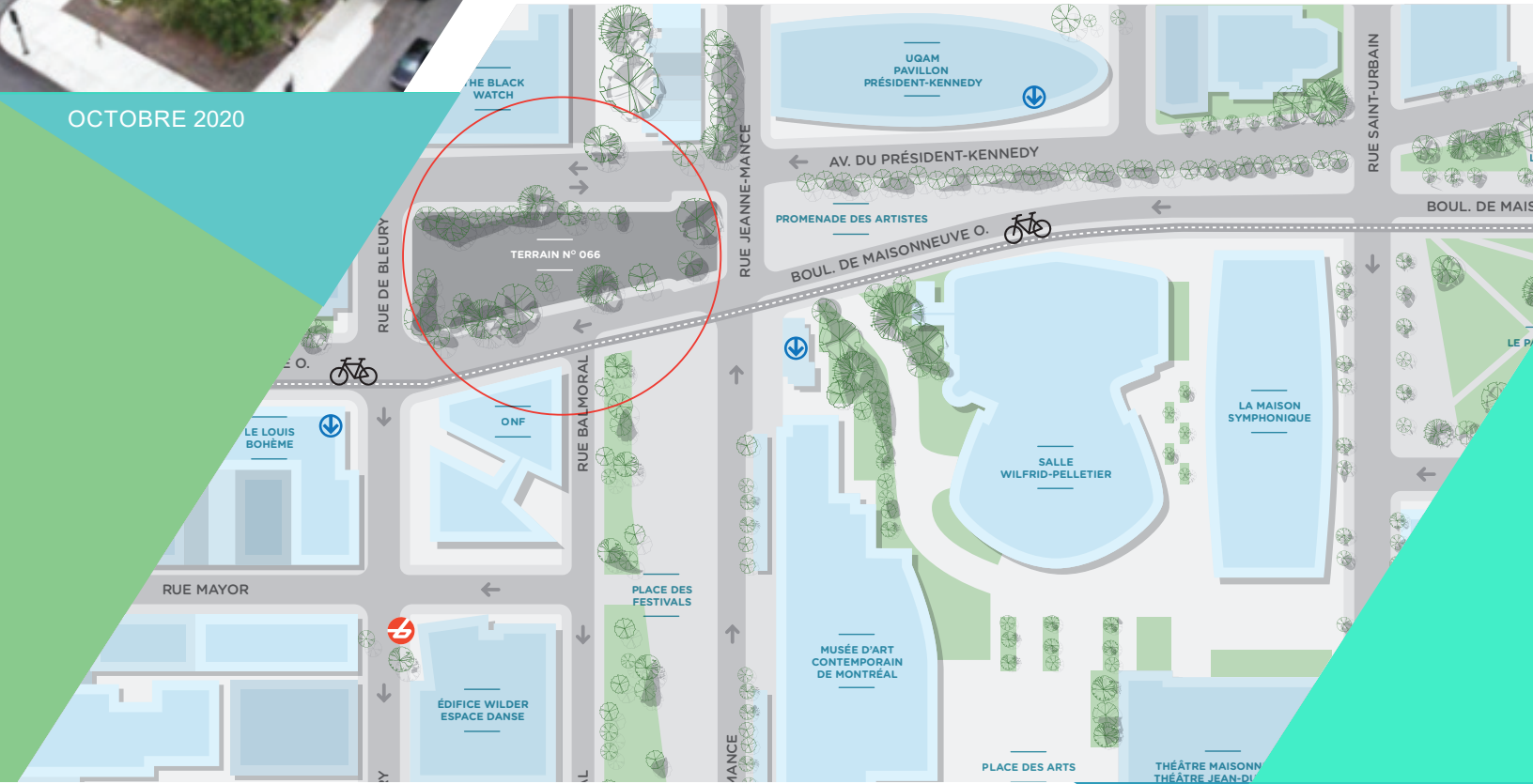


PROGRAM

Multidisciplinary landscape architecture competition for the redesign of lot 066 and its vicinity



OCTOBRE 2020







**MONTREAL**  
VILLE UNESCO  
DE DESIGN

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The program was developed by the consulting professionals of Atelier Robitaille Thiffault with support from the steering committee made up of representatives of the Arrondissement de Ville-Marie and the Ville de Montréal's Bureau du design.

Unless otherwise specified, photographs are the property of the Ville de Montréal.

This program summarizes observations and analyses of the information that was available at the time of writing. The content and images are presented for information purposes to ensure better understanding of the issues raised by the project.



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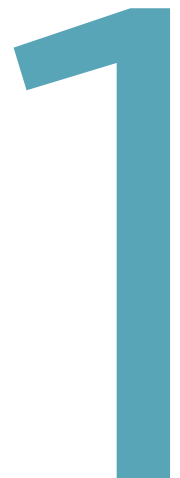
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# MISSION AND CONTEXT

- 1.1 Context
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## 1.1 CONTEXT

In recent years the Ville de Montréal has adopted policies and programs aimed at enhancing quality of life for its citizens through a more integrated approach to the urban environment, sustainable mobility and, more generally, to exploring the concept of resilience as a guideline for ecologically responsible development. These recent advances are inspired by the new urban planning trends of the 21st century, which place citizens at the heart of the planning process to ensure that they can reclaim public spaces.

More recently, the health crisis has highlighted the importance of rethinking and adapting public spaces to respond to public-health issues and challenges stemming from pandemics such as COVID-19. It is crucial that we propose innovative urban designs and spaces for socializing that allow everyone to enjoy high-quality outdoor spaces, close to their living environments, while also ensuring compliance with physical distancing requirements. Given the current situation, these public spaces will increasingly become special, vital places to meet, enjoy greenery, and take a break in the city.

From that perspective, the Quartier des spectacles (QDS, or entertainment district) has since 2008 been the focus of particular attention, with the City committed to redeveloping the entirety of public spaces there in multiple phases as part of the Programme particulier d'urbanisme (special planning program, PPU – Quartier des spectacles – secteur Place des arts). This public-domain development project has aimed to define an attractive, user-friendly and high-quality living environment, repairing in part the successive urban renewal operations of the second half of the 20th century that have left their mark on the area's urban landscape as well as on the collective imagination. Various squares and plazas have also been created, meeting the needs of festivalgoers and other users in the district and stimulating construction of new buildings.

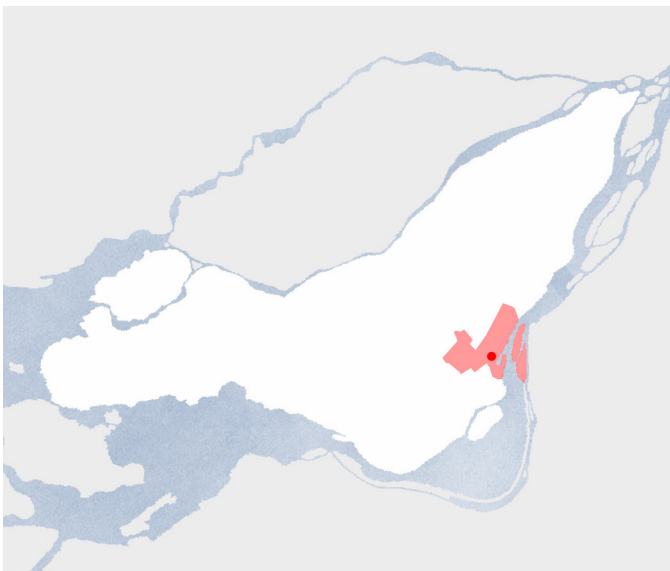


Figure 1 : location of the Arrondissement de Ville-Marie and the site

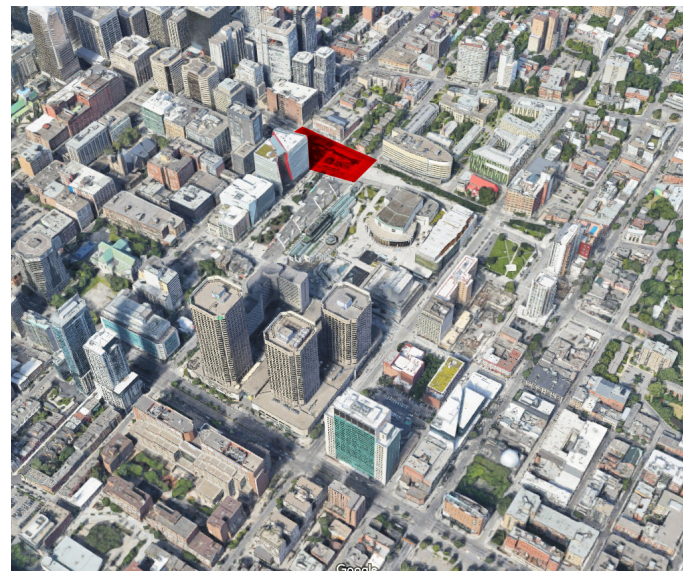


Figure 2 : location of the site within the district

The area around Lot 066, formerly operated by Stationnement de Montréal, the municipal parking department (hereinafter referred to as Lot 066), has been the site of significant property developments in recent years. The few urban voids and green spaces once present have given way to various construction projects, including the Louis-Bohème Building, the Balmoral Block, C Lofts Montréal, and Le Peterson Condos, soon to be joined by the new Domtar Building. In the process, the case of the Jardin Domtar green space, which is to be replaced by a new building, is a good illustration of that reality. The strong grassroots reaction to the announcement that the Jardin would be eliminated highlights the growing desire on the part of the community to continue to enjoy parks and public spaces within the built environment.

