

# YU

## MOVING LANDSCAPES INTERNATIONAL IDEAS COMPETITION

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# GENERAL PRESENTATION

The background of the slide is a blurred, high-speed photograph of a road or bridge. The image is heavily motion-blurred, creating a sense of rapid movement. The color palette is dominated by a bright yellow-green hue, which transitions to a darker green at the bottom. The text 'GENERAL PRESENTATION' is overlaid at the top in a bold, white, sans-serif font.



# 1.0 CHALLENGES

**1.1 context** As one of Canada's great cultural metropolis, Montreal's identity lies on a confluence of cultures and on the dynamic spirit of its inhabitants. The city's creative potential has been internationally acknowledged since 2006, with the designation of Montreal as a UNESCO City of Design. In order to commemorate the fifth anniversary of the designation, the Chair in Landscape and Environmental Design at the University of Montreal (CPEUM) in partnership with the ministère des Transports du Québec (MTQ) is launching a vast reflection on the landscapes of Montreal's international gateway corridor between Montreal-Trudeau Airport and the downtown area.

This gateway constitutes a major infrastructural corridor, composed of juxtaposed networks (autoroutes, railways, waterways), whose implementation transformed Montreal into a leading transportation hub within Canada. From a heritage standpoint, these infrastructures have left an imprint on the local urban history, from the industrial expansion in the XIX<sup>th</sup> century to the suburban development of the XX<sup>th</sup> century. The airport's presence and proximity, where on average 100 000 individuals transit every day, establishes the corridor as the main international gateway to Montreal.

Despite its primordial function, Montreal's international gateway is nevertheless regarded negatively for its banal, greyish, heterogeneous, and fragmented urban landscapes. In fact, it is mainly dominated by infrastructures, brownfields and residual vegetation in dire need of revitalization.

Within the next 20 years, the major public and private investments planned for this sector will pave the way to a complete reinvention of the area. The most noteworthy interventions are<sup>1</sup>:

- The redevelopment of the Turcot Interchange;
- The redevelopment of the Saint-Pierre Interchange;
- The reconfiguration of the Dorval Interchange;
- The addition of a new railway access between Montreal-Trudeau Airport and downtown Montreal;
- The restructuring of the former Turcot Railway Yard;
- The construction of the new McGill University Health Center.

<sup>1</sup> A brief summary of all the intervention sites will be available after registration.

<sup>2</sup> An international workshop in urban design, organized by the UNESCO Chair in Landscape and Environmental Design of the University of Montreal will follow in Fall 2011.

Montreal's international gateway corridor is therefore an important strategic planning area for the future development of the metropolitan region. As an initial step in the reflection initiated by the CPEUM<sup>2</sup>, the International Ideas Competition **YUL-MTL: Moving Landscapes** seeks to first and foremost draw out the multiple opportunities of this territory by achieving an overall planning consistency while also fully expressing the emblematic character of the urban landscapes of Montreal as a UNESCO City of Design.





**1.2 Competition Objectives** The main objective of the competition is to engage various actors involved in the planning of the gateway in a constructive dialogue using an ideation exercise to explore the possibilities of the corridor territory. The approach has so far allowed to bring together representatives from 15 public and private agencies (Appendix 1) to identify common concerns used to define the competition vision (section 2). Through an emphasis on increasing the quality of landscapes, it is hoped that the proposals resulting from the International Ideas Competition will serve as an input for the elaboration of a common action plan (public policies, design charters, development briefs, etc.). To this day, an innovative project of this magnitude has rarely been implemented in Quebec.

Specifically, by using landscape as a structuring concept, the International Ideas Competition aims at redefining the existing relations between the autoroute, the other interconnected infrastructures and the adjacent neighbourhoods. In short, reinventing the landscapes of the international gateway corridor begins with elaborating a development strategy aimed at enhancing its emblematic and expressive character.

**1.3 Limits of the competition area** The limits of the competition area are delineated by a 17 km corridor on autoroute 20, from its junction with autoroute 520, to its entrance point into the Ville-Marie tunnel in downtown Montreal. A section of autoroute 15, from the Atwater exit up to its junction with autoroute 20, is also included in the limits. Apart from the autoroute's right-of-way, the contiguous neighbourhoods are also to be considered, in order to integrate the connections between the autoroute and its environment.

It is expected that the submitted proposals lay within the urban and infrastructural projects that are presently under development. In particular, contestants should take into account the planning context and progress of the Dorval Interchange, the Saint-Pierre Interchange and the Turcot projects, which are included within the limits of the competition area. Description sheets on these projects as well as other opportunity sites will be transmitted to contestants upon registration.

