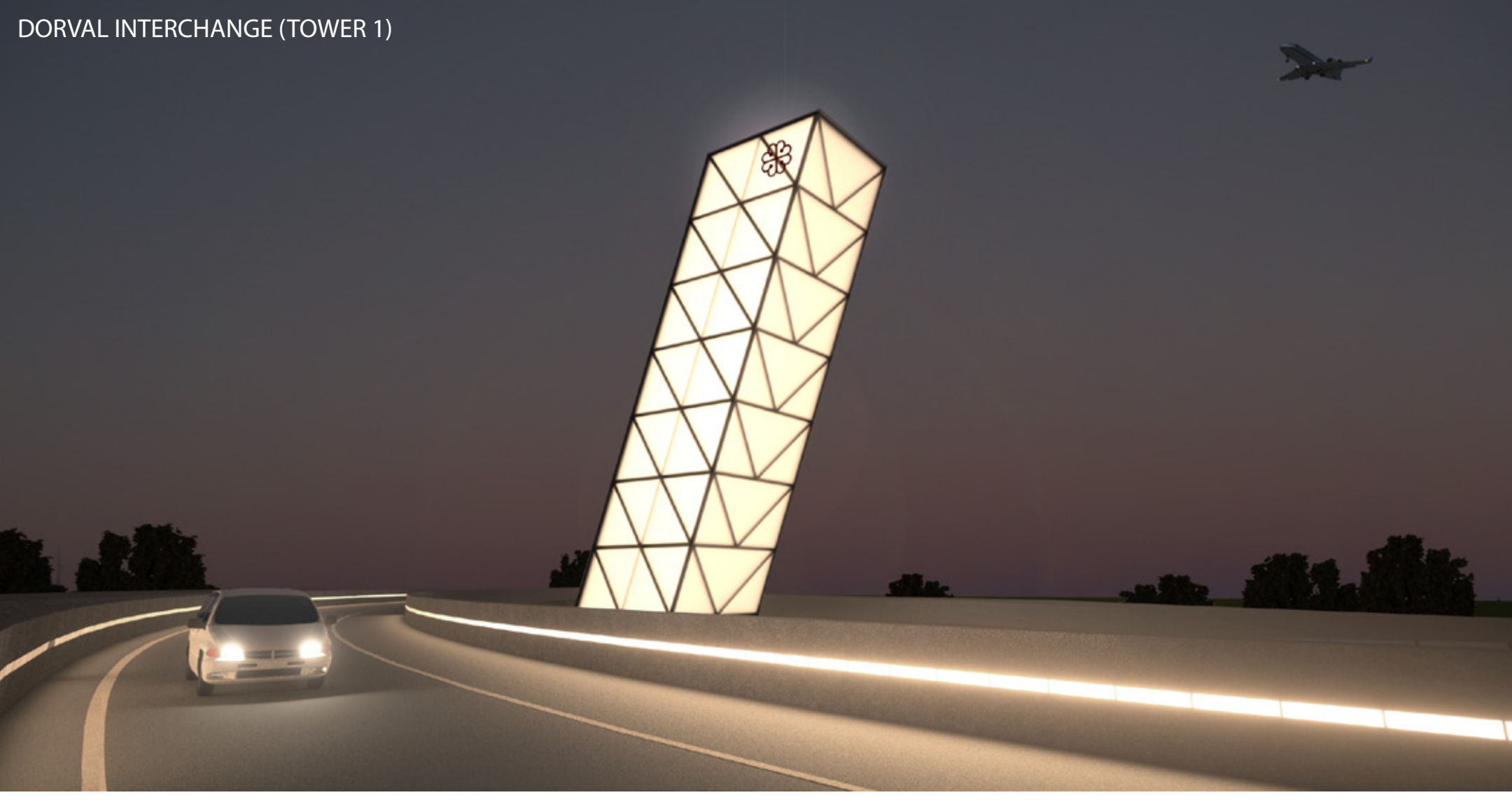


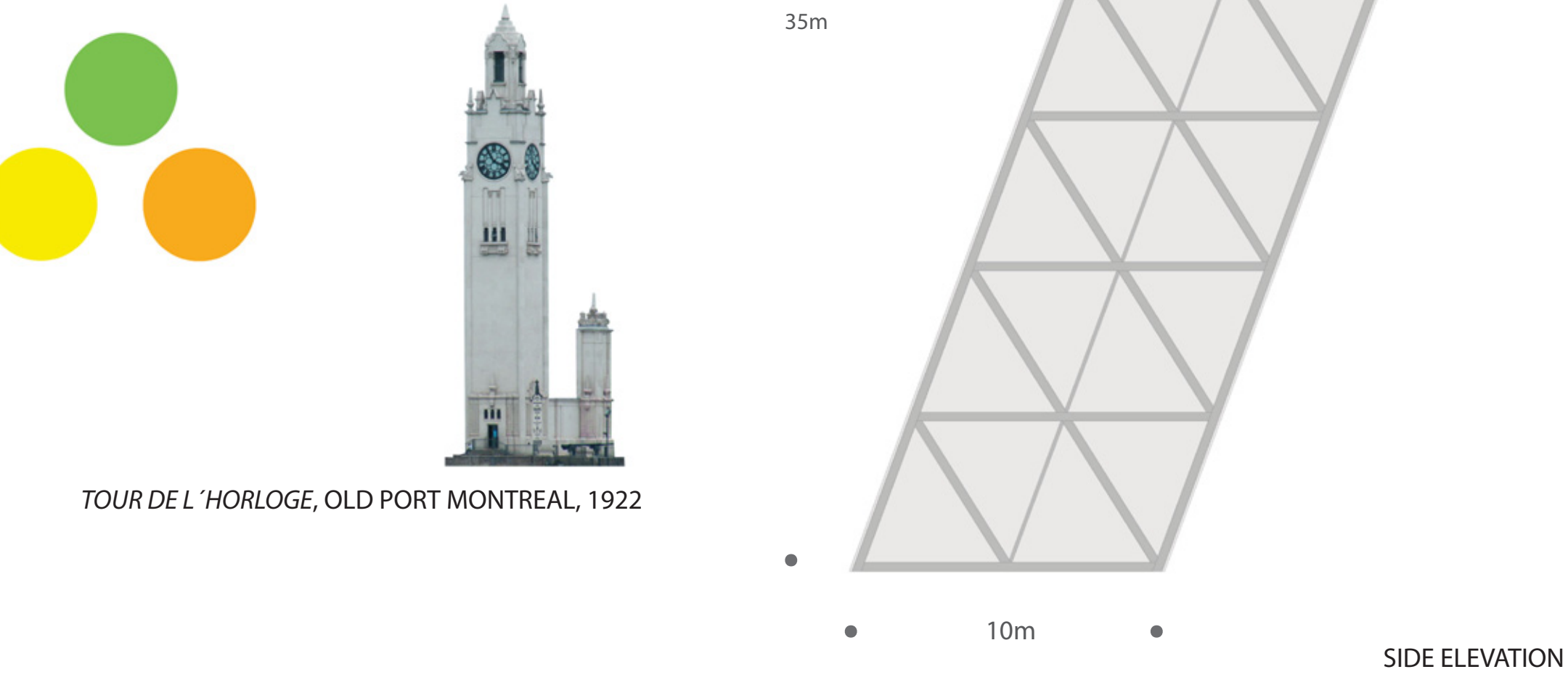
1A

STRATEGIC STUDY AREA 1 - AUTOROUTE: 1A - INFOTOWER NETWORK



INFOTOWER NETWORK
Inspired by the Old Port's Clock Tower, a network of towers marks the approach to Downtown Montreal, along the International Gateway Corridor. The towers are strategically placed on the corridor's 5 main interchanges, leaning towards city centre.