With a view to continuing its efforts to enhance the quality of public spaces in the area and in response to this appeal from Montrealers, the Arrondissement de Ville-Marie conducted a study on the redevelopment of Lot 066 and its vicinity. That led to a series of brainstorming activities in 2018, in which citizens' opinions were sought about the future of this public space slated for repurposing. Those consultations highlighted neighbourhood residents' wishes to have greater access to green spaces.

The landscape architecture competition for the redesign of Lot 066 and its vicinity therefore aims to increase the number of vegetated spaces in the district and to convert a vacant lot into a public space. Lot 066, located to the north of the Place des Arts district, has long served as parking space, and part of it continues to be used as a backstage area during outdoor festivals. The goal of the competition is to transform the site into a cooling island in the heart of a densified built area where the existing public spaces comprise many hardscapes.

Through this design competition, which is meant to be multidisciplinary, at the confluence of landscape architecture and urban design, the Ville de Montréal and the Arrondissement de Ville-Marie are upholding their position, which consists in the promotion of quality and exemplarity in design, innovation, and a commitment to elevating green concepts and strategies when it comes to developing public spaces.

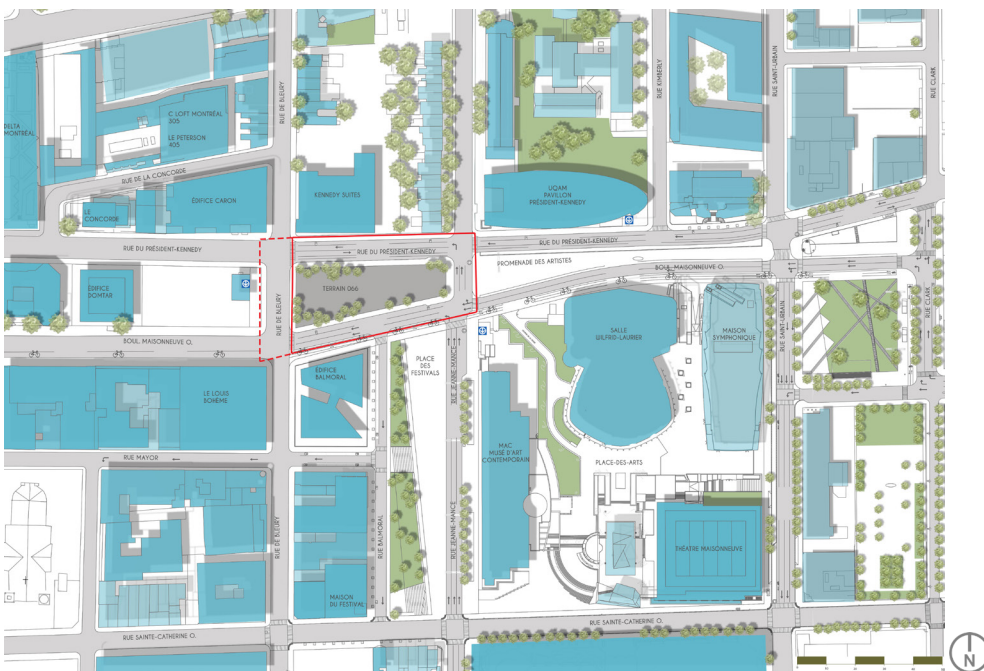


Figure 3 : identification of buildings and public spaces surrounding the site



## 1.2 SITE LOCATION

The site to be developed is located in downtown Montréal, in the Arrondissement de Ville-Marie. Lying to the north of Place des Festivals and Boulevard De Maisonneuve, and further bounded by Rue De Bleury, Rue Jeanne-Mance and Avenue Président-Kennedy, Lot 066 is a prime location for creation of a public space to be enjoyed by residents, area workers and visitors to the Quartier des spectacles alike.

It also remains a particularly strategic site for use as a backstage area during festivals. The site is distinctive in that it is bordered by a number of notable urban features, whether buildings or public spaces. Located at the northwest corner of the Place des Arts hub of the Quartier des spectacles, it is adjacent to a sequence of structure-enhancing public spaces and cultural buildings in the heart of downtown.

This district is typified by a strong mix of uses and is home to entertainment venues, numerous residential buildings, offices, arts and culture institutions, and buildings of the Université du Québec à Montréal campus.

The site to be developed is adjacent to four entrances of the Place-des-Arts métro station, and easily accessible on foot, by bicycle, by subway and by taxi. One of the main east-west cycle paths in the borough, along Boulevard De Maisonneuve, runs just south of the site.



Figure 4 : Identification map

# 1.3 PROJECT AREA

## Current site configuration

The project area currently consists primarily of a parking lot (total 68 places), surrounded by grassed and planted surfaces with shaded areas, but with little landscape value. It is bounded on all sides by concrete sidewalks.

- The **implement footprint** includes the Lot 066 parcel and three of the four surrounding street segments (Boulevard de Maisonneuve, Rue Jeanne-Mance and Avenue du Président-Kennedy). The total area of these spaces is 9,520 m<sup>2</sup>.
- - For the **side adjacent to the métro station entrance** (Rue De Bleury) only development intentions are sought as part of the competition.

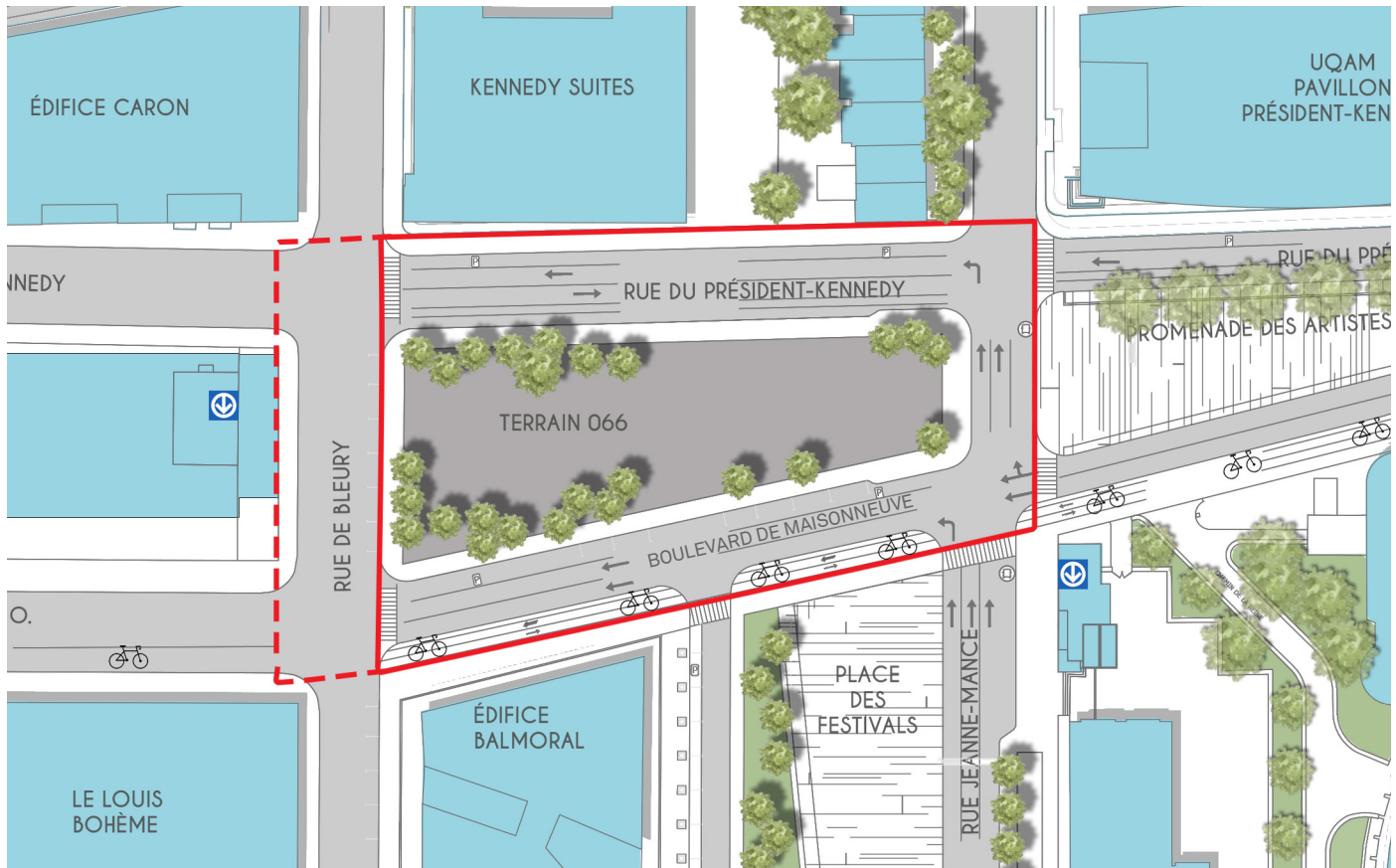


Figure 5 : existing configuration of the project site





Figure 6 : photographs taken in and around Lot 066 (credit: CEUM)

# VISION AND GOALS

- 2.1 Project vision
- 2.2 Goals
- 2.3 Planned actions
- 2.4 Scales of action





## 2.1 PROJECT VISION

This competition presents the opportunity to translate into action the shared ambition to build a resilient, inclusive city engaged on a path to ecological transition. Montréal seeks to adopt an urban vision that is attuned to current social and environmental issues and to take a clear stance on the development of its future public space. The planning and design professionals will be expected to explore concepts such as social and ecological resilience. As such, the project must serve as an example of green transition for future projects in the city.