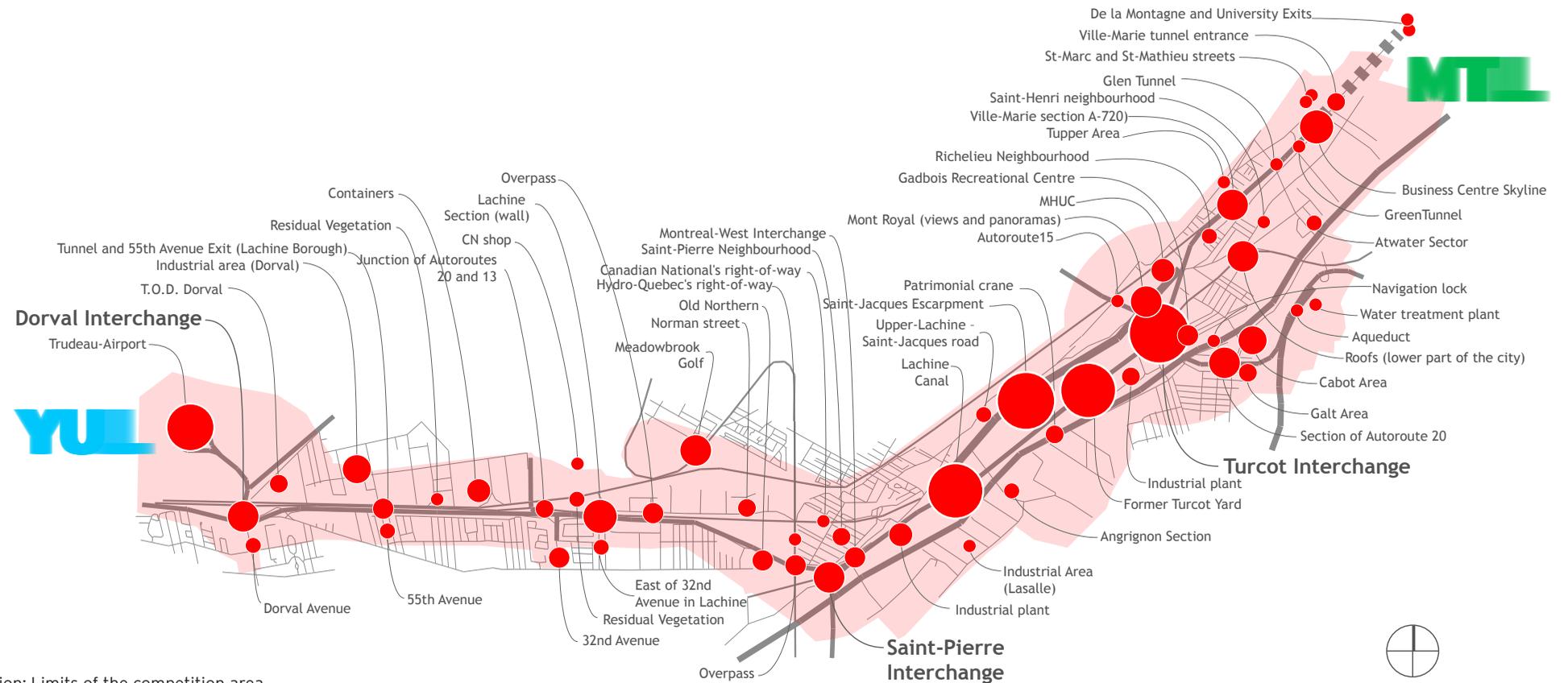


Illustration: Limits of the competition area



# 2.0 VISION: Montreal's International Gateway Corridor, a Landscape Intervention Territory

Rather than a simple transportation corridor, Montreal's international gateway reveals in its functional asset the city's identity. The competition thus launches a genuine territory project that requires planning at multiple scales:

- At the regional scale, the intent is to create a coherent strategy for the entire corridor that takes into account all the possibilities of the experiences of the local landscape;
- At the local scale, the proposals should pay a close attention to the quality of the interactions between living environments, the autoroute and other transportation infrastructures.

The proposed gateway corridor framework should simultaneously explore the programmatic complexity of its urban realm composed of:

- Transportation infrastructures that generate entry and exit routes to and from the downtown area:  
*In the particular case of Montreal's international gateway, these infrastructures are not limited to the autoroute but also include two railway lines as well as a recreational boating canal and a bicycle path. These different*

*infrastructures provide diverse experiences from the vistas they offer as well as for the traffic flow they allow.*

- Living and working environments:  
*Entering the city is discovering living environments which gradually densify from sprawling suburbs to older neighbourhoods. It is also an initiation to one of Montreal's oldest industrial landscapes which once was the industrial cradle of Canada but whose vitality has strongly decreased and is in need of revitalization.*
- Natural environments:  
*Although they are sometimes designated as park and conservation areas, like de Lachine Canal National Historic Site, the main natural spaces along this corridor are mostly residual biomasses which necessitate enhancement such as is the case of the Saint-Jacques Escarpment.*



### 1<sup>st</sup> Theme: An evolving and emblematic landscape project for the metropolitan area

The collaborative process with the public and private actors concerned with the gateway corridor has helped to pinpoint three main themes which should guide the contestants in their reflections on the future of this territory.

