

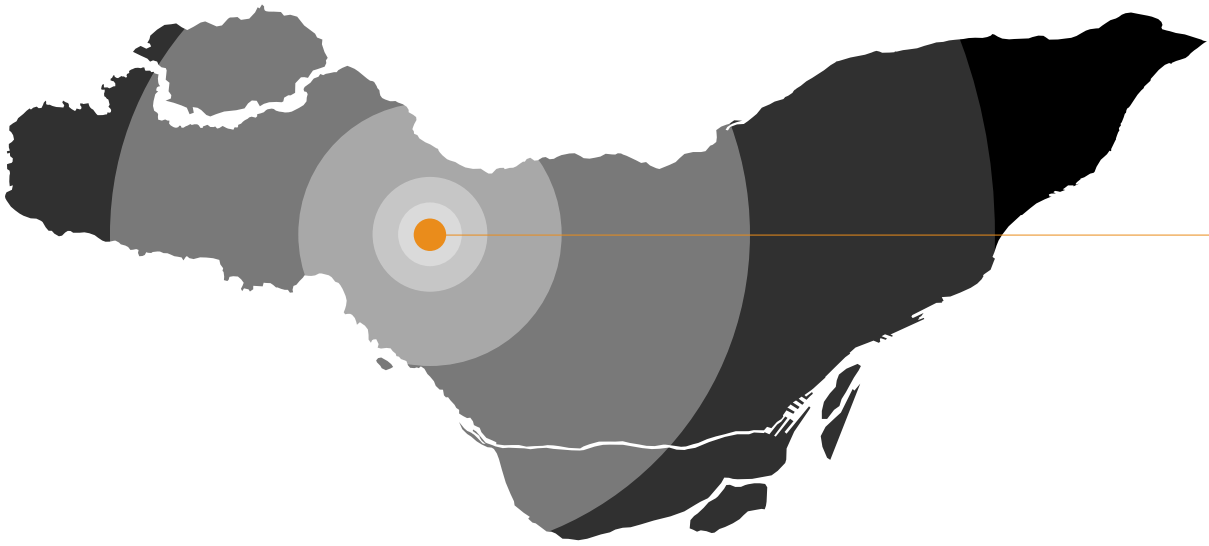


ÉCO-CAMPUS
HUBERT REEVES





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VISION FOR THE FUTURE

For Phase III of the Saint-Laurent campus, Technoparc Montréal will develop an exemplary project with all the attributes needed to attract research centres and companies dedicated to clean technologies. This new green zone will be consistent with the vision pursued in prior development phases of the Saint-Laurent campus. Located on the southern tip of the campus, this new phase will be known worldwide as an exceptional technology hub.

Of course, combining all the ingredients needed to create a world-renown cleantech hub can only be achieved through Technoparc Montréal's unwavering commitment to maintaining the integrity of the land occupied by future resident companies. To this end, this urban project will be eco-friendly, in perfect harmony with nature. The scale of this 20 hectare campus on the outskirts of a future regional park is unprecedented in Canada.

LOCATION AND CONTEXT OF THE MANDATE

A mere 20 minute drive heading northwest from Downtown Montreal, the Saint-Laurent campus is located along highways 40 and 13, in the Borough of Saint-Laurent, hence its name. This prestigious campus is a Mecca for companies in the aerospace, life sciences, information and communications technology (ICT), agri-food, cleantech, and renewable energy sectors. The Éco-Campus Hubert Reeves – the new International Eco-Innovation Zone to be developed within the campus – will be established south of the industrial park on the outskirts of the airport, a location that will give future residents an added dimension of visibility, one from the air.