### **A space to breathe in the heart of downtown**

The Lot 066 project offers an opportunity to rethink this area and envision an alternative site design aligned with the needs of area residents and workers. More broadly, it also represents an opportunity for them to reclaim the area's public spaces, as this especially busy and vibrant part of the downtown core consists predominantly of hardscapes and medium-to-high-density structures. The increasingly dense urban fabric here leaves little room for development of green spaces and human-scale activity. The need to provide places to take a breather in the city centre has become a real necessity. The development must create a hybrid place between the natural and the urban, integrating with the complexity of its surroundings and conducive to the concept of Living Together in all its diversity.

### **A green space and a cooling island for the district**

The future development of Lot 066 must contribute to counterbalancing the urban heat island effect, which is particularly detrimental to the elderly, young children, the sick, and people working outdoors. Planning and design professionals will be expected to propose a public space that is vegetated, shaded and humid. They must use the cooling island concept to create areas where the surface temperature remains comfortable.

## 2.2 GOALS

The primary aim of this competition is to address the vision statement by highlighting the environmental approach, social nature, and functionality of the project. To ensure this vision is concretely and meaningfully embraced, three goals have been defined. They must serve as guidelines for development of the project.

### Nature and biodiversity – Creating an urban garden

The Lot 066 project must offer a cross-cutting perspective on how this space should be reinvented. The project aims at design of a landscaped public space generative of new types of occupancy and new connections between people and nature. This new public space must provide a site of quality, where vegetation is the main focus of the spatial planning. Lying at the centre of an area where hardscapes predominate, it must offer a space that contrasts with its surroundings. The asphalted surface must be replaced by dense green cover where users will enjoy a sense of escape. The project must also incorporate thinking on the theme of water as a design tool and a component of the site's redevelopment. Working with natural materials is a way of reclaiming urban space and presenting a variety of development possibilities.

Tools :

- Maximize planted surfaces and canopy;
- Introduce planted arrangements that promote biodiversity;
- Include varied vegetation representative of Montréal's plant and tree population;
- Consider plants that flower in different seasons;
- Incorporate sustainable water-management practices (recovery, retention, reuse, and infiltration of water on the site, and optimized rainwater management practices).

### Community and cohabitation – Providing a place to meet

This landscaping project is an opportunity to create a public space open to all, a meeting place, in an especially fast-paced, busy district. The concept must respond to the needs of neighbourhood residents as well as those of visitors. The reclaiming of this space will require attention to both the daytime and nighttime atmosphere, the accessibility of the site, and its overall potential to foster social ties: the project must promote dialogue among diverse social groups (GBA+). An enhanced living environment necessarily brings about new forms of solidarity. The goal is to promote the cohabitation of a diversity of people and to contribute to making the space a living, inclusive place.

Tools :

- Include playful street furniture conducive to human interactions;
- Ensure easy access to the site by pedestrians of all abilities;
- Design a site with clear, intuitive wayfinding elements;
- Integrate the principles of universal design in an exemplary manner;
- Incorporate thinking on sound and light.

### Uniqueness and versatility - Designing a multifunction space

The site transformation must enable more efficient use and incorporation of activities occurring just off-site. The project design must take into account the fact that during the festivals period, the site is midway between the outdoor stages and the métro station entrances. In addition, it must ensure sustainability of festival logistics operations on the site by including a surface suitable to the needs of the Quartier des spectacles. The design of this open area will require consideration of an alternate use during fall, winter and spring, since it serves festival logistics purposes in summer only. Versatility and flexibility must therefore be core project considerations. The design must allow for great freedom of types of occupancy, given the multiplicity of uses year-round. The goal is practical coexistence of uses related to festivals and those pertaining to the site's cooling island role.

The competition also calls for actions on the adjacent streets, so as to deliver a global design for Lot 066 and its vicinity. Traffic by all types of users must therefore be accounted for, given that this is a space for transit (cyclists, pedestrians, buses, cars) as well as a destination (pedestrians accessing the site, deliveries, backstage area during festivals, etc.).

In short, the idea is to design a signature site, creative and singular, while endowing it with a specific functionality during festival season.

Tools :

- Develop versatile/multifunctional spaces;
- Integrate the density of pedestrian flows during festival season;
- Integrate the rhythms and constraints of all four seasons;
- Generate a new reading of Boulevard De Maisonneuve;
- Create connections with the other public spaces of the Quartier des spectacles (Promenade des Artistes and Place des Festivals);
- Ensure a design coherent with that of the Quartier des spectacles, yet fashion a specific identity for Lot 066;
- Improve interfacing with the residential living environments nearby.

## 2.3 PLANNED ACTIONS

The purpose of the competition is to select a design for the public space bounded by the **implementation footprint**. The planned actions are as follows:

- Creation of a cooling island on the Lot 066 site;
- Transformation of the adjacent segment of Boulevard De Maisonneuve into an active-mobility street;
- Incorporation of the west-side traffic lane of Rue Jeanne-Mance;
- Implementation of a permanent cycle link along Avenue Président-Kennedy;
- Removal of on- and off-street parking spaces on the entire block.

The competition also aims at obtaining ideas and development concept intentions for the **side of the site adjacent to the métro station entrance** (Rue De Bleury) :

- Reduction of the width of the roadway on Rue De Bleury;
- Removal of the existing cycle path on Rue De Bleury.



Figure 7 : transformation of the adjacent segment of Boulevard De Maisonneuve into an active mobility artery



Figure 8 : cycle link along Avenue Président-Kennedy



Figure 9 : incorporation of the west side traffic lane of Rue Jeanne-Mance

## 2.4 SCALES OF ACTION

Implementation of the development goals stated above raises a number of design challenges that are fundamental to the overall challenge to be met by competitors. Understanding those challenges requires a sensitive, in-depth approach to the site, considering multiple scales.

### **First, the urban scale, which considers the site in relation to its global surroundings.**

In downtown Montréal, the high population density has required construction of numerous mineralized surfaces (hardscapes) to accommodate pedestrian flows. This, combined with the lack of vegetation, contributes to formation of heat islands. In that context, increasing the number of planted surfaces is clearly a major challenge in developing the district. The Lot 066 project is therefore part of a broader process of combating the urban heat island phenomenon and improving quality of life for downtown residents. The challenge is thus to make the project an eloquent example of green urban design that resonates with current and future green spaces in the city centre.

### **Second, the scale of the site itself, which defines its relationships to its immediate surroundings.**

As a result of its location in an especially densified area with hardscapes, the site at first glance is a public space with a profoundly urban character. In a direct line of sight when one exits the métro station on Rue De Bleury, adjacent to Place des Festivals and close to Place des Arts, it is a major transit point with especially high pedestrian, vehicular and cycle flows. The challenge is to properly manage the interfaces to the project area, including to the adjacent streets and surrounding buildings, so as to strike a balance between its roles as public space and transit point—in short, to design an identity-affirming, unique space while ensuring continuity and smooth traffic flow between the site and Place des Arts.

**Finally, the human (pedestrian) scale,** which determines the relationship of the site's users to their living environment. The challenge relates to the reclaiming of the public space, the ambiances created, sensory stimulation, and user comfort, the overarching aim being to create a new urban environment of high quality that is efficient and safe for all users.

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The following section presents a portrait of the surrounding district, with a view to better understanding the context of the landscape architecture project for Lot 066 and its vicinity.

## CONTEXT OF ACTION

- 3.1 History of the district
- 3.2 Urban landscape
- 3.3 Street grid
- 3.4 Uses and users

# 3



### 3.1 HISTORY OF THE DISTRICT

In the mid-18th century the city of Montréal was mainly concentrated inside its fortification walls and bound by the three roads that led to the surrounding faubourgs, or suburbs: Saint-Laurent, Des Récollets and Québec. The competition site is located north of what is now known as Old Montréal, in what was the oldest faubourg, which developed along Chemin Saint-Laurent. By the early 19th century the district was gradually being built up, though it would be partly destroyed in the Great Fire of 1852.

Municipal authorities thus decided, toward the mid-19th century, to decree the faubourg's urban status. Saint-Laurent, Sainte-Catherine and Dorchester streets expanded, and new public squares were created on the outskirts of the faubourg, marking the implementation of an initial urban tier. The faubourg continued to grow, and by 1875 was almost completely urbanized.

The residential and commercial functions that initially gave shape to the district were soon complemented by the educational function with the establishment, from 1876 onward, of a number of schools of higher education and universities. Recreational and cultural services gradually emerged, and from 1893, the district was home to establishments (e.g., theatres, libraries, cinemas) that reflected the district's cultural development.

After the end of the First World War and until the late 1950s, speakeasies, brothels and illicit gambling dens were concentrated in the eastern part of the Faubourg Saint-Laurent, along with many cabaret and burlesque theatres. These underground activities led to the area being referred to as Montréal's red-light district, to which many visitors flocked, eager for entertainment of all kinds.