The competition focusses above all on the issue of landscapes which is perceived through the general appreciation of emblematic vistas (ex.: Mount-Royal or the downtown skyline) as well as through the recognition of the multiple qualities of the surrounding living environments. Thus, multiple views of the territory are revealed which carry social values and aspirations such as:

- Aesthetic and visual values: these are revealed by the perceptual features of the environment, by the visual appeal of its scales, vistas and deployed horizons (from foreground to background) and by the generated kinetic effects;

- Environmental values: these are revealed simultaneously when taking into account both the natural environment and the environmental innovation (ex.: green infrastructure) of the autoroute project;
- Economical, social and cultural (heritage and innovation) values: these values mainly stem from the industrial character of the gateway corridor and from the need to highlight this character, within Montreal's multiculturalism as well as in the cultural creativity it has to offer;
- Identity values: they are expressed by the enhancement of emblematic landmarks but also according to the changing seasons (ex. nordic condition).

Subject to the ever-changing, dynamic and never time-bound values, the landscape project therefore calls for an opened attitude towards enhancement and development opportunities as well as for the creation of new landscapes.

## 2<sup>nd</sup> Theme: A scenographic composition of the corridor experiences

In the particular context of Montreal's international gateway corridor, the present reflection focusses on the user's point-of-view, whose perception and experience of the landscapes is modulated by speed. This movement-based experience is perceived through the blurred, rapid-moving foreground, the slow-moving middle distance and the seemingly motionless background.

The landscape is additionally expressed by the gradual intensification of the urban fabric. However this progression, far from being linear and regular, is punctuated with nodes and landmarks such as the network junctions and emblematic vistas. The need for a scenographic composition of these landscape elements

should increase the legibility and coherence of the gateway corridor's structure by taking into account:

- The driver and passenger positions as well as the variation due to different transportation modes (car, bus, passenger trains, etc.);
- The experience of entering and exiting the city;
- The ambiances related to day and night passages as well as those related to seasonal changes (spring, summer, fall, winter).

The experiences of residents living close the autoroute, must also be taken into account. While benefitting its access, the residents also endure the frenetic ingoing and outgoing traffic of a major Canadian city.



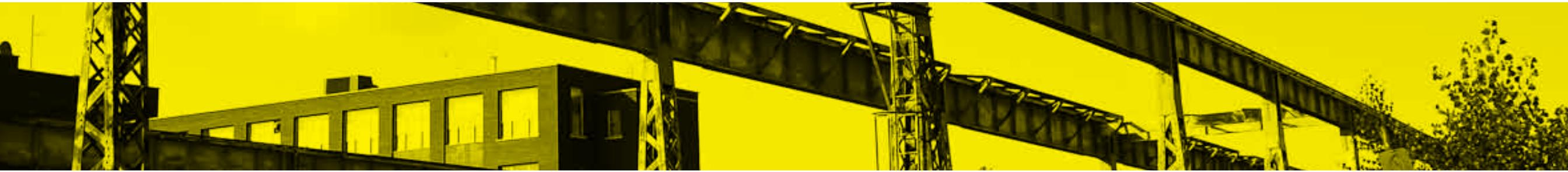


**3<sup>rd</sup> Theme:**  
**A collaborative  
approach for sustainable  
urban development**

The gathering of the issues and aspirations expressed by the public and private actors consulted has allowed to put together the structure of a specific collaborative approach for the sustainable development of Montreal's international gateway corridor. This approach emphasized the perceptual voids projected by the autoroute 20's image. Thus, the sustainable development of the gateway corridor primarily aims to stimulate the territory's vitality.

The competition area has in this regard many undeniable assets. It is an infrastructure corridor composed of multiple transportation modes. This area is also close to living environments as well as rich ecological areas such as the Saint-Jacques Escarpment. Nevertheless, the gateway corridor has many underused gaps and brownfields in need of revitalization. The territorial project should illustrate how the transportation projects can heighten the vitality of these areas and how in turn it can frame the infrastructure's landscapes.

Ultimately, Montreal's international gateway corridor is a territorial project, which aims at showcasing the city's vitality and creativity.



### Conception guidelines

Guidelines for an emblematic landscape project for the city

- Creating a strong and expressive statement:
  - Expressing Montreal's distinct image of technological innovation, creativity, design and performing arts;
  - Taking into account the different seasonal conditions of a nordic city.
- Highlighting the uniqueness of Montreal's setting:
  - Enhancing its industrial and built heritage
  - Revealing the townscape qualities of local areas along the gateway corridor.
- Demonstrating creativity and innovation:
  - Improving the urban design and architectural features of the infrastructures (street furniture, equipments, structures, etc.);
  - Creating varied ambiances that can be modulated by lighting effects or by temporary installations.

