

THE MICRO-Intervention Areas and the Coherent Strategies:
 Ecological α experience α emblematics = laminar flow as a Minimalistist and yet appropriate Response to multi-issues. Integrated Laminar functioning of proposals for varied Emblematic, Experience (scenographic) & Ecological solutions are our mantra. Few examples of The Emblematic, Experience (scenographic) & Ecological conception guidelines as follows:
 1. Guidelines for an EMBLEMATIC landscape project for the city creating a strong and expressive statement:
 • Expressing Montreal's distinct image of technological innovation, Cultural metropolis, creativity, design and performing arts.
 • Target Programming, river fronts, residual spaces, etc are requalified as employment area while supporting design, art and cultural festivals. Cycle & pedestrian bridges proposed at Dorval, Normand Area, Turcot, Lachine, etc as Technological innovation Identity Markers along with techno art and sculptures in the revitalized parks, etc.
 • Taking into account the different seasonal conditions of a Nordic city. Highlighting the uniqueness of Montreal's settings. Revitalization & revitalization of Lachine & underused spaces below Interchanges as recreation and tourist area, river side parks, ice skating rinks, etc, in winter & boating or skateboarding in summer.
 • Enhancing its industrial and built heritage;
 • Facade Interventions on the building facades contiguous to the route depending on each area's built heritage and three arts in the green parks;
 • Revealing the landscape qualities of local areas along the gateway corridor. Demonstrating creativity and innovation; Same as above;
 • Improving the urban design and architectural features of the infrastructures (street furniture, equipments, structures, etc). The routes right-of-ways, contiguous areas and residual vegetation/parks are proposed for quality urban landscape, ecological management & requalification as Urban Parks.
 • Creating varied ambiances that can be modulated by lighting effects or by temporary installations.
 • Lighting works on buildings, landscape, tree boulevards, bridges, interchanges, etc for aesthetics and safety.
 2. Guidelines for the scenographic composition of the corridor's experiences-Planning the gateway corridor as a XXIst century urban promenade:
 Our coherent strategy for the scenographic composition of the corridor experiences-requalifying areas as the RUIPRED (PART MOVING) immediate foreground, the SLOW MOVING middle and the Seemingly MOTIONLESS background. Refer to the following:
 • Marking the progression towards downtown or inversely towards the airport;
 • Mt. Royal, the sky, Canals and rivers, and the CBD skyline will serve as the Motionless background. To that end, linearity and visual connectivity along the route are enhanced and by default building height is limited to 232metre by the city plan.
 Facade Interventions based on local (Montreal's) built heritage serve as the slow moving middle. Established views of CBD & Mt. Royal as a guide for Orientation to users. Champ de Mars effect along A-720, etc. Scenographic composition of Noise Barrier walls as art & exhibition walls and installation of arts, sculptures, furniture's, etc in the requalified residual vegetation serve as the foreground;
 • Taking into account the different gateway experiences (auto route, railway, canal);
 • Laminar flow pattern landscaping, art walls for the auto route and railway and riverside parks and natural scenery for the canal;
 • Invision new interfaces that are coherent with the concept of an urban gateway while enhancing the quality of living environments- Same as Above.
 • Improving the legibility of the urban environment by redesigning the signage, the advertising structures and the furniture. Removal of visual hindrances by electric poles, oversize signage post and advertisement boards on buildings to improve architecture heritage, etc. Lighting and improvement of signage.
 • Creating a safe and user-friendly environment;
 • Service road improvements along Auto route, reduction of traffic in neighborhood roads, human scale approaches especially at Tunnel Crossings, etc.
 3. Guidelines for a collaborative approach to sustainable urban development; — stimulating the vitality of adjacent neighborhood.
 • Revitalizing residual spaces;
 • Requalifying as urban parks/quality landscape and used as Noise Barrier walls to provide tranquility to neighborhoods.
 • Structuring the boundaries and interconnections between the infrastructure and the adjacent areas (ex.: landscape, living and built environments).
 • The routes right-of-way revitalization as a means to controlling noise, air pollution and utilise them as health axis for cycling, walking, etc.
 Increasing the proximity with nature:
 • Greening as an interface between the routes and living environments, right-of-ways and residual vegetation greening, linking of major green areas, riverside parks, public usable spaces and seating areas in parks, riverside, etc.
 • More human scale and user-friendly pedestrian routes between Gadbois & Glen Campus or Turcot, Connecting cycle tracks, St. Jacques multipurpose track to City bike routes, etc. Also revitalization proposed at intermodal stations like Vandome, Dorval, etc, to enhanced linkage between rail and buses, efficiency of access in Dorval, Turcot interchanges, etc, have been enhanced.
 • Improving connectors between neighboring areas;
 • Establishing BRT/LRT modal shifts and discouraging car entry into or car use in the neighborhood grids to encourage and facilitate pedestrian friendly neighborhoods, cycling routes, pedestrian bridges, etc.
 • Reducing nuisances (ex.: quality of life – air, visual and sound pollution).
 • The above proposed action plan will all automatically improve quality of life- air, visual and sound pollution reduction.