ÉCO-CAMPUS HUBERT REEVES

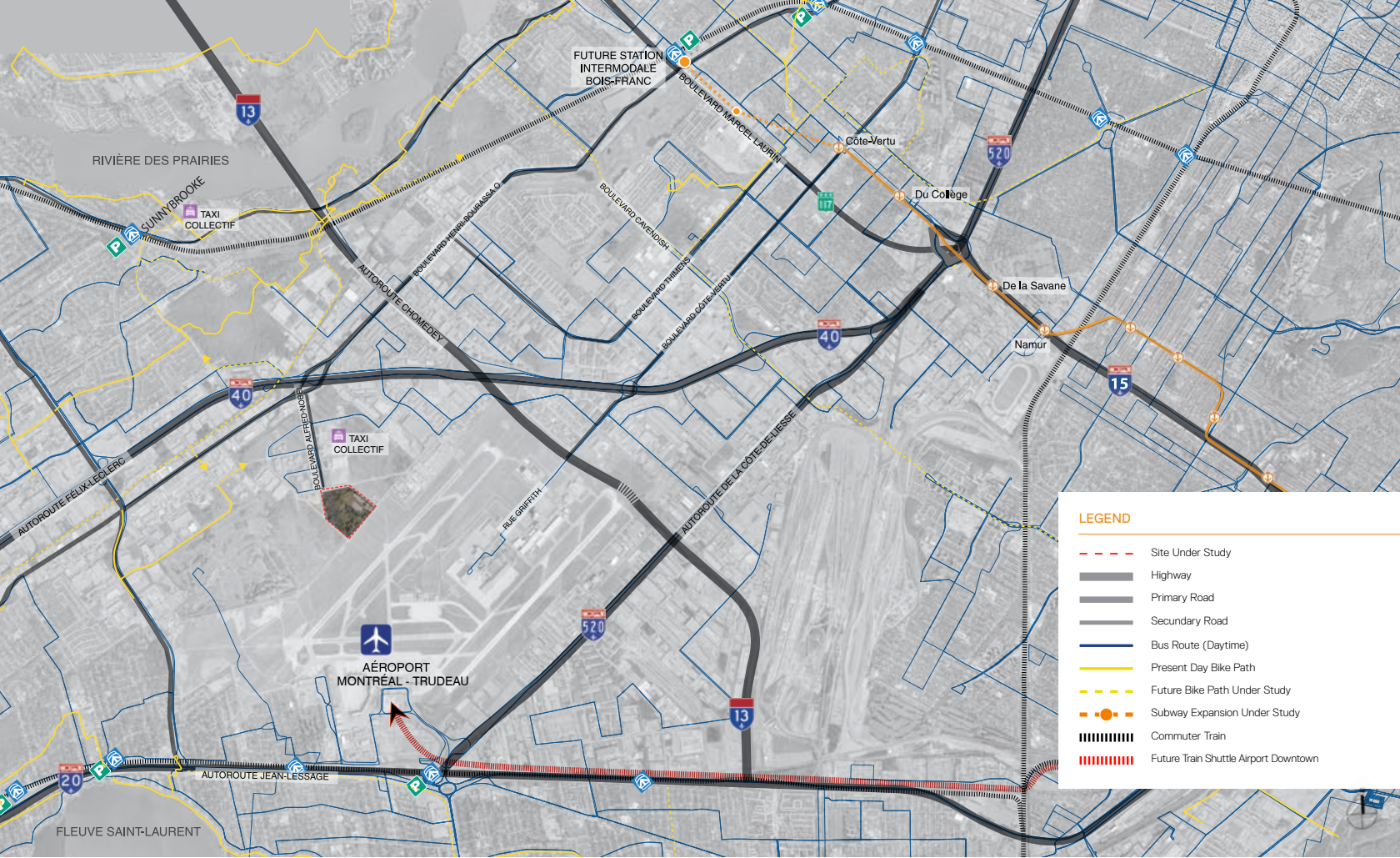




ACCESSIBILITY

The Saint-Laurent campus is easily accessible via the city's highway network, being located at the intersection of Highway 40 (the Trans-Canada highway) and Highway 13 (the Chomedey highway). Henri-Bourassa Boulevard (Hymus Boulevard west of the 40) is a Major east-west Montreal artery that runs along the northern part of the campus. The entire science park can be accessed from Alfred-Nobel Boulevard, the main road of the campus. Marie-Curie Avenue forms a perimeter around the area, providing access to all local and secondary streets of the Saint-Laurent campus and adjacent zones.