Guidelines for the scenographic composition of the corridor's experiences

- Planning the gateway corridor as a XXI<sup>st</sup> century urban promenade:
  - Marking the progression towards downtown or inversely towards the airport;
  - Taking into account the different gateway experiences (autoroute, railway, canal);
  - Envision new interfaces that are coherent with the concept of an urban gateway while enhancing the quality of living environments.
- Insuring the coherence of the interventions:
  - Improving the legibility of the urban environment by redesigning the signage, the advertising structures and the furniture;
  - Creating a safe and user-friendly environment.

Guidelines for a collaborative approach to sustainable urban development

- Stimulating the vitality of adjacent neighbourhood:
  - Revitalizing residual spaces;
  - Structuring the boundaries and interconnections between the infrastructure and the adjacent areas (ex.: landscape, living and built environments).
- Increasing the proximity with nature:
  - Creating greener infrastructures (ex.: noise barriers) and adjacent areas (ex.: roof) so they may become an expressive feature of the environmental urban design avant-garde;
  - Networking natural and recreational areas.
- Integrating the infrastructures to the territory and vice versa
  - Improving connections between neighbouring areas;
  - Reducing nuisances (ex.: quality of life - air, visual and sound pollution).



# RULES



## 3.0 TYPE OF COMPETITION

The International Ideas Competition **YUL-MTL: Moving Landscapes** is an open and anonymous ideas competition. Held in one stage, at the international level, it is opened to planning and design professionals alike. The eligibility criteria are detailed in Section 5.

At the end of the competition, laureates will be invited on November 20<sup>th</sup> and 21<sup>st</sup> to present their ideas at the Montréal 2011 Workshop\_atelier/terrain (WAT), an international design workshop that will further explore the gateway corridor

potentials. This workshop is organised by the UNESCO Chair in Landscape and Environmental Design at the University of Montreal. During this visit, laureates will also present their proposal within work-groups with the public stakeholders. These activities will be held either in French or in English.

Note that the ministère des Transports du Québec and the Chair in Landscape and Environmental Design at the University of Montreal are not involved in any way with the laureates in the further implementation of their proposals.





# 4.0 COMPETITION ACTORS

**4.1 Competition sponsors** The International Ideas Competition is organized by the Chair in Landscape and Environmental Design at the University of Montreal (CPEUM) for the ministère des Transports du Québec (MTQ).

The Bureau du design de la Ville de Montréal will assist the CPEUM in the planning and the diffusion of the competition as this international initiative is linked with the designation Montréal, UNESCO City of Design ([mtlunescodesign.com](http://mtlunescodesign.com)).

Appendix 1 lists all the public and private actors involved in the collaborative process overseeing the International Ideas Competition.



- 4.2 International jury**
- **Pierre Bélanger**, associate professor, Department of Landscape Architecture, Harvard University Graduate School of Design, Cambridge;
  - **Ken Greenberg**, architect, urban designer, Greenberg consultants inc., Toronto;
  - **Florence Junca-Adenot**, Founder of Forum Urba 2015, Université du Québec à Montréal;
  - **Anick La Bissonnière**, architect and scenic artist, Atelier Labi, Montréal;
  - **Bernardo Secchi**, architect and urbanist, Secchi Vigano, Milan;
  - **Maroun Shaneen**, director Île-de-Montréal, ministère des Transports du Québec.

Mr. **Bernardo Secchi** will act as president of the jury.

In the event that a member of the jury is unable to fulfil his or her duties, competition officials will designate a substitute juror with equivalent competencies of the absentee. Contestants would then be notified as soon as possible.



**4.3.Observers** Individuals may be authorized to attend the jury sessions without however being allowed to participate. They will be limited to one representative from the CPEUM and one representative from the MTQ.



**4.4 Professional advisor** Patrick Marmen, research officer at the CPEUM, will act as the competition's professional advisor.

He is supported in this task by Jacques White, architect and architectural competitions advisor.



## 5.0 ELIGIBILITY AND REGISTRATION

**5.1 Eligibility conditions** To be eligible, each contestant must designate a professional representative (architect, landscape architect, urban designer, urban planner). The representative will act as an official contact and coordinator for the duration of the competition.

Contestants are encouraged to establish multidisciplinary partnerships with other professionals such as engineers, transport and mobility consultants, environmental specialists, visual artists, set designers, graphic designers.





**5.2 Conditions for Exclusion** Any contestant employed by or with direct family ties with members of CPEUM, MTQ, the Bureau du design de la Ville de Montréal or with members of the jury may not participate in the competition. Nor may associates or employees of these persons take part in the competition.

Except for their written contacts with the professional advisor, contestants must strictly abstain from any other direct or indirect communication regarding the competition with the CPEUM, the MTQ, the Bureau du design de la Ville de Montréal, their staff or their administrators or with a member of the jury, the failing of which forcing immediate disqualification.

Any contestant whose proposal does not comply to the present rules is disqualified. The professional advisor may notify the jury of any such irregularities,

including non-authorized communications, missing or added parts of a non-corresponding nature, which do not remotely correspond to that stated in the rules. The jury reserves final decision.