Figure 10 : Boulevard St-Laurent and identification of the first faubourg, 1771 – Plan of the town and fortifications of Montreal Thomas Jefferys (BAAnQ)



Figure 11 : 1825 - Map of the city of and suburbs of Montreal, John Adams (BAAnQ)

The construction between 1958 and 1961 of the Habitations Jeanne Mance project reflected public authorities' commitment to providing local residents with access to social housing and a modern, high-quality urban environment. That project heralded the "Quiet Revolution" years, which left their mark on the area mainly via the inauguration of the métro, with three stations serving the district (1967), along with the building of the head office of Hydro-Québec (1963) and the Place des Arts concert halls (1963–1967). Today part of Montréal's shared heritage, Place des Arts resulted from an initiative of the mayor of the time, Jean Drapeau, and his desire for Montréal to join the ranks of the world's great modern capitals. The development required demolishing some built-up blocks downtown, along with significant topographical alterations.

The 1970s saw the construction of Complexe Desjardins, which cemented the financial co-operative's urban interests, along with establishment of new commercial activity along this stretch of Rue Sainte-Catherine. The completion of Complexe Desjardins also created a second north-south axis of Montréal's "underground city."

The inaugural edition of the Festival international de Jazz de Montréal, in 1979, ushered in a type of activity that was to become a new economic engine for the district: large-scale cultural events. Taking advantage of the lively street scene, multiple empty spaces and properties left vacant by demolition or fires, along with disused industrial buildings, the festivals grew in size and number over the years, evolving into one of the city's premier attractions for tourists and Montrealers alike.

Beginning in the early 1980s, local stakeholders sought to engage more fully with their district, and the Corporation du Faubourg Saint-Laurent, representing major property owners, was created. The Corporation asked the City to declare the district an arrondissement culturel (cultural district), which led to the development, in 2001, of an initial iteration of the Quartier des spectacles urban project. Its aim was to develop public spaces so as to increase real estate development, urban integration and promotion, the potential for activity, and urban revitalization. Simultaneously, arts and culture venues (such as the Musée d'art contemporain, completed in 1992), and a host of culture-focused companies and organizations continued to set up operations in the district. The area's residential,



Figure 12 : 1960 – Place des Arts district  
Florent Charbonneau - Archives de la Ville de Montréal



Figure 13 : 1970 - Place des Arts district  
archives de Montréal



commercial and educational potential was significant, and its cultural potential outstanding, but the district remained on the margins of activity in the central business district to the west, and physically cut off, by the Ville-Marie Expressway trench to the south, from the Quartier international and Old Montréal.

The Quartier des spectacles (QDS) was officially identified in 2002. It was declared a priority project enabling consolidation of major festivals in the downtown core and promotion of the area's arts and culture institutions and entertainment venues. The Partenariat du Quartier des spectacles (PQDS) was created a year later; this partnership includes multiple stakeholders (representatives of the entertainment and arts & culture industries, public authorities, and the major local property owners, along with real estate and urban planning bodies). A vision was defined for the district, and studies and pilot projects were implemented to consolidate the initial foundations for a Programme particulier d'urbanisme (PPU, or special planning program) for the Place des Arts hub of the QDS, which was eventually adopted in 2008.

Following a tendering process, the firm Daoust Lestage was selected to design most of the public spaces in the Place des Arts hub. The main thrust of the resulting development project was to design, on vacant lands, excess roadway spaces, and existing public spaces in the vicinity of the block occupied by Place des Arts, a complex of very-high-quality new public spaces. That process led to the creation of the new public plazas now known as Place des Festivals, the Parterre, the Promenade des Artistes, and the soon-to-be-completed Esplanade Tranquille. That urban revitalization has spurred the growth of many real estate developments, both public and private, which continues today. The district, whose built framework and street grid were long unstructured, saw several major urban interventions. The neighbouring districts, including the central business district and Quartier International, have taken part in the consolidation of the QDS. More specifically, the creation of the QDS enabled clear definition of the area's scope of activity in the early 2000s. Two high-potential commercial thoroughfares, Rue Sainte-Catherine and Boulevard Saint-Laurent, are also nearby.



Figure 14 : delineation of hubs in the Quartier des spectacles special planning program (PPU)

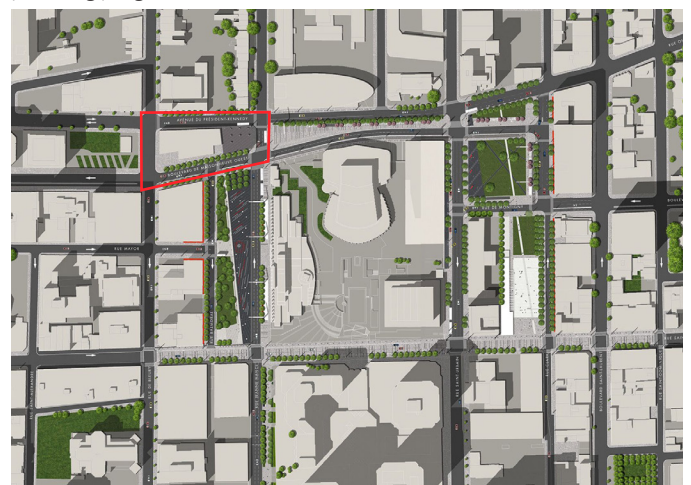


Figure 15 : overall map by the firm Daoust Lestage following the PPU



Figure 16 : location of the various public spaces adjacent to Lot 066

## 3.2 URBAN LANDSCAPE

The site to be developed is in an especially attractive area characterized by a broad and meaningful variety of functions, uses and urban elements. Several of the surrounding buildings are landmarks of the city—iconic, even—and especially important defining elements of the landscape of the district. The various urban interventions have progressively shaped a well-defined urban framework and the design of emblematic public spaces.

The majority of recent buildings surrounding Lot 066 are high-rise constructions with diverse types of cladding and a contemporary signature. The older buildings, to the north, are of variable height and mostly clad in masonry. Although there are linear stands of trees along most of the nearby streets along with some areas with more plants and grass, overall the district has a very low percentage of canopy cover.

### Sightlines

**From the east:** Arriving from Avenue Président-Kennedy, Lot 066 is framed by the visual perspective of the downtown cityscape. It is the final empty space in the avenue, consisting of a fairly narrow succession of public squares that align in a promenade.

**From the north:** Lot 066 lies at the base of a prominent hill in downtown Montréal, the Côte à Baron (“Sherbrooke slope”). The journey down the steep slope on Rue De Bleury, which is one-way southbound, brings Lot 066 into view quickly, and affords an attractive, clear view onto Place des Arts.

**From the west:** The view from the west is available only to pedestrians and cyclists, since motor-vehicle traffic on Avenue du Président-Kennedy and Boulevard De Maisonneuve is one-way westbound. The visual opening onto Lot 066 is the first after a succession of high-rise buildings framing the cityscape.

**From the south:** The ample visual opening of Place des Festivals provides a clear perspective of Lot 066, which appears as a strategic meeting point for users of Place des Arts, as it is close to four métro station entrances.



Figure 17 : orthophoto - Google Earth



### 3.3 STREET GRID

#### District

The district, whose built framework and street grid were long unstructured, has seen several major urban interventions. The neighbouring districts, including the central business district and Quartier International, have taken part in its consolidation. More specifically, the creation of the Quartier des spectacles enabled clear definition of the area's scope of activity in the early 2000s. Two of Montréal's major commercial thoroughfares, Rue Sainte-Catherine and Boulevard Saint-Laurent, are also nearby.

#### Lot 066

The unusual shape of Lot 066 results from the irregular layout of the two east-west streets, the geometry of which was altered several times during the 1950s. The north boundary resulted from the opening of Avenue du Président-Kennedy to connect with Rue Ontario, while the south boundary follows the former route of Rue Ontario.

The site lies at the junction of a group of blocks typical of Montréal and "downtown"-type blocks of significant and variable dimensions.

### 3.4 USES AND USERS

Lot 066 is at the centre of a district that is extremely lively and boasts a diversity of uses, resulting from the residential, cultural and business segments present there. Forty-eight real estate developments have been completed in the neighbourhood since 2009, including 12 residential projects near Lot 066. In addition, the neighbourhood has seen a 67% increase in the number of residents in under a decade, while the 40 festivals presented in the Quartier des spectacles attract 7 million visitors a year. The district is also home to major arts and culture institutions, among them the National Film Board of Canada, Grands Ballets Canadiens de Montréal, and École de danse contemporaine de Montréal. Several office buildings are also located nearby.