COLOR CODE
An identification code alerts drivers to increasing traffic in following autoroute sections by changing the towers color with LED lights behind a translucent façade. The system uses the 3 universal colors: green, yellow, orange (orange replaces red for safety reasons).



1B

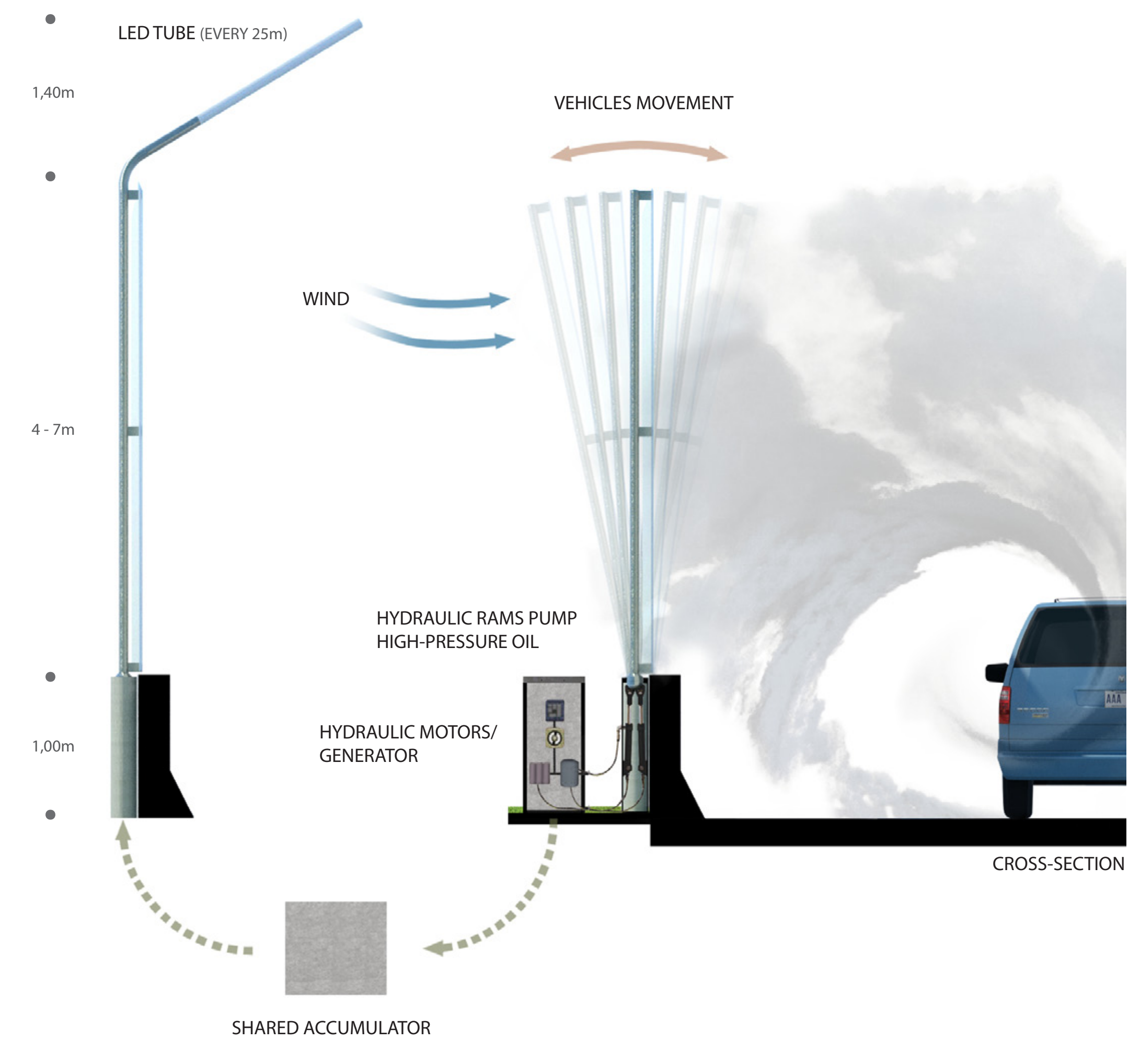
STRATEGIC STUDY AREA 1 - AUTOROUTE: 1B - ACOUSTIC BARRIERS: KINETIC FENCE

KINETIC FENCE
Kinetic fence is a lightweight acoustic barrier and wind energy collection device combined together. It relies on the principals of sails hung on individual poles. Each pole acts as a pendulum, swinging horizontally from a pivot, whenever the sail is propelled. This energy is then transferred to hydraulic rams, pushing high-pressure oil through a generator, stored and fed to the autoroute's lighting system, traffic signals and sent to the grid. The entire system merges with the existing guard walls. Kinetic fence is made of translucent nylon fabric hung on steel poles (each pole with 4,00 to 7,00m in height and 8cm in diameter).

LIGHTING