Any indication or information compromising the anonymity of the proposal, directly or indirectly transmitted by anyone to the competition organizers or to the members of the jury will result in the proposal being rejected.

In case of doubt concerning the interpretation of the conditions of exclusion or in the case of presumed discrepancies during the process, contestants must immediately and at any time, communicate with the professional advisor according to the established rules procedures.



**5.3 Procedure for Registration** The registration is free and compulsory. It allows contestants a direct link with the professional advisor's communications network.

Registration is made by filling the online form available at the following Internet address: [mtlunescodesign.com](http://mtlunescodesign.com). This registration form must be received before the scheduled deadline. Proposals received from contestants who are not properly registered on deadline will not be accepted.

Only one registration form per contestant will be accepted.

Once the online registration is completed a registration code will be automatically sent to each contestant. The code confirms registration and is used to identify submitted documents in order to insure the anonymity of the proposal.

**5.4 Competition Documents** Following registration, contestants will be able to download official competition documents using the web link included in the confirmation email. No printed documents will be sent.

The CPEUM reserves the right to bring minor changes to competition documents up to two weeks prior to proposal submission deadline.

Unless having been made public on the Internet at [mtlunescodesign.com](http://mtlunescodesign.com) or unless having been made public by the CPEUM or the MTQ themselves, competition documents are considered confidential during and after the competition. Their contents may not be revealed by anyone without prior written permission from the CPEUM.



# 6.0 COMMUNICATION RULES

**6.1 General Rules** Following registration, the professional advisor will only communicate information to one email address per contestant, the one supplied at registration. Contestants are expected to make sure this email address is operational at all times. The professional advisor will notify the reception of any communication

within reasonable time. CPEUM, MTQ or the Ville de Montreal will not be held responsible for any inconvenience caused by technical issues in relation with computer-mediated communications



**6.2 Official Competition Languages** The competition is held in French and in English. All communications as well as proposal texts must be submitted in one of these two languages.

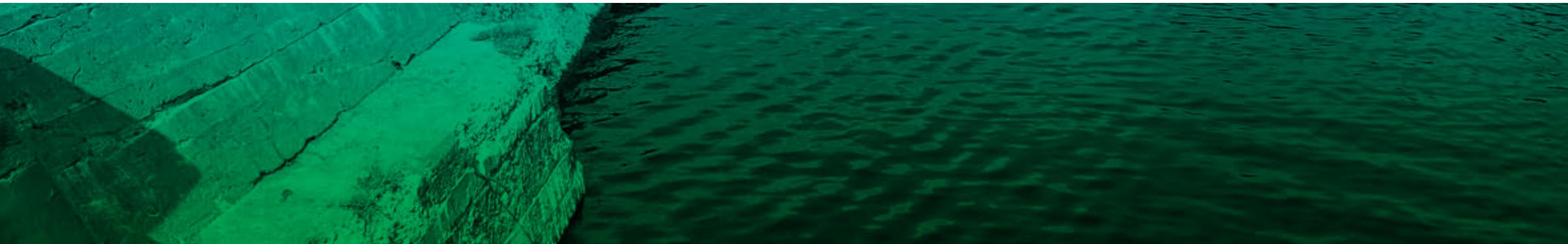




**6.3 Questions and Answers** Any questions or clarifications from the contestants regarding the competition should be forwarded, according to the scheduled question period, to the following email address:

[yul-mtl@mtlunescodesign.com](mailto:yul-mtl@mtlunescodesign.com).

Any other communication will be disregarded and may lead to the contestant's immediate disqualification.





# 7.0 PROPOSALS

## 7.1 Proposal Content and Presentation

The ideas competition covers the entire city gateway corridor and submitted proposals should explore the territory as a whole. The graphic expression of the proposal should convey the way in which contestants respond to the main intervention principles included in the vision, i.e.:

- An evolving and emblematic landscape project for the metropolitan area;
- A scenographic composition of the corridor experiences;
- A collaborative approach for sustainable urban development.

The proposals must be presented with the aid of:

- 2 presentation panels in A0 format;
- 1 video, not to exceed 2 minutes;
- 1 text, not to exceed 500 words.



### Presentation panels

Proposals must integrate at least the following four types of illustrations:

- A scenario concept:  
*With the help of conceptual sketches, plans or illustrations, contestants will illustrate the idea of their proposed scenographic composition for the entire corridor.*
- A development plan (macro-design):  
*The proposal should include an overall development plan at a minimal scale of 1: 15 000. The plan should allow the visualization of the proposed urban framework for the corridor.*
- Representations of architectural and urban elements (micro-design):  
*Contestants should highlight their proposals by including more detailed illustrations (plans, sections, elevations, perspectives) of selected strategic points of the interface between the autoroute and its adjacent areas. These views will allow to illustrate the resulting urban character for motorists, public transit users, commuters and residents of adjacent areas. Architectural and urban illustrations develop the expression of the intended proposals to revitalize the gateway corridor.*

- Illustration of implementation possibilities:  
*Proposals should also include conceptual sketches showing the prioritization of actions to be taken in implementing the scenographic composition and the proposed development plan. These sketches will show the concept's short-term, mid-term and long-term proposed deployment and its expected structuring effects on the territory.*

The presentation should respect the following rules:

- Two A0 format (841 X 1189 mm) panels, horizontally set (landscape) and sent in PDF format (300 dpi minimum). The order and layout of the illustrations are left to the contestant's discretion.
- Each of the two panels should carry the contestant's registration code (ex.: AB123) in 36-point Arial font in the lower, right-hand corner.