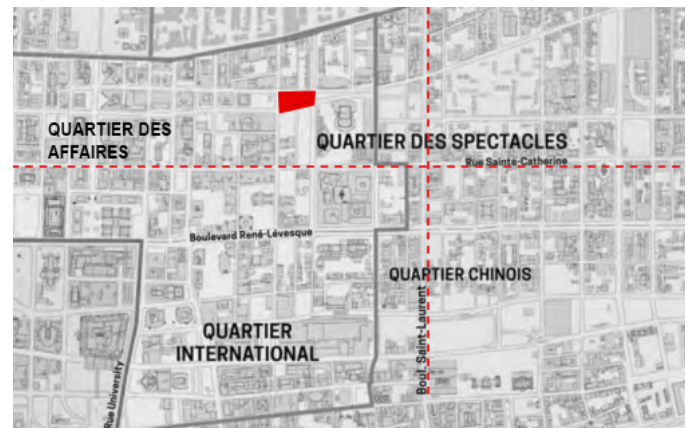


Figure 18: position of Lot 066 with respect to Montréal's various quarters (districts)



Figure 19: City of Montréal land-use planning between 1930 and 1957 (BANQ)

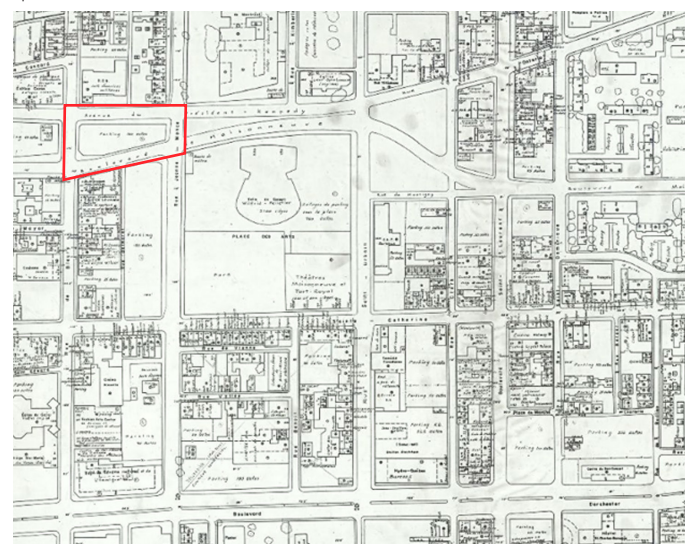


Figure 20: City of Montréal land-use planning, 1969 (BANQ)

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The functional and technical requirements presented in this section explain the expectations with regard to the landscape design concept to be proposed and according to the project vision and goals.

# FUNCTIONAL AND TECHNICAL RE- QUIREMENTS

- 4.1 Innovation and green transition
- 4.2 Universal design
- 4.3 Climate comfort
- 4.4 Vegetation
- 4.5 Water management
- 4.6 Cohabitation, safety and comfort of users and neighbours
- 4.7 Activities and attractivity
- 4.8 Materials and street furniture
- 4.9 Lighting and safety
- 4.10 Priority given to active mobility modes
- 4.11 Geometry and configuration of spatial planning



## 4.1 INNOVATION AND GREEN TRANSITION

The concept must propose an innovative design that is distinctive in its use of sustainability best practices, minimizes the existence of heat islands, promotes sustainable management of rainwater, and optimizes green spaces.

The project must favour the use of recycled materials, present sustainable solutions (both formally and functionally), require minimal energy consumption, and use materials with minimal environmental impact. The designs and technical systems proposed must align with the Sustainable Montréal 2016–2020 plan. Among other things, the new public space must be designed according to the following criteria:

- Lower greenhouse gas emissions (GGEs) and dependence on fossil fuels;
- Green the area, increase biodiversity, and ensure sustainability of resources;
- Ensure access to sustainable, human-scale, healthy neighbourhoods;
- Transition to a green, circular, responsible economy.

## 4.2 UNIVERSAL DESIGN

The Ville de Montréal has adopted a universal design policy covering all areas of municipal activity, including land-use planning and services to citizens. Universal design affects every aspect of people's lives and hinges on respect for the rights of all citizens. Based on an inclusive approach, universal design seeks to ensure that anyone, regardless of abilities, can make identical or similar use of services offered to the general population, self-sufficiently and simultaneously. Universal design must therefore be considered and included from the very start of project design. It must be conceived of as an enhancement of the pedestrian experience for all users and over the entire site.

The needs of people with reduced mobility, parents with children in strollers, expectant mothers and the elderly are understood as reflecting those of the general population.

The Ville de Montréal's requirements as to universal design of streets and public spaces are outlined in Booklet 5 of the Guide d'aménagement durable des rues de Montréal.

## 4.3 CLIMATE COMFORT

As stated in the project vision and goals, creation of a cooling island is a fundamental aim of the project. The proposed design must ensure the comfort and safety of users and minimize all possible nuisances (e.g., excessive sunlight, noise, wind impact). Where the context allows, the landscape design must aim at optimum planting of trees and vegetation that contribute to the identity-affirming character of the project and enable users to enjoy shaded areas for relaxation. Integration of sun-protecting landscaping and architectural features is thus suggested. In addition to summer-climate considerations, the proposed configuration of the public space must encourage year-round occupancy, with particular attention paid to wintertime enjoyment of the space.

Integration of features supporting the presence of water, with limited use (e.g., misting features, water-play modules upon request), may also be a solution considered, though it is not mandatory. Inclusion of a water source would help in maintaining a comfortable ambient temperature, notably during heat waves, and in mitigating vehicular traffic noise.

Designers shall consider the presence of the métro station beneath Lot 066, the new high-rise built environment, and the wind corridors created by the east-west streets.

## 4.4 VEGETATION

The cooling island concept implies careful consideration of the presence and choice of plants. Designers must develop a green space that encourages a return to urban biodiversity, proposing an innovative landscape design in line with sustainability best practices that minimizes the heat island effect.

Some of the existing trees on the site are to be retained; others, however, may be replaced so as to optimize the new landscape design and conform to the proposed concept (see appendix 7.2.3.). Greening may take various forms, provided that it remains compatible with the specific constraints of the site in order to promote sustained growth and natural habit. Any trees having a life expectancy of 50 years or more must be planted outside the perimeter corresponding to the métro station roof slab, in the event that future waterproofing repairs to the station require major excavation work. Among other things, selection must be compatible with the lack of a thick substrate in certain areas, resulting from proximity to the métro station roof slab.

Ideally, the species selected should be typical of the flora and trees of the Montréal region. A wide variety of representative trees that bloom in different seasons, have evergreen foliage, and have variegated foliage colouring throughout the year is encouraged. Trees must also be low-maintenance and offer superior resistance to climate, urban conditions, and de-icing salts.

The proposed tree species must provide cover sufficient to meet the greening objectives adopted by the Ville de Montréal in recent years (Canopy Action Plan 2012–2021). Care must be taken to ensure sufficient soil volume is provided to support full spread and healthy growth of the selected trees, either through design of high-volume planting pits or use of equivalent technologies. The minimum suggested soil volume per tree is 10 m<sup>3</sup>

## 4.5 WATER MANAGEMENT

The proposed landscape design must be conducive to efficient, sustainable water management. Proposals of onsite rainwater recovery and retention systems are to be favoured, and must be intrinsic to the landscape design (e.g., water as an educational device or tool for activities and discovery in the space). The project must include an integrated strategy for water management, comprising rainwater management measures as well as supply of non-potable water for purposes of irrigation, play modules, etc.

The project must incorporate net lowering of runoff flow and volume on the site, to be achieved, among other means, through:

- control at source of the quantity and quality of runoff water via optimum water management methods;
- recovery and reuse of rainwater;
- reduced demand for irrigation via application of xeriscaping principles;
- optimized permeation rate (maximization of vegetated areas);
- drainage from impermeable surfaces to permeable areas (grassed or vegetated surfaces);
- permeable surface situated lower than impermeable surface (minimum 100 mm);
- onsite management of the first 5 mm of rainfall (zero diversion to storm drain);
- management of rainfall with 1/20 year recurrence with release rate 35 L/s/Ha, per Bylaw C-1.1 (Bylaw Concerning the Piping of Drinking Water, Wastewater and Storm Water).

## 4.6 COHABITATION, SAFETY AND COMFORT OF USERS AND NEIGHBOURS

The project site is in a very active area of Montréal's downtown core with residents, workers, students (UQÀM), tourists, and people experiencing homelessness. The proposed must favour inclusion and the harmonious co-existence of these diverse users.

The design for the new public space must ensure a safe and secure environment at all times of day and enable year-round use. The layout and facilities must prompt users to engage with the space, so as to ensure natural enjoyment of the site and allow for good visual permeability. Special attention must be paid to avoid creating spaces that are enclosed or hidden from the view of passersby. Optimized solutions must be proposed so as to minimize noise, vibrations, glare, wind impact, dust, etc.

## 4.7 ACTIVITIES AND ATTRACTIVITY

### Green space for leisure activities

The landscape design concept for Lot 066 must create a relaxing space for all, conducive to socializing. A peaceful, quiet site is sought, in contrast to the especially active atmosphere of Place des Festivals and the Esplanade Tranquille. The Borough intends it to be a site for community, family and educational activities that meets the needs of nearby residents. The proposed design must present the potential to attract people both during the day and at night, in all seasons.

### Backstage area

A logistics zone with surface area of 1,697 m<sup>2</sup> must be included for the technical needs of the Partenariat du Quartier des spectacles (1,188 m<sup>2</sup> available occasionally and 509 m<sup>2</sup> permanently dedicated to those needs). During festivals, which are held mainly in summer but occasionally in winter, the entirety of this backstage area must be kept clear and connected to Place des Festivals. It must be tangibly marked off and allow for efficient, respectful carrying out of activities in the vicinity.

During non-festival periods, part of the space (1,188 m<sup>2</sup>) will remain available for citizen use. The remainder (509 m<sup>2</sup>) must, however, be fully dedicated to functional

needs of the Quartier des spectacles, at all times. This part of the lot would be available year-round to smaller producers so as to guarantee them a secure, marked-off logistics zone.

Designers must plan for a distribution panel for stage use, including the following:

- 400 A / 120/206 V power;
- One or two 15–20 A / 120 V outlets (u-ground);
- Four fibre-optic points (Quartier des Spectacles network);
- Potable water outlet and drainage.

The areas dedicated to the Quartier des spectacles must be respected and must create one contiguous logistics zone. The width of the space along the north-south axis must be a minimum of 2.1 metres. Designers are free to suggest its positioning, but it must connect to Place des Festivals and must not encroach on the 3.5-metre-wide emergency-vehicle corridor on Boulevard De Maisonneuve. A significant amount of mechanical equipment (e.g., small lift trucks, carriers) will circulate on this slab, with dirt-generating activities taking place there. Designers must restrict use of porous materials that stain easily, and the ground covering must be a flat, unobstructed surface. Load-bearing capacity at this location must be a minimum of 250 lb / sq ft.