The science park is also accessible by public transportation via the Orange Metro line and the Montréal/Deux-Montagnes commuter train line. Bus 72 runs from the Du Collège/Côte-Vertu Metro station, heading west to the Fairview Terminus. Buses only run weekdays, from 6 am to 7:15 pm, with stops every 20 to 30 minutes. The Sunnybrooke train station is located northwest of the site. From here in the morning and from the science park at night, group taxis are available during rush hour at going STM rates, following the Sunnybrooke train schedule.



NATURAL ENVIRONMENTS

The site under study is located in one of Montreal's 10 eco-territories, i.e. the ecoforest corridor along the Bertrand Stream Basin (see Appendix III). The conservation of natural habitats on the site and the establishment of green connections to surrounding areas will be essential to preserving biodiversity on the Island of Montreal.



VISUAL ANALYSIS

The site will provide views of Mount-Royal and the dome of the Saint-Joseph Oratory. The Université de Montréal tower will also be visible in the distance. These views will also be permanent thanks to city bylaws regarding the low height of all buildings located on the outskirts of the Montreal-Pierre Elliot Trudeau International Airport. These views will even be enhanced when the eco-industrial zone is developed. Indeed, from the roundabout that will be built as part of the expansion of Alfred-Nobel Boulevard, the sight lines to the dome will run almost parallel to Alexander-Fleming Street.



VISION AND DEVELOPMENT OBJECTIVES

Phase III of the Saint-Laurent campus will be an exemplary project with all the attributes needed to attract cleantech research centres and companies. This new phase on the southern tip of the campus will be known worldwide as an exceptional technology hub.

The urban development approach used to develop the Éco-Campus Hubert Reeves will borrow from the latest urbanism and sustainable development trends. Inspired from what has been done abroad and our own engineering knowhow, the concept reflects a clear commitment to creating a campus that will do our city proud, bring together the greatest scientific minds in the world, and provide an exceptional working environment. Although the location of the site and public transportation going to the site may not favour reducing parking spaces as much as one would hope, creating a world-renown, eco-friendly cleantech hub will definitely promote environmental integrity and conservation. In keeping with goals pursued by the City of Montreal, Technoparc Montréal and its partners, no effort will be spared to protect and enrich the natural habitat of the site. The growth of exemplary biodiversity will be fostered through strategies that will minimize the environment impact of the project on fragile ecosystems.



The Master Plan behind the Éco-Campus outlines an urban design in perfect harmony with nature. The centralization and sharing of services in the heart of this new neighbourhood will promote a sense of connection between resident companies and their employees and a sense of pride in being part of an environmentally responsible movement.

Through its visionary and environmentally responsible design, the 20 hectare zone located on the outskirts of the future Parc-nature des Sources will reflect the sustainable development aspirations and goals now being pursued around the world. This eco-friendly project will protect and enhance local ecosystems and target a net zero carbon footprint. The Master Plan also takes advantage of the exceptional visibility offered by the site's proximity to Dorval airport, presenting a unified and distinctive landscape that can be seen from the air and satellite photos.



SUSTAINABLE DEVELOPMENT PRINCIPLES AND APPLICABILITY

The Éco-Campus Hubert Reeves sets a new standard when it comes to eco-friendly urban industrial sites. The Master Plan fosters the development and implementation of an innovative, prosperous economy that is both ecologically and socially responsible. In seeking to attract future-oriented, cleantech companies, Technoparc Montréal is committed to preserving and creating a site of high ecological value on the Island of Montreal. Workers and visitors will enjoy state-of-the-art facilities, set against the backdrop of a rich diversity of flora and fauna. Like the distinguished astrophysicist and ecologist after whom the campus was named, the Éco-Campus will promote environmental integrity, health, and the conservation of life-sustaining ecosystems.

The Master Plan also presents sustainable development strategies that will benefit future resident companies, such as promoting the certification of buildings (HQE, LEED, NC, etc., see Appendix IV) following campus-based evaluations models. In keeping with the premise that the Éco-Campus is a facility for multiple commercial buildings whose administration and control will fall under the supervision of one real estate management organization, the developers of each new project will be encouraged to have their buildings certified green. Some of these strategies could also be implemented campus-wide using an overall plan where certain credits are pooled to simplify the paperwork involved in certifying a construction project.