A new led lantern blends with the fence system by using the same steel poles. The lantern is made of light-conductive film inside a luminescent tube. Each tube is 1,50m long and 8cm in diameter.



RUNNING FENCE, CHRISTO AND JEANNE CLAUDE, 1976



2

STRATEGIC STUDY AREA 2 - LACHINE CANAL/ST. JACQUES LIFESCAPE

A complete eco-urban living environment emerges on site, including a variety of housing types integrated with a business district, hotels, sports & leisure areas, kindergartens, healthcare and other public facilities. All in the heart of the International Gateway Corridor.

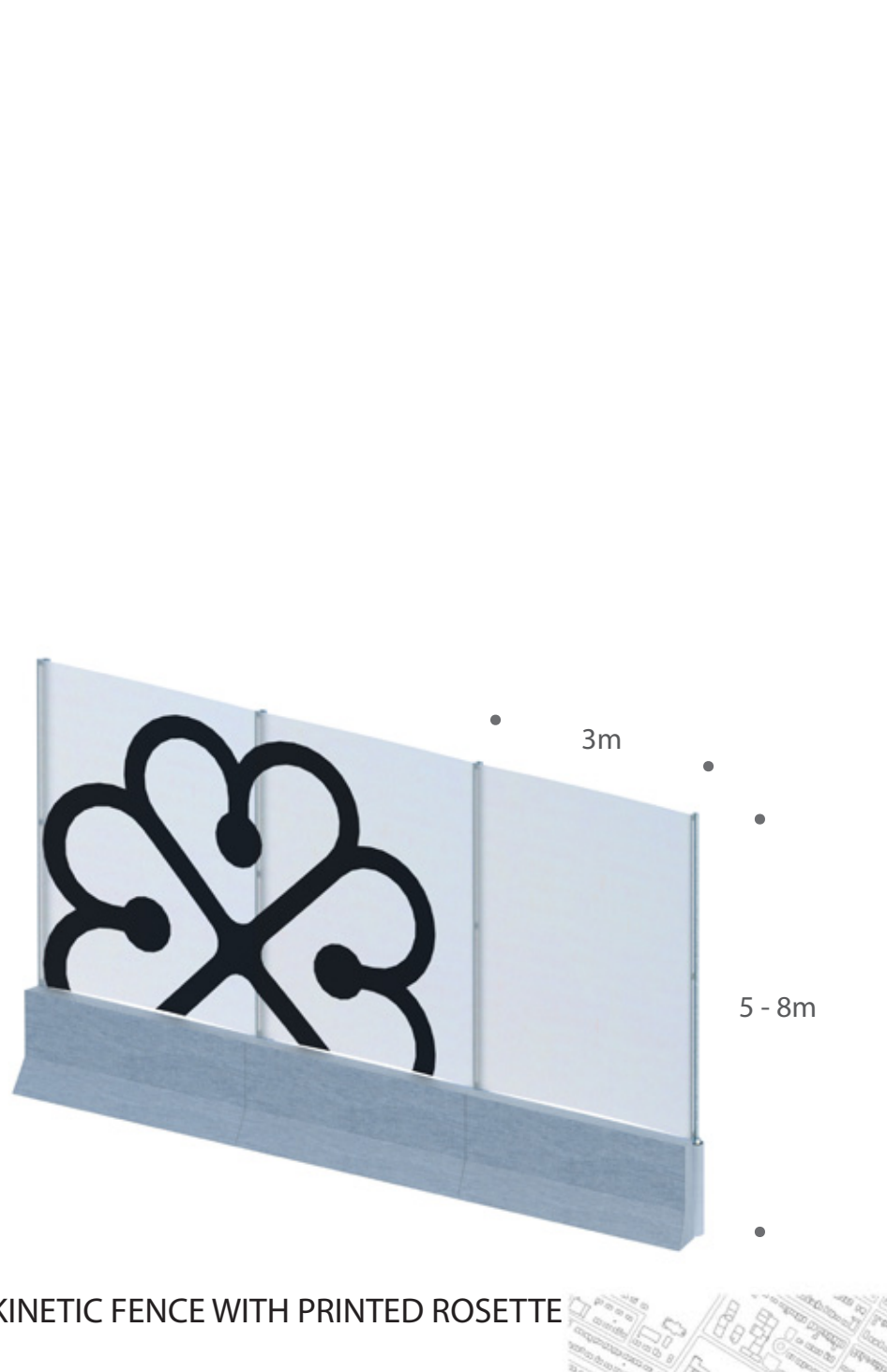
The vision establishes a new waterfront eco-park designed to enhance the wildlife habitat along the Lachine Canal. This open space is extended into a wider park network of walkable greenways, linking each new neighborhood directly to the revitalized waterfront and opening it towards the suburbs, ensuring that residents and workers alike are all within a short walk to these outdoor spaces. Other objective was to re-enforce the connectivity with the Saint-Jacques Escarpment Eco-Territory, over the infrastructures corridor, thus forming one of the largest public green spaces in Montreal.

