

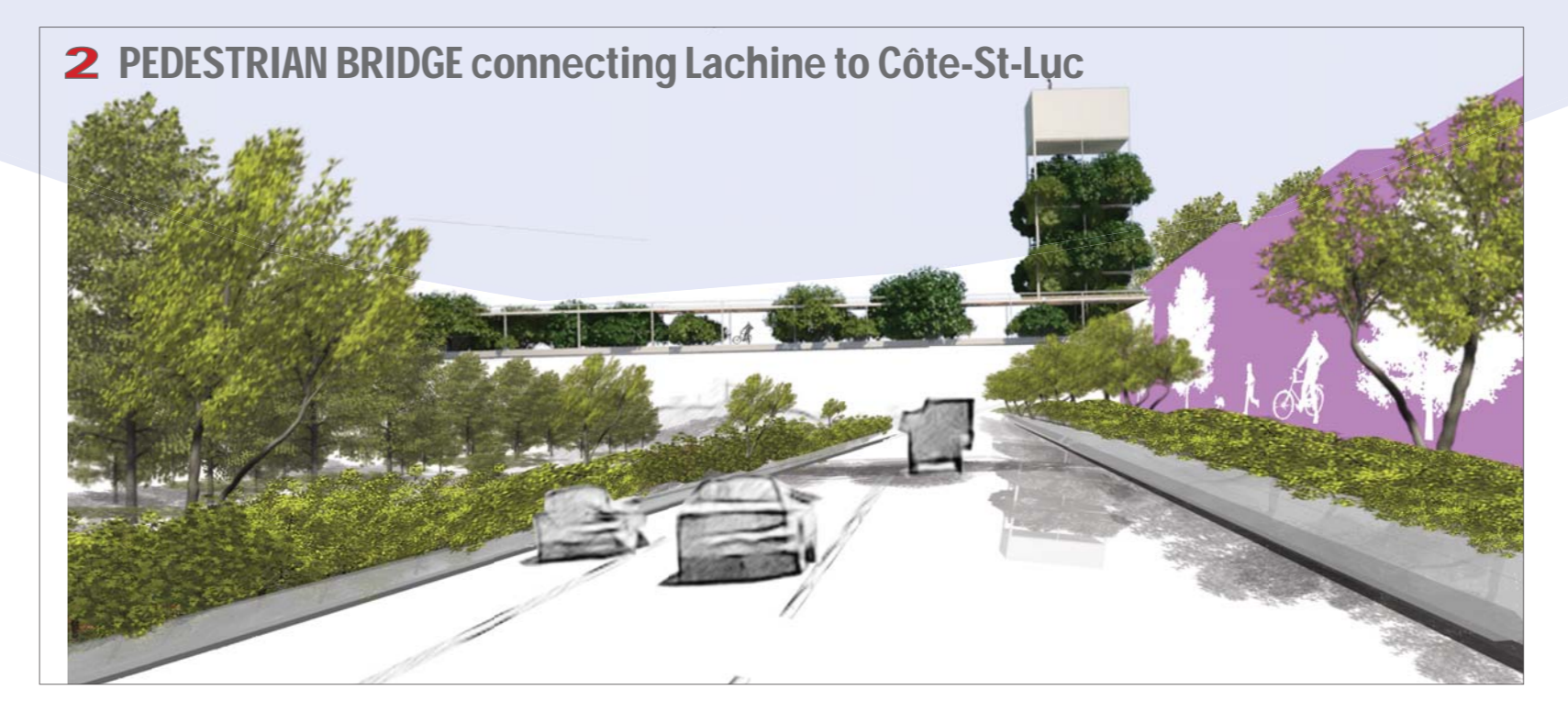
### LINKING NATURE, BEAUTY and WELL-BEING : A TWENTY-FIRST CENTURY GATEWAY for MONTREAL

Montreal is at a crossroads: the entrance corridor from Trudeau airport to downtown Montreal exemplifies a half century of urban development of freeways, welcoming tourists and new arrivals with an uninspired, grey landscape of arterial roads and industrial buildings. Governments must now decide whether to continue to invest in high capacity road infrastructure, or invest in alternative forms of transit, in which Montreal already has a comparative, but slipping advantage. Our proposal seeks to inspire governments to strengthen sustainability and liveability in the city, while still improving the vehicular experience for commuters and visitors alike.

Pedestrian, wildlife, and public transit linkages break down the barrier of the highway, breathing new life into adjacent neighbourhoods, and improving access to water bodies. Light and colour showcase the beauty of engineering works along the highway. Access towers mark the landscape for better legibility of the urban environment. Forested corridors and a new wetland park along the Lachine canal nurture urban bio-diversity. Of great ecological value, the St-Jacques escarpment is protected from noise and pollution by slowing down traffic in the Turcot Yards area.

### PHASING

- The proposal is implemented through simple interventions at key access points along the highway and in the neighbouring urban fabric. It is set forth in five phases:
- Phase 1** Redesign highway 20 into a vegetated parkway: plant shrubs in the median island and trees on the side of the highway. Highlight the architectural qualities of the concrete interchanges and overpasses with a mindful application of colour and lighting.
  - Phase 2** Widen and plant existing over and underpasses to create key linkage points below and above the autoroute. Create dedicated forested corridors between new linkage points and water bodies south of the 20 to allow flow of people and wildlife. Improve legibility of the urban environment and announce adjacent neighbourhoods by building access towers at new connection points. Tower design is inspired by industrial architecture of the Lachine Canal.
  - Phase 3** Move highway 20 towards the St Jacques escarpment in the Turcot Yards and reduce speed to 70 km/hour to minimize impact on the St Jacques escarpment and future residential development. At the Turcot interchange: divert north-bound and south-bound traffic towards new rotary; through traffic and railroads are directed under the rotary towards Ville Marie expressway. Create a 21st century planted promenade for pedestrians and cyclists on obsolete entrance ramps.
  - Phase 4** Create a new wetland park along the Lachine canal to nurture bio-diversity and spur residential development in the Turcot yards.
  - Phase 5** Invite real estate developers to invest in the residential and commercial construction in the Turcot yards (Lac à la Loure urban development).
  - Phase 6** Create residential and commercial construction.



**SEQUENCE OF INTERVENTIONS**  
to showcase engineering landmarks and facilitate the flow over the highway.