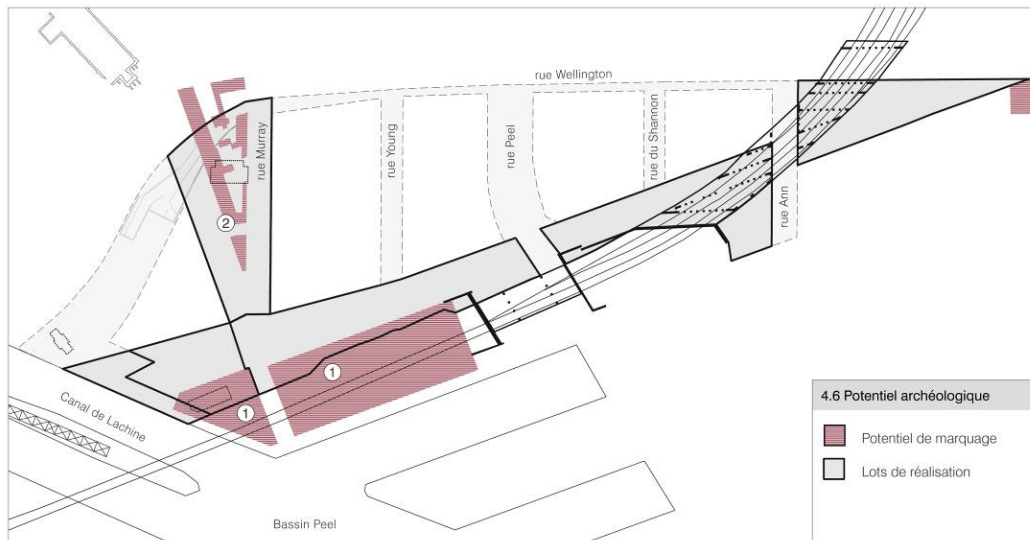


FIGURE 31: ARCHEOLOGICAL POTENTIAL

During the 19th century, the industrial emergence of Griffintown left underground proof that the area was in fact the cradle of Canadian industrialization.

To date, several archeological sites have been identified within the perimeter of the future Promenade Smith. In 2001, the archeological remains of the Montreal Warehousing Co. underwent on site consolidation and enhancement under the railway viaduct at the corner of Smith and Peel Streets (1). Due to the area's strong archeological potential, other discoveries are expected as part of the upcoming development work (2), particularly on the block formed by De la Montagne and Murray Streets. This space contains remains of both commercial and residential dwellings. It is located close to the Église Sainte-Anne park. This former church, whose remains also enhance the site, served the people of Griffintown and Pointe-Saint-Charles.

In order to achieve harmonious development and to encourage the conservation of archeological heritage, favouring enhancement through surface markings and physical reminders is recommended, rather than enhancing the archeological remains on site. With this in mind, the remains must be protected from damage caused by seepage and the freeze/thaw cycle. Reversibility of the works is also recommended. To this effect, the development proposals can include the reburial of the Montreal Warehousing Co. remains in order to guarantee their long-term survival.

According to international conservation standards and charters, markings on the ground, which recall old structures, should be made where archeological remains have been discovered, documented and preserved on site. It is the precise limits of the old developments that are represented.

Planning the integration of archeological heritage into the development design is recommended by drawing upon the following documents:

- The Ville de Montréal's Heritage Policy²;
- Parks Canada's Standards and Guidelines for the Conservation of Historic Places³;
- The ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites⁴;
- The ICOMOS Charter for the Protection and Management of Archaeological Heritage⁵.

4.7 SAFETY

The development must take municipal security standards into consideration, particularly with regard to lighting and the ability for people with limited mobility to move around easily.

4.8 MAINTENANCE AND DURABILITY

The development must take into consideration the resources, both human and financial, that must be engaged in order to ensure the operation and maintenance of the site. The design of the general structure and all its details must ensure the durability of the whole.

² http://ville.montreal.qc.ca/portal/page?_pageid=173,300609&_dad=portal&_schema=PORTAL

³ www.pc.gc.ca/eng/docs/pc/guide/gra-mar/index.aspx

⁴ www.international.icomos.org/charters.htm

⁵ www.international.icomos.org/charters.htm

5 IMPLEMENTATION CONDITIONS

5.1 CONSTRUCTION COST

The construction budget dedicated to Promenade Smith for the first three parcels is \$8,637,000 (before taxes). Construction parcels 1, 2 and 3 have respective construction budgets of \$4,224,000, \$1,842,000 and \$2,571,000.

5.2 PHASING AND CONSTRUCTION SCHEDULE

There are seven Promenade Smith construction parcels. These were determined based on the development of the residential parcels at the time, as well as the agreements that needed to be concluded with partners such as CN, Parks Canada, Devimco and some of the Ville de Montréal's corporate services.

The construction of parcels 1, 2 and 3 will be carried out between 2013 and 2016 while the construction of parcels 4 through 7 will be done over the long term.

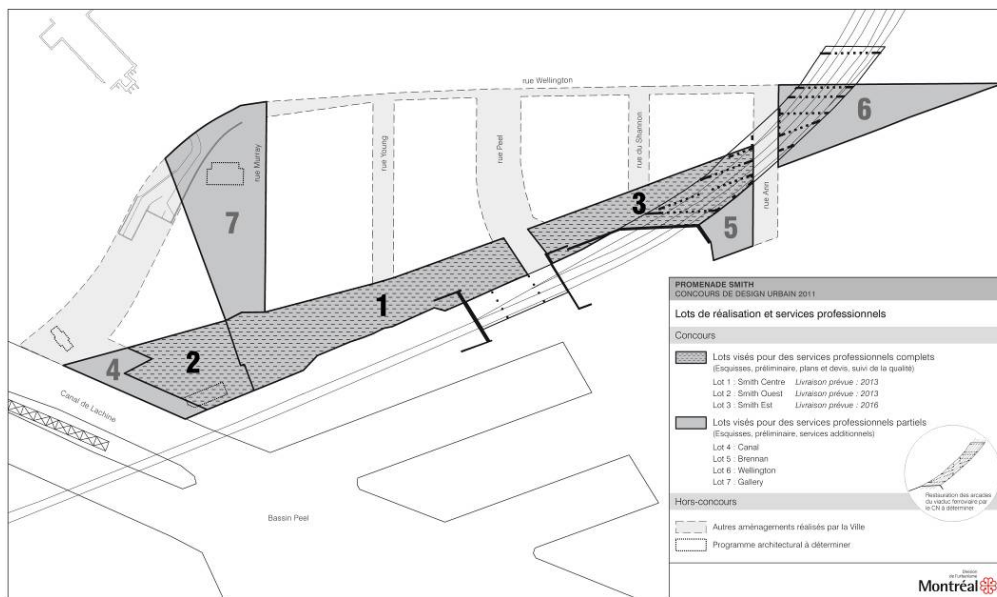


FIGURE 32: CONSTRUCTION PARCELS AND PROFESSIONAL SERVICES

Montréal
UNESCO City of Design

Competition document
development guide

Bureau du design de la Ville de Montréal
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