**Video or 3D animation**

Contestants must submit a video or 3D animation of no more than 2 minutes in length showing the proposed scenographic composition for the various experiences of the gateway. A sound track may also be added, but no narration.

The preparation of video or 3D animation should follow these guidelines:

- Format: MPEG4 compression
- Compression: h.264
- Resolution: 640 x 480 or 640 x 360
- The files sizes are limited to 50Mb

**Text**

The text addresses all the elements that allow to justly appreciate the proposal's value. Accordingly, it describes the generating ideas of the scenographic composition and allows an understanding of the logic behind the organization of the landscape project.

The text should have a maximum of 500 words processed in 10-point Arial font on letter-format paper (8,5" x 11") set vertically (portrait format). No images may be inserted in the text. Text must be submitted in DOC format.





**7.2 Proposal Transmission Guidelines** Proposals should be submitted electronically from the Web link emailed upon registration. The link to access this site will be emailed at registration. Proposals must be uploaded at the latest according to scheduled deadline. The submission form (appendix 2) should be included in the transmission folder.

All documents should be grouped into one single folder not to exceed 75 Mb and identified with the team's own registration code. Files should be identified according to the following the nomenclature: RegistrationCode\_filename.ext. For example:

Folder AB123.zip

- AB123\_panel1.pdf
- AB123\_pane2.pdf
- AB123\_video.mp4
- AB123\_text.doc
- AB123\_submissionform.pdf

To preserve the anonymity of the proposals, no file title or content element should permit contestant identification, except for the contents of the submission form.

CPEUM, MTQ or la Ville de Montréal will not be held responsible for any technical issues encountered in the process of uploading proposals.

**7.3 Evaluation** All entries will be evaluated by the international jury, subject to their conformity to the rules. By entering the competition, contestants accept the validity of the decision with a clear understanding that the evaluation, in the field of planning and design, emerges from a complex process. This process is equally dependent on the sensibilities and values which arise from the specific circumstance prevailing at the time of the decision and upon the dynamics of the debates raised by the documents submitted by the contestants.

The professional advisor will first verify the contestants' eligibility and how their entries conform to the rules, prior to the jury's deliberation. He will inform the jury of any regulation violation he may have observed.

The jury will hold its first deliberation session in camera in order to debate on the merits of the entries according to the evaluation criteria listed at point 7.4. Before any deliberation, the jury acknowledges and statutes on non-compliant entries. At the end of the deliberation the jury take a decision ideally by consensus or otherwise by vote. In the case of a tie, the president of the jury's vote has precedence. The decision of the jury is final and without appeal.

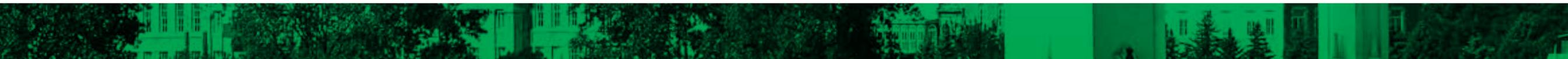




**7.4 Evaluation criteria** Proposals are expected to generate a creative dialogue along the vision presented in section 2. In this sense, proposals will be first evaluated according to the coherence of the project regarding the principles and guidelines of the vision:

- The potential for creating emblematic landscape expressions for the city
- The quality of the gateway scenographic composition
- The sustainability of the proposed interventions

Proposals will furthermore be evaluated according to their innovative, prospective nature and their potential to further engage in dialogues the stakeholders responsible for the planning and development of Montreal's international gateway corridor.



# 8.0 AWARDS

A total of \$100 000 CAN will be shared between three laureates. Each laureate will be awarded a minimum prize of \$25 000 CAN. The jury may choose to distribute the rest of the amount according to its appreciation of the proposals. Travel and accommodation fees when participating in the November 20<sup>th</sup> and 21<sup>st</sup> 2011 activities in Montreal and any other applicable expenses are inclusive to the awards given to the laureates.

The jury may choose to award honourable mentions without compensation at its discretion.





## 9.0 ANNOUNCEMENT AND PUBLICATION OF RESULTS

The names of the ideas competition laureates will be simultaneously announced by email to all the contestants immediately after jury deliberations. A press release will be sent to make the decision public.

The jury report as well as all valid proposals received will be made available on the web site [mtlunescodesign.com](http://mtlunescodesign.com).