The plan is also formed on key principles to reduce energy needs and carbon emissions by promoting best practices in mixed-use development and also by addressing power generation through renewable energy sources: the solar park would offer 7,670 m2 of panels area that could respond to a major part of the plan's energy needs.

Buildings were oriented to respond most appropriately to the natural elements of their context. High transparency to the south was used to maximize natural daylighting strategies.

The plan minimizes surface vehicles and puts main service and parking traffic below ground. A lower ground level at the business district allows pedestrians to move around the site and access the buildings protected from the elements, but with access to natural daylight.

The new business district, the connectivity of the waterfront with the Gateway Corridor, Angrignon retail areas, Parc Angrignon, and the new Lachine Beach would provide the district with its own landmark, and transform the canal into a lively destination point.



3

STRATEGIC STUDY AREA 3 - VILLE-MARIE BIOROUTE

The site has a great potential as a new entryway to downtown Montreal but also as a livable extension, a space capable of linking together different areas, strengthen the district's identity and provide residents/visitors with a much needed sense of place. That idea cannot be independent of the necessity to reclaim the infrastructure corridor.

The strategy begins by creating an underground extension to the Expressway and a new rail tunnel, between L'Allier Station and the future Glen Campus. Despite the massive investment in tunnels, a new interdisciplinary hybrid of economic, environmental and social infrastructure is created. A public park at ground level serves as a civic amenity and becomes an attractive destination point for businesses.

Surrounding activities are anchored functionally/visually by the new park, inspiring people through a careful balance of landscape, pedestrian friendly access and sustainable new buildings. Crops, gardens, grass lawns and hilly terrain create a diverse experience.

Public transportation: new extensions were made to Vendôme and L'Allier stations, improving their capacity and diversifying uses. A new bus shuttle in dedicated lanes provides fast access to those studying, working or visiting Glen Campus. Cycle paths and footpaths connect and expand existing networks to the new attractions created.

