



Société du Havre de Montréal




Transformation of the Bonaventure Expressway at the Downtown Gateway

From Saint-Jacques Street to Brennan Street

April 2007

IMAGE BANK

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	<p>Autoroute_Bonaventure_vue_aérienne_2004.jpg</p> <p>View of Bonaventure Expressway towards Peel Basin, 2004.</p> <p>© Société du Havre de Montréal, 2004</p>
	<p>Autoroute_Bonaventure_vue_aérienne_2005.jpg</p> <p>View of site for future central city blocks and Surrounding area of Bonaventure Expressway.</p> <p>© Société du Havre de Montréal, 2005</p>
	<p>Autoroute_Bonaventure_vue_aérienne_2005_B.jpg</p> <p>Arial view of Bonaventure Expressway in 2005.</p> <p>© Société du Havre de Montréal, 2005</p>



Autoroute_Bonaventure_vue_aérienne_2005_C.jpg

Arial view of Bonaventure Expressway in 2005.

© Société du Havre de Montréal, 2005



Coupe_corridor_Bonaventure_vue_vers_le_nord.jpg

Cross section of proposed buildings and rail viaduct.

Illustration : Cardinal Hardy

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Coupe_corridor_Bonaventure_vue_vers_le_sud.jpg

Cross section of proposed buildings and rail viaduct.

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Coupe_Faubourg_des_Récollets.jpg

Cross section of proposed buildings in area bounded by Saint-Maurice, Saint-Henri, William and Prince streets.

Faubourg des Récollets

The new neighbourhood's structure is consolidated by a network of pedestrian walkways and public spaces, linked to the public transportation system. This network is part of the civic attraction of the area and helps distinguish between commercial and residential spaces. In this respect, the creation of a garden on the former site of the Petit Séminaire's courtyard reinforces this idea. Moreover, the proposal also suggests the reconfiguration of certain streets, like Saint-Maurice Street, by widening the sidewalks and lining it with trees, in order to make it more attractive to pedestrians. This rehabilitation also helps slow the automobile traffic, in a neighbourhood that is more and more inhabited.

Illustration : Cardinal Hardy
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Modélisation_Corridor_Bonaventure_VUE_AERIENNE.jpg

Real estate development potential

The lowering of the expressway contributes to urban renewal, freeing-up 17,370 m² of land for development. Moreover, the faubourg des Récollets provides 64 485 m² of available land. In addition, the CN rail viaduct has 20,495 m² of ground-level space, part of which can be used for commercial or public purposes.

Thus, this total space provides a development potential of more than 415,000 m². The envisaged programming focuses especially on commercial (offices and hotel) and residential use.

The central city blocks, municipally owned, could accommodate nearly 600 residential units in the central city blocks, 5,000 m² of retail business space and 43,000 m² of office space.

Illustration : Cardinal Hardy
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Modelisation_rue_de_Nazareth_vue_vers_le_sud.jpg

Canadian National rail viaduct

The transformation of the Bonaventure corridor into a large urban arterial boulevard proposes a new interface between the rail viaduct and De Nazareth Street. The commercial or public use of the viaduct is proposed in order to start the revitalisation of the surrounding city blocks. The original openings could be reopened so as to increase the conviviality, transparency and the feeling of security of passers-by.

Illustration : Cardinal Hardy
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Modelisation_rue_Duke_vue_vers_le_nord.jpg

Faubourg des Récollets frontage : built frontage and faubourg-style city blocks

The buildings lining Duke Street, mark the boundary of the faubourg des Récollets. Extending from the first buildings of the Cité Multimédia, the construction of a series of buildings completes the top of the city blocks of the faubourg. Certain blocks of Duke Street have existing quality buildings or typical architecture. They can be preserved if their physical condition allows it. Their cohabitation with the new buildings will continue the dynamic environment created in the Cité Multimédia. The buildings that make up this frontage have a commercial vocation, mainly on the ground floor while offices can be on the floors above.

The future configuration of the city blocks replicates the historical fabric of the area.