For safety purposes, the design must incorporate removable street furniture enclosing the logistics zone. Anchor points must therefore be included in the ground-covering design. Discreet lighting or plantings may be added to this structure to facilitate visual integration.



## 4.8 MATERIALS AND STREET FURNITURE

Designers are expected to propose functional, creative and high-quality solutions for materials, especially for the street-furniture and ground-covering designs. Designers must emphasize materials that are a good match for the new uses of the site, while blending well with the adjacent spaces, notably through creation of coherent dialogue with the rest of the Quartier des spectacles. The elements of the latter's urban signature include:

- Concrete pavers in two colours (grey and black);
- Granite edging;
- White concrete benches with ipé wood seats;
- Removable security bollards in stainless steel;
- Signature lighting elements.

See the appendix 7.4.3. for more information on the development project and identity-shaping elements.

The concept must include proposals as to the arrangement of equipment associated with the space: permanent and removable furniture, planters, and tree pits. Given the goal of creating a cooling island, furniture that provides shade is encouraged (e.g., sunshade or hybrid structure incorporating plants). Design of mobile modular furniture that could, for example, be installed in the backstage space when it is not in use by the Quartier des spectacles is also encouraged.

The arrangement of equipment must consider the specific uses of the site, must not hinder free movement, and must incorporate the principles of universal design. In addition, furniture treatment, finishing and assembly must ensure resistance to vandalism, given the high traffic flow through the area. Furniture may be selected from the Ville de Montréal directory of standard furniture (see the appendix 7.4.1.) or from a vendor catalogue, with an overall budget proposed that respects the construction budget.

## 4.9 LIGHTING AND SAFETY

### Practical lighting

Two main types of lighting are found in the vicinity of the project area: the practical lampposts on the streets in the Quartier des spectacles, and the lighting superstructures in the public spaces.



Figure 21 : practical street lamppost



Figure 22 : superstructure-type lampposts in the public spaces

The proposed lighting elements must be consistent with and in harmony with existing lighting in the Quartier des spectacles. Lighting elements must ensure safe conditions for users, must not cause glare, and must not be detrimental to neighbourhood or traffic.

Lighting must meet the requirements of the policy on lighting of the Guide d'aménagement durable des rues de Montréal (guide to sustainable street design) and may be selected according to either of the following options:

- option 1: Lighting elements from the Ville de Montréal catalogue included in the appendix 7.4.2.;
- option 2: Lighting elements from various North American manufacturers' catalogues. Certain requirements will apply; e.g., specifying a minimum of three manufacturers that can supply an equivalent model.

### Atmospheric lighting

The concept may also propose an atmospheric lighting strategy to contribute to enlivening the site, while ensuring harmonious co-existence with neighbours, sustainability, and ease of maintenance. The atmospheric lighting concept may benefit from greater latitude with regard to chosen colour temperatures and/or use of colour for the site equipment. It may also take various forms: ground or aerial lighting, continuous or spot lighting, incorporation into furniture, etc.



## 4.10 PRIORITY GIVEN TO ACTIVE MOBILITY MODES

Because of the high pedestrian traffic and proximity of the multiple Place-des-Arts métro station exits near Lot 066, the layout of the motor-vehicle traffic lanes surrounding the Lot 066 must be designed in such a way that vehicles are tolerated on predominantly pedestrian spaces—and not vice versa.

### Pedestrians

With the Quartier des spectacles hosting multiple festivals in the summer season, pedestrian density is high and dynamic during this period. Travel through the district is therefore specific and varied depending on the season. Between June and August, because of the closing to vehicular traffic of Boulevard De Maisonneuve between Rue Clark and Rue De Bleury, as well as Rue Jeanne-Mance and Rue Sainte-Catherine, among other reasons, the number of pedestrians increases considerably.

Outside of festival season, the vicinity of Lot 066 nonetheless remains a high-traffic area, for example near the métro exit on Rue De Bleury. During rush hour, the pedestrian flow rate can reach more than 1,000 per hour at some intersections, with many pedestrians and métro users crossing Lot 066. See the appendix 7.2.2 for more information.

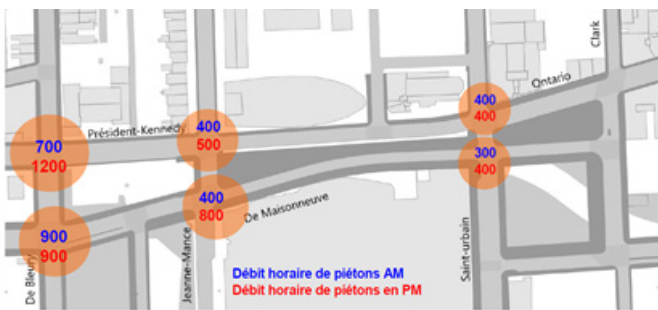


Figure 23 : non-summer pedestrian flow rates at intersections in the project area

The proposed new design must accommodate that high traffic, but also ensure a site conducive to rest and relaxation. The project must plan for clearly identifiable access points to the new space and enable fluidity of movement both inside and on the perimeter of the space.

### Cyclists

The district is well served by Montréal’s bikeway network. There is presently a two-way cycle path protected by bollards along Avenue du Président-Kennedy, which turns on to Rue De Bleury to connect with the busy cycle path along Boulevard De Maisonneuve.



Figure24 : existing bikeway network

The cycle path along Avenue du Président-Kennedy must be made permanent as part of the project. The cycle path segments along Rue De Bleury and Boulevard de Maisonneuve, meanwhile, are to be removed. Designers must consider the large numbers of cyclists transiting around the perimeter of the site. The landscape design must be conducive to travel to and from the nearby cycle lanes while minimizing all sources of conflict with other transit modes (pedestrian, motor vehicle, bus). A number of bike parking spaces may be planned, but they must not encroach excessively on the public space.

### Buses

Bus routes currently run along the four peripheral streets, and there are also several bus stops near the site. The No. 15 bus route and the bus shelter at the intersection of De Maisonneuve and De Bleury will be relocated.



Figure 25 : public transit network

## 4.11 GEOMETRY AND CONFIGURATION OF SPATIAL PLANNING

### Motor vehicles

Certain motor-vehicle traffic lanes must be laid out within the project perimeter. Among other things, a 3.5-metre-wide obstacle-free clearance must be maintained along the active-mobility artery (Boulevard De Maisonneuve) for public-security vehicles (SIM [fire], SPVM [police] and Urgences-Santé [ambulance]), waste management and maintenance vehicles, as well as the delivery vehicles required to ensure the smooth operation of Place des Festivals.

### General guidelines

Designers must propose a new layout for Boulevard De Maisonneuve, for Rue Jeanne-Mance and Avenue Président-Kennedy. Where Rue De Bleury is concerned, only schematic conceptual intentions must be proposed.

The proposed street reconfiguration actions must not constrain safe access by users to the buildings and other public spaces adjacent to Lot 066. Straight, obstacle-free sidewalks must be designed on the site perimeter, among other reasons to address snow-removal and universal-design requirements.