Competition organizers intend on giving wide international exposure to the results to generate public interest and acknowledge the contestants' efforts. To do so, CPEUM will develop a plan for exhibiting or publishing the proposals. Consequently, all contestants must accept that their names, their proposals and the jury's corresponding comments be made public.





## 10.0 COPYRIGHT AND INTELLECTUAL PROPERTY

Any contestant having submitted a project in the competition is entitled to the copyright of his proposal. By submitting proposals, all entrants grant to the CPEUM, at no cost, a non-exclusive license, without territorial limitations, for the duration provided for in the Copyright Act, authorizing it to disseminate the results of the competition, regardless of format, including via Internet. This license will be granted for non-commercial and archiving purposes.

Each contestant warrants to the CPEUM that it is the sole owner or user of the copyright on the documents making up its proposal. Each contestant shall hold the CPEUM harmless from any claim pursuant to that copyright, including moral rights, and pledges to defend the CPEUM in any proceedings brought against it pursuant to that copyright, and to indemnify it in capital, interest and costs, in the case of any adverse ruling against it.

# 11.0 TIMETABLE

## Proposal call and Registration

- Competition begins: June 9<sup>th</sup>, 2011
- Deadline for registration: August 26<sup>th</sup>, 2011, 5 PM (EDT)

## Questions and Answers

- Question Period: June 9<sup>th</sup> to September 9<sup>th</sup>, 2011
- First Response Period: June 15<sup>th</sup> to July 22<sup>nd</sup>, 2011
- Second Response Period: August 8<sup>th</sup> to September 16<sup>th</sup>, 2011

## Submission of Proposals

- Submission of Proposals: October 7<sup>th</sup>, 2011, 5 PM (EDT)

## Follow up to the Competition

- Jury Deliberation: October 27<sup>th</sup> and 28<sup>th</sup>, 2011
- Results Announcement: October 28<sup>th</sup>, 2011
- Laureate Presentation in Montreal: November 21<sup>st</sup> and 22<sup>nd</sup>, 2011

# 12.0 DEFINITIONS

**CPEUM:** Chaire en paysage et environnement de l'Université de Montréal/Chair in Landscape and Environmental Design at the University of Montreal.

**Contestant:** Individual, firm or team composed of Designers that meet the competition eligibility criteria and prepare and submit a Proposal in conformity with the Rules.

**MTQ:** Ministère des Transports du Québec.

**Proposal:** Set of documents submitted for the assessment of the jury by a Contestant.

**Rules:** Official competition document that describes the purpose of the competition, its objectives, its actors, and the conditions for preparation, presentation, assessment and use of Proposals.

**Representative:** Any practitioner who is a graduate of a university program qualifying him or her to design or carry out urban planning projects (for example, in architecture, landscape architecture, urban planning, environmental design, industrial design, urban design).

# APPENDIXES



# Appendix 1: A vision elaborated through a collaborative approach



The detailed vision statement expressed in the present competition document was made possible by a collaborative approach with the MTQ (Direction de l'île de Montréal) and the main public and private actors involved in the international gateway corridor. The procedure has allowed to identify:

- The characteristics attached to the concept of an international gateway for Montreal;
- The various development issues of the corridor;
- The main goals of the public and private actors as for the future of the infrastructures, territories and the adjacent living environments;
- The areas, sites or equipment required to create a genuine territory project for the gateway corridor on a short and medium term schedule.

To accomplish this, an analysis strategy, relying primarily on results of some fifteen individual interviews and participative mapping exercises with the public and private partners, was developed. The interviews were held in April and May 2011.

## Territorial partners involved in the consultation

### Municipal Level

- Arrondissement Côte-des-Neiges – Notre-Dame-de-Grâce
- Arrondissement Lachine
- Arrondissement Le Sud-Ouest
- Arrondissement Ville-Marie
- Cité de Dorval
- Ville de Montréal
- Ville de Montréal-Ouest
- Ville de Westmount

### Regional Level

- Conférence régionale des élus de Montréal
- Communauté métropolitaine de Montréal

### Public Transport Agencies

- Aéroports de Montréal
- Agence métropolitaine de transport
- Ministère des Transports du Québec (Direction de l'île de Montréal)

### Railway Networks

- Canadian Pacific
- Canadian National

### Conservation organizations

- Parks Canada (Canal de Lachine)

A review of various sources has allowed the deepening of this first round of consultation. Planning documents (ex.: master plans), landscape characterization studies and a list of press releases published between 2003 and 2011 (ex.: Le Devoir, La Presse, Les Affaires) specifically dealing with Montreal's international gateway corridors were reviewed.

This strategy has allowed to identify the main challenges from the perspective of local experts concerned by the corridor, as well as the point-of-view of public local actors and that of the media.

Content analysis results of collected data were used as a primary input to the elaboration process of the vision. They have allowed to pinpoint the main themes at stake as well as the project opportunities and territorial boundaries of the competition. A first draft of the vision statement was approved by all the partners involved on April 28<sup>th</sup> 2011.