This approach will enable reaching high performance levels and will call on innovative developers who care about the needs of future generations. Project managers will be required to address such issues as the ecological development of the site and the application of specific design and management criteria regarding the construction of their buildings. Their development proposals will have to consider a variety of logistical and engineering factors related to the quality of the natural habitat, the conservation of woodlands, the enrichment of wetlands, and the site's proximity to the future regional park and the airport.

The Master Plan also aims to optimize the site's natural characteristics and the development of facilities that will promote a healthy lifestyle. The wellbeing of workers will be encouraged through the development of a natural working environment, where sustainable development principles are applied and an eco-conscious mindset is encouraged.

The sustainable development principles that will be fostered throughout the site have been divided into seven objectives.



**STRENGTHENING OF
THE COMMUNITY**



**WATER
MANAGEMENT**



**HEALTH OF
THE OCCUPANTS**



**SUSTAINABLE
MOBILITY**



**PRESERVING
RESOURCES**



**ENERGY
EFFICIENCY**



**ECOLOGICAL LANDSCAPE
AND GREEN SPACES**

CONTEXT AND PLAN

Positioned as a cleantech and sustainable development hub, the Éco-Campus Hubert Reeves is set on 20 hectares of the Saint-Laurent campus, the largest site of its kind in Canada.

It will feature 70,000 m² of office spaces and workshops in at least eight eco-friendly state-of-the-art buildings. These four- or five-storey buildings will accommodate one or more companies, depending on the needs of future residents. A research centre and a service centre located in the heart of the Éco-Campus will offer a variety of spaces such as meeting and conference rooms, a test workshop, local services, etc.

Plans are also underway to build an excellence centre on the Éco-Campus, as depicted here. This architectural gem will house one or more companies, as well as a test workshop shared by future residents. To meet accessibility needs on the campus, the entire science park will have a maximum ratio of 2.75 parking spaces per 1,000 ft² (93 m²) of constructed area. This ratio could vary in function of the specific needs of future residents. Some of these spaces will be located underground ($\pm 25\%$).

There are also plans to build a pavilion with a sign and observation tower at the entrance of the Éco-Campus, a landmark befitting prestigious Alfred-Nobel Boulevard. The pavilion will house the administrative offices of Technoparc Montréal and the future Parc-nature des Sources (reception area, interpretation centre, etc.), and will overlook the entire campus and the airport.

The Master Plan also aims to optimize the site's natural characteristics and the development of facilities that will promote a healthy lifestyle. The wellbeing of workers will be encouraged through the development of a natural working environment, where sustainable development principles are applied and an eco-conscious mindset is encouraged.

The sustainable development principles that will be fostered throughout the site have been divided into seven objectives.



MASTER PLAN AND KEY COMPONENTS

The Master Plan outlines a carefully conceived, eco-friendly design, where state-of-the-art pavilions harmonize perfectly with the natural surroundings. The Éco-Campus will offer an amazing work environment befitting the green sector. The new plan for the site provides for the restoration and protection of 10 hectares of Montreal's ecosystem and the conservation of marshes, wetlands, woods and country fields. No effort will be spared to leave the natural habitat undisturbed and to protect the site's rich biodiversity and ecosystems.

The Éco-Campus will add to the beauty of Montreal's rich landscapes. This conserved and enriched zone will form part of a network of ecological sites whose components are interwoven through a series of green corridors, periodically punctuated by a stream. Conserving biodiverse natural habitats at the site and creating green connections to the future Parc-nature des Sources will help consolidate the ecoforest corridor along the Bertrand Stream Basin. These corridors would ideally be expanded beyond the Éco-Campus to enrich the preserved ecosystems by preventing flora and fauna fragmentation and promoting the survival of species. To ensure existing or newly created green corridors remain connected, the proposed plan would also be implemented in surrounding areas. If a road crosses a territory, passageways/ arched culverts would be built, and rows of trees and shrubs would be planted.

In continuation with the main access road of the Saint-Laurent campus, the Éco-Campus will offer an exceptional green landscape with defined private and common areas. A series of components will come together to create this new neighbourhood:

- The entrance (pavilion and area common to the Éco-Campus and the future Parc-nature des Sources)
- The civic heart of the campus (public square, services and shops, water garden, view of