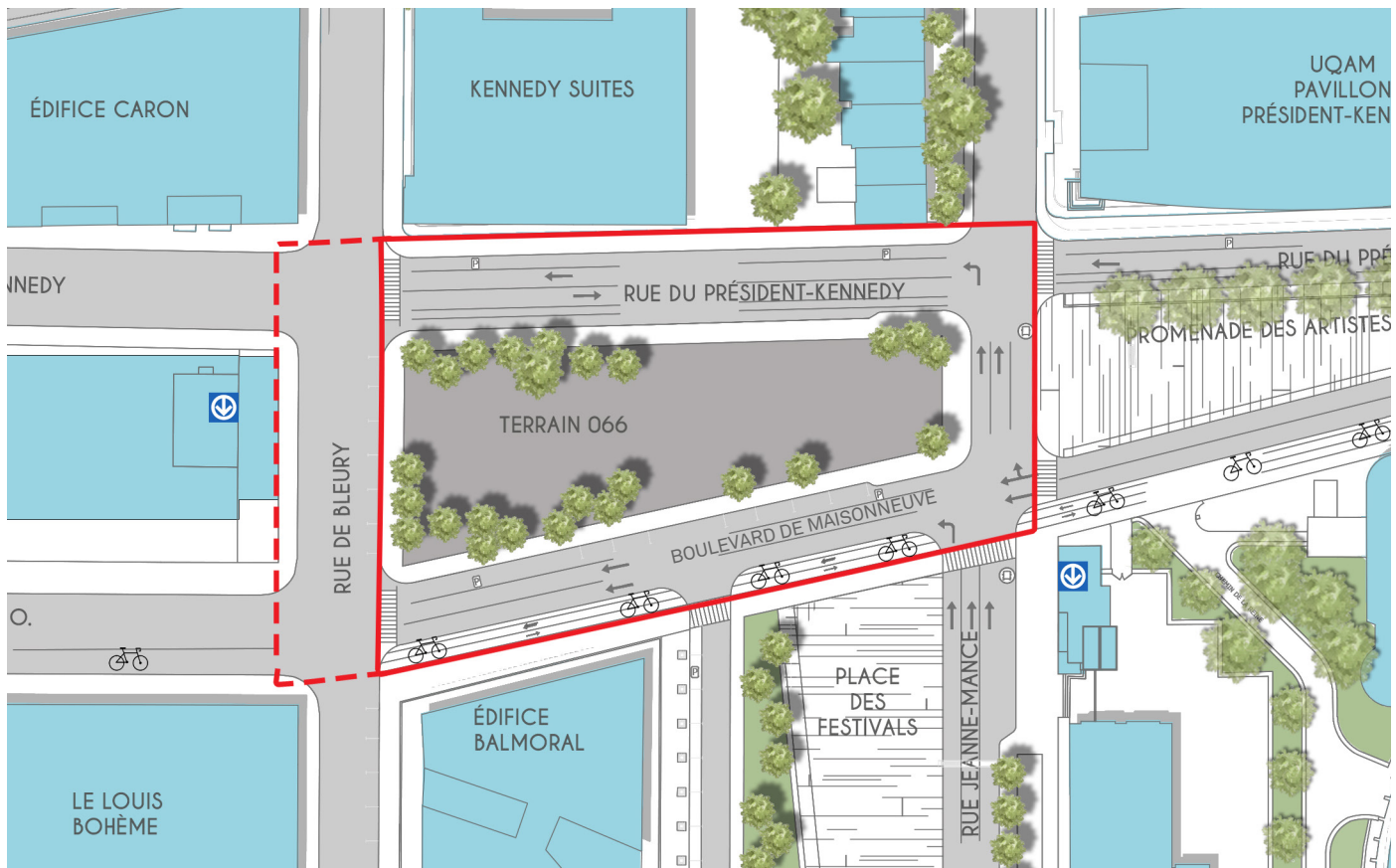


Figure 26 : map of the existing Lot 066

### Boulevard De Maisonneuve

The Ville de Montréal intends to transform the stretch of Boulevard De Maisonneuve between Rue De Bleury and Rue Jeanne-Mance into an active-mobility artery, with access permitted for local delivery vehicles and emergency vehicles only. In a broader context, the stretch between Rue Jeanne-Mance and Rue Clark (outside the project area) is to be closed to vehicular traffic as well, with a transitional layout created for the boulevard.

The new design for Boulevard De Maisonneuve must propose a sensible connection with the Balmoral Block and Place des Festivals to the south. Designers must take into consideration the location of the existing Quartier des spectacles lighting elements and propose a new layout and design for the paved surface and the two-way cycle path that is to be dismantled.

### Rue Jeanne-Mance

In the project area, Rue Jeanne-Mance is a primary thoroughfare running one-way northbound, with three traffic lanes. This stretch of Rue Jeanne-Mance is already regularly closed to vehicular traffic during the summer, and the project calls for annexation of the westernmost traffic lane next to Lot 066. Designers must nevertheless propose a solution for reconfiguring the street geometry ahead of the intersection with Boulevard De Maisonneuve.



Figure 27 : view along Boulevard De Maisonneuve, looking east



Figure 28 : view along Rue Jeanne-Mance, looking north



### Avenue du Président-Kennedy

Avenue du Président-Kennedy is to be entirely reconfigured. The proposed design must include, among other things, the new cycle path, which must be a dedicated lane, separate from the roadway and from the pedestrian traffic areas. The proposal must ensure clear delineation of the roadway, the cycle path, the sidewalk and the new public space.

A new layout including a linear stand of trees, a sequence of lighting elements and a widened sidewalk along the north side of the avenue must be proposed. The proposal must provide for the withdrawal of on-street parking spaces and a reduced roadway width, while still maintaining two traffic lanes that accommodate buses.

### Vicinity of Place-des-Arts métro station / Rue De Bleury

Reconfiguration of Rue De Bleury is not planned over the short term. To define an overall vision for the district, however, designers are encouraged to propose ideas and intentions for this street's footprint. Ideas proposed in this regard must be consistent with the purposes of Rue De Bleury and its north-south service function for the downtown area, as well as with the landscaping to be implemented in Lot 066. Ideas proposed for Rue De Bleury must not be necessities, nor must they compromise the impact of the landscaping concept for Lot 066.

The main exit of the Place-des-Arts métro station must be taken into consideration in the redesign of Lot 066, and this must include thinking on the management of pedestrian flows, including east-west flows. Designers must illustrate their proposal for roadway width reduction, which must ensure that two traffic lanes are kept, with the westernmost lane accommodating a reserved bus lane. The Ville de Montréal plans to remove the cycle path along the east side of the street.



Figure 29 : view along Avenue Président-Kennedy, looking west



Figure 30 : view along Rue De Bleury, looking north

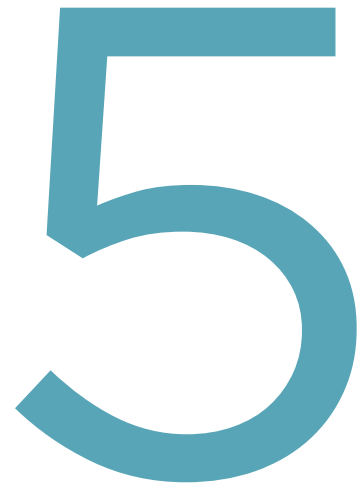


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Designers' proposed landscaping concepts must consider and comply with the constraints outlined in this section.

# CONSTRAINTS

- 5.1 Soil characterization
- 5.2 Topography
- 5.3 Underground infrastructures
- 5.4 Place-des-Arts métro station
- 5.5 Ground installations and anchoring
- 5.6 Electricity
- 5.7 Fire safety and emergency services
- 5.8 Maintenance and sustainability
- 5.9 Spatial planning standards
- 5.10 Regulations and policies



## 5.1 SOIL CHARACTERIZATION

Given the previous use of the site as a parking lot and the cut-and-cover construction of the subway, the risk of contamination of part of the site must be considered. The geotechnical and soil characterization study is appended. The costs related to decontamination are excluded from the competition budget.

## 5.2 TOPOGRAPHY

The site topography exhibits a relatively significant drop in elevation between the northwest corner (Rue De Bleury and Avenue Président-Kennedy) and the southwest corner (Rue Jeanne-Mance and Boulevard De Maisonneuve). The impact of this difference of about 3 metres must be taken into account in planning runoff water management.

## 5.3 UNDERGROUND INFRASTRUCTURES

Le terrain 066 et ses abords sont pourvus de divers éléments en souterrain soit :

- Public infrastructures (water and sewer systems);
- Utility company (e.g., gas, electricity, telecommunications) equipment.

Located at various depths, these infrastructures are constraints that must be taken into consideration as part of the project. No underground infrastructure work is planned. Any other costs associated with infrastructure alterations required for the proposed concept (e.g., surface drainage, lighting, domestic water) must be included in the construction budget.

## 5.4 PLACE-DES-ARTS MÉTRO STATION

The Place-des-Arts métro station sits below the southern portion of Lot 066. The low depth and load-bearing capacity of its roof slab are major constraints that must be considered in the process of the surface landscape design.

The station roof slab lies at a depth of +/-1.8 m (from the level of the finished grade to the top of the slab). The forecast frost depth in this area is 1.7 metres. Consequently, foundations exposed to frost action (i.e., the roof slab) must be covered in soil to a minimum depth of 1.7 metres to protect them from the harmful effects of frost penetration.

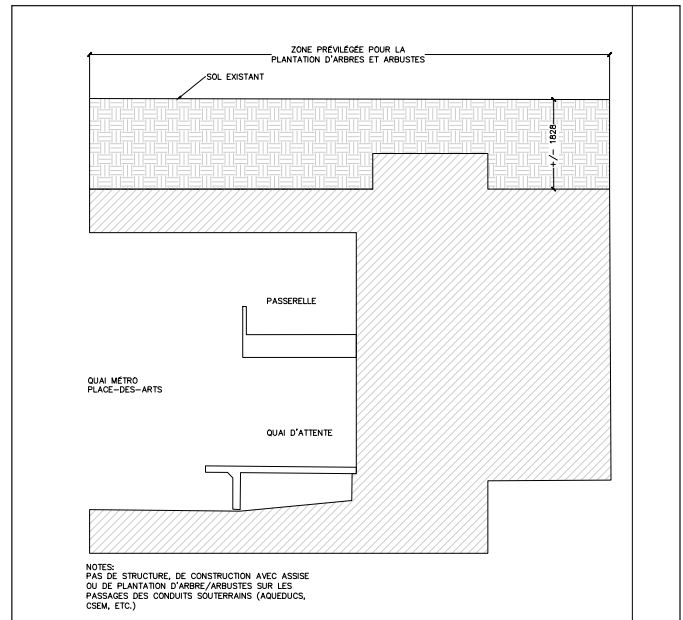


Figure 31 : technical cross section of the new Place-des-Arts métro station elevator; clearance above the elevator is approximately 1.5 metres, and clearance above the tunnel is +/- 2 metres.

The maximum load-bearing capacity of the métro station roof slab is 12 kPa. The table below presents the various loads in detail.

| Charge et surfaces   |            |      |              |
|----------------------|------------|------|--------------|
| charge de la station | 12 kPa     |      |              |
| STM sous-terrain     | 12000 Pa   | N/m2 | kg*(m/s2)/m2 |
|                      | 9,81 m/s2  |      |              |
|                      | 1223 kg/m2 |      |              |

Figure 32 : loads and surfaces (for information) above the Place-des-Arts métro station roof slab

The STM (Montréal's transit authority) is currently enlarging the station, among other things to accommodate two underground elevators (see Figure 33).

The STM also plans to conduct work to repair the station roof slab and membrane before the Lot 066 landscaping project begins. The new waterproofing membrane to be installed by the STM will be covered with a bituminous asphalt coating to prevent damage to the membrane during subsequent work related to the project.

To ensure the integrity of the waterproofing system, no anchoring to the métro station roof slab is permitted. The landscaping design must take this into account, and plantings and insertion of anchors for structures or furniture must be into foundations that are independent and disconnected from the station structure.

## 5.5 GROUND INSTALLATIONS AND ANCHORING

Ground anchorings must not have any impact on the underground métro structures. Designers must take into consideration the underground infrastructures and the métro station in the design of all anchoring systems.

If the concept includes hanging or suspended elements, the equipment design must take into account possible fluctuations in load caused by inclement weather.

Should any networks require relocation as a result of the proposed concept, the cost of such relocation must be included in the project budget.

## 5.6 ELECTRICITY

The project must include provision for the electrical system required to support and allow correct and safe operation of all proposed equipment. Any electrical system and/or equipment must be compliant with applicable standards.

## 5.7 FIRE SAFETY AND EMERGENCY SERVICES

Access routes for emergency-service vehicles (SIM [fire], SPVM [police], and Urgences-Santé [ambulance]) must be maintained at all times. A passable route, free of all obstacles, with a minimum width of 3.5 metres, horizontal clearance of 6 metres, and vertical clearance of 5.5 metres must be maintained along Boulevard De Maisonneuve.

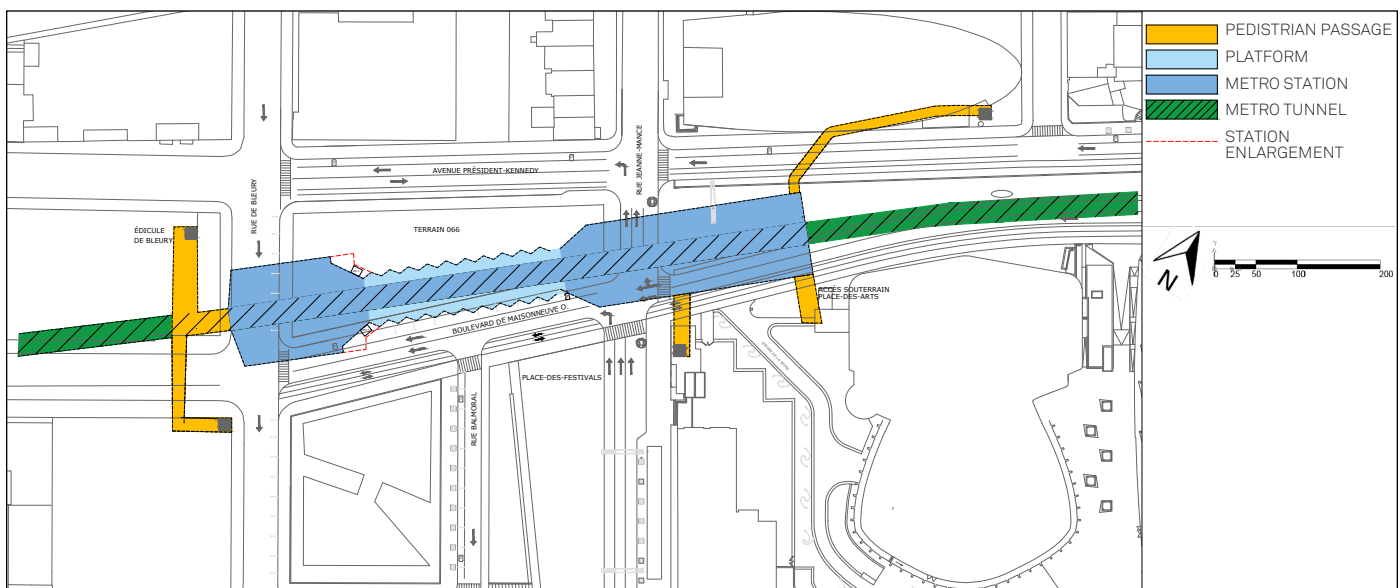


Figure 33 : location of the Place-des-Arts métro station below Lot 066



## 5.8 MAINTENANCE AND SUSTAINABILITY

The proposed design must ensure easy and sustainable maintenance of all components. The usual requirements as to durability, climate and vandalism resistance as well as ease of maintenance shall apply. Without restricting the potential for creativity, the design must favour equipment and systems that comply with the Ville de Montréal's standard maintenance and operating practices. Special attention must be paid to ensure resistance to winter weather conditions, considering that winter maintenance requires use of mechanical equipment for snow removal and application of de-icing salts. Competitors must bear in mind that Lot 066 is not expected to be completely cleared of snow; only the main traffic and safety corridors will be cleared.

## 5.9 SPATIAL PLANNING STANDARDS

The street geometry is determined by the following standards, which must be complied with:

- Minimum width necessary for operation of emergency fire vehicles: 3.5 metres;
- Ground capacity for emergency vehicles: the clearance space must be sufficiently solid to support the weight of the vehicles. Hardscaping is not necessarily required, but the ground must remain accessible at all times, free of obstacles, and be cleared of snow in winter;
- Minimum street width (including roadway and sidewalk): 6 metres;
- Minimum roadway width: 3.25 metres per traffic lane;
- Minimum width of roadway (Rue De Bleury): 7 metres to enable two traffic lanes with passage by buses;
- Minimum sidewalk width: 2 metres;
- Minimum sidewalk width where a linear stand of trees is planted: 3.3 metres (to allow snow removal);
- Pedestrian corridor width: 1.8 metres contiguous with buildings to meet universal design standards;
- Cycle path width: 1.5 metre per lane.

Each cross profile of a street must consider the above-mentioned points and aim at the following objective:

- Allocate 50% of the street space to active mobility and public transportation as well as to greening (if this objective is not considered, the designer must explain the reasons why).

## 5.10 REGULATIONS AND POLICIES

The project must be compliant with all regulations in force as well as all applicable federal and provincial laws and regulations and municipal by-laws, including but not limited to the following:

- Québec Highway Safety Code;
- Québec Construction Code, Ch. 1 – Building, and National Building Code of Canada 2010 (amended);
- National Fire Code of Canada 2005 (NFC) and its amendments and related documents;
- Urban planning bylaws of the Borough;
- Ville de Montréal Transportation Plan and Pedestrian Charter;
- Plan local de déplacement 2020-2030, Arrondissement de Ville-Marie ;
- Guide pour la prise en compte des principes de développement durable du ministère du Développement durable, de l'Environnement et des Parcs;
- Municipal policy on universal design;
- Plan d'action canopée 2012-2021;
- Climate Change Adaptation Plan for the Montréal Urban Agglomeration;
- Sustainable Montréal 2016–2020 plan;
- Plan Climat OR Plan pour la transition écologique.

The site also lies within the Rue Jeanne-Mance façades protection area. The landscape design will thus be subject to authorization from the Ministère de la Culture et des Communications du Québec.

# IMPLEMENTATION GOALS

- 6.1 Construction work budget
- 6.2 Execution timetable



## 6.1 CONSTRUCTION WORK BUDGET

The total amount budgeted for the demolition work and that required to implement the surface landscaping as defined in Section 1.3 Project area is **\$8,500,000**, including contingencies.

The construction budget estimate must include the costs for relocation of underground infrastructures, if the proposed concept requires. For details of what is included in the work, designers should refer to Section 1.4 of the Competition Rules. No additional amounts will be awarded for the project.

The concept intentions proposed by the designer for the area adjacent to the métro station exit (Rue De Bleury) are not included in the construction budget.

## 6.2 EXECUTION TIMELINE

The project will be implemented over a period of approximately two years following the date the contract is awarded to the winning designer. For information purposes, the planned timeline for the project is as follows:

- Awarding of the contract to the winner: May 2021
- Finalization of the concept and production of the plans and specifications: June 2021 to December 2021
- Issuing of calls for tenders for execution of the work: January 2022
- Awarding of the contract to the selected contractor: April 2022
- Execution of the work: 2022–2023
- Inauguration: Fall 2023

# LIST OF APPENDICES





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## **A 7.1 SITE**

- Map file (.dwg) of the competition site
- 3D rendering (SketchUp) of the district
- Photographs of the district

## **A 7.2 TECHNICAL DOCUMENTS**

- 7.2.1 Plans of public utilities and infrastructures
- 7.2.2 Technical notice regarding closing of Boulevard De Maisonneuve Ouest
- 7.2.3 Tree evaluation report

## **A 7.3 DOCUMENTS FROM THE PUBLIC CONSULTATION ACTIVITY**

- 7.3.1 Folder for the public consultation activity (diagnosis of the project area) – 2018
- 7.3.2 Summary report of the public consultation activity – 2018
- 7.3.3 <https://www.realisonsmtl.ca/terrain066>

## **A 7.4 VILLE DE MONTRÉAL DIRECTORY OF STANDARD STREET FURNITURE**

- 7.4.1 Catalogue of benches and other furniture
- 7.4.2 Catalogue of Ville de Montréal lighting elements
- 7.4.3 [https://ville.montreal.qc.ca/portal/page?\\_pageid=7557,123525602&\\_dad=portal&\\_schema=PORTAL](https://ville.montreal.qc.ca/portal/page?_pageid=7557,123525602&_dad=portal&_schema=PORTAL)