Illustration : Cardinal Hardy
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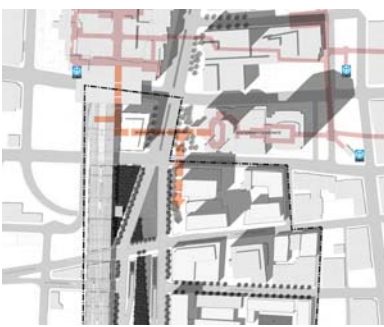
Modelisation_University_et_NotreDame_vue_vers_le_sud.jpg

Central city blocks

The succession of central city blocks presents a line of parallel buildings. The two ends of this line, both to the north and the south, give way to landscaped “green” city blocks that signal thresholds between the arterial boulevard and the downtown area (north), or the arterial boulevard and the more expressway-like part of the Bonaventure (south). The wide sidewalks of the future arterial boulevard as well as the forecourts of the buildings are primarily designed as places that allow conviviality and socialization.

A “signature” architecture, elegant and original, is appropriate to this new urban section, thereby allowing a certain cohabitation with the Canadian National rail viaduct.

Illustration : Cardinal Hardy
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Plan_expansion_du_RESO.jpg

RÉSO walking network - the underground city

At the northern threshold of the new urban arterial boulevard, the planned construction of a commercial building makes it possible to create a link with the Metro network. The scope of the real estate projects envisaged for these city blocks will justify the extension of the underground corridors. Two RÉSO circuits (the underground city) can converge on the site, coming from the Bonaventure and the Victoria Square Métro stations. These underground corridors make it possible to link a series of worker or visitor destinations in downtown Montreal. Depending on the development of the city blocks further south, the RÉSO can be extended along the future arterial boulevard corridor.

Illustration : Cardinal Hardy
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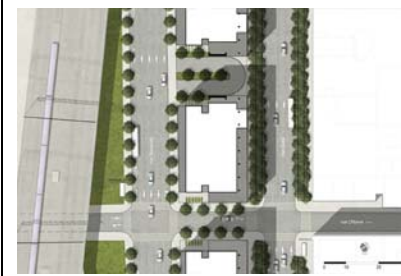


Plan_implantation_FAUBOURG_DES_RECOLLETS.jpg

Faubourg des Récollets

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Plan_implantation_intersection_rue_Ottawa.jpg

Îlots centraux

The succession of central city blocks presents a line of parallel buildings. The two ends of this line, both to the north and the south, give way to landscaped "green" city blocks that signal thresholds between the arterial boulevard and the downtown area (north), or the arterial boulevard and the more expressway-like part of the Bonaventure (south). The wide sidewalks of the future arterial boulevard as well as the forecourts of the buildings are primarily designed as places that allow conviviality and socialization. The line of street furniture and the sidewalk greenery give a well groomed setting to the avenues on a scale appropriate to pedestrians.

The narrow profile of the central city blocks contributes to the development of more tall and slender architectural volumes. A "signature" architecture, elegant and original, is appropriate to this new urban section, thereby allowing a certain cohabitation with the Canadian National rail viaduct.

Illustration : Cardinal Hardy
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Réaménagement_Autoroute_Bonaventure_PLAN_IMAGE.jpg

In implementing its work plan, the SHM commissioned an urban development study for the first phase of the transformation of the Bonaventure Expressway, between Brennan and Saint-Jacques streets. The scenario selected by the SHM aims at creating the conditions of a large urban arterial boulevard, with lanes located on both sides of a string of central city blocks, available for future development. The transformation of this expressway section frees up land owned by the City of Montreal and complements the redevelopment of the adjacent districts (QIM, Cité Multimédia and Griffintown).

This project thus transforms the main Montreal gateway into an inhabited and vibrant district, located in an extension of the downtown area.

Illustration : Cardinal Hardy
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Réaménagement_Autoroute_Bonaventure_SECTEUR_INTERVENTION.jpg

Project area « secteur d'intervention »

The project area, defined as the « secteur d'intervention », covers approximately 30 hectares. It is bordered by the CN rail viaduct to the west, Saint-Jacques and Saint-Antoine streets to the north, Queen, Saint-Henri and Gauvin streets to the east and De la Commune Street to the south.

The lots under the elevated structure of the Bonaventure Expressway, between Duke and De Nazareth streets, belongs to the City of Montreal.

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