# Appendix 2: Submission Form

Name of contestant: \_\_\_\_\_

Identification number \_\_\_\_\_

Description of contestant's experience:

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 \_\_\_\_\_  
 \_\_\_\_\_

Name of representative<sup>1</sup>: \_\_\_\_\_

Title of representative: \_\_\_\_\_

**Personal information:**

Address/Street/Apartment \_\_\_\_\_

City/Province/Country \_\_\_\_\_

Area Code \_\_\_\_\_

Telephone: \_\_\_\_\_

Email address: \_\_\_\_\_

Team Members (Name/title):

\_\_\_\_\_  
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I, the undersigned, grant the CPEUM, at no cost, a non-exclusive license, without territorial limitations, for the duration provided for in the Copyright Act, authorizing it to disseminate the results of the competition, regardless of format, including via Internet. The contestant warrants to the CPEUM that it is the sole owner or user of the copyright on the documents making up its proposal.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Note that the following must be submitted before the proposals submission deadline:**

- The contestant submission form
- Two presentation panels, A0 format oriented horizontally in PDF format with a 300 dpi resolution with contestant's registration code
- 1 video, maximum 2 minutes in MPEG4 format
- 1 text, maximum 500 words in DOC format

<sup>1</sup> Representative must be the same one as when registering

# Appendix 3: Internet references

## Ministère des Transports du Québec:

- [Home page](#)
- [Interactive map of traffic flow](#) (in French)
- [Redevelopment of the Turcot Interchange](#) (in French)
- [Reconfiguration of the Dorval Interchange](#) (in French)

## Ville de Montréal

- [Home page](#)

## Historical Maps

[Bibliothèque et archives nationales du Québec](#) (in French)

- List of accessible historical maps:
  - 1846. [Topographical and pictorial map of the city of Montreal](#)
  - 1915. [Carte topographique du Canada à l'échelle de 1:63 360](#). 31-H-05, Lachine
  - 1931. [Carte topographique du Canada à l'échelle de 1:63 360](#). 31-H-05, Lachine
  - 1944. [Carte topographique du Canada à l'échelle de 1:63 360](#). 31-H-05, Lachine
  - 1963. [Carte topographique du Canada à l'échelle de 1:25 000](#). 31-H-05-g, Lachine
  - 1967. [Carte topographique du Canada à l'échelle de 1:25 000](#). 31-H-05-g, Lachine

## Heritage Site

Lachine Canal National Historical Site

- [Parks Canada](#)
- [Ville de Montréal](#) (in French)

[Montreal aqueduct](#) (in French)

Mont-Royal Natural and Historic Site

- [Ville de Montréal](#) (in French)
- [Répertoire du patrimoine culturel du Québec](#) (in French)

Old Montreal

- [Ville de Montréal](#) (in French)
- [Vieux-Montréal](#)

## Parks and recreation areas

- [Network of Large Parks](#)
- Ecoterritories:
  - [Home page](#)
  - [Saint-Jacques Escarpment](#)
- Mont-Royal Park:
  - [Les amis de la montagne](#)

## Statistical data on Montreal

- [Observatoire Grand Montréal](#) (in French)
- [Tourisme Montréal](#)
- [Board of Trade of Metropolitan Montreal - Trend chart](#)
- [Ville de Montréal - Montréal en statistiques](#) (in French)

## Infrastructures networks

- [Aéroport de Montréal](#)
- [Agence métropolitaine de transport](#)
- [Canadian National](#)
- [Canadian Pacific](#)
- [Société des Transports de Montréal](#)

## Sites en développement

- [Petite-Rivière Healthy Community](#)
- Former Turcot Railway Yard:
  - [Ministère des Transports du Québec](#) (in French)
  - [Ville de Montréal, arrondissement Le Sud-Ouest](#) (in French)
- [McGill University Health Cevnter -Glen Campus](#)

## Municipal Authorities

- Ville de Montréal:
  - [Home page](#)
  - [Master Plan](#)
- Arrondissement de Côte-des-Neiges – Notre-Dame-de-Grâce
  - [Home page](#)
  - [Master Plan](#) (in French)
- Arrondissement de Lachine
  - [Home page](#)
  - [Master Plan](#) (in French)
- Arrondissement Le Sud-Ouest
  - [Home page](#) (in French)
  - [Master Plan](#) (in French)
- Arrondissement de Ville-Marie
  - [Home page](#) (in French)
  - [Master Plan](#) (in French)
- Cité de Dorval
  - [Home page](#)
  - [Master Plan](#)
- Ville de Montréal-Ouest :
  - [Home page](#)
  - [Master Plan](#)
- City of Westmount :
  - [Home page](#)
  - [Character areas map](#)

# Credits



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- Alexandre Renzo and Alexandre Bélanger : pp. 1, 3, 4, 5, 6, 7, 13, 14, 16, 19, 20, 23, 24, 26, 29, 33, 34, 35 and 37.



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Université  
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chaire en paysage et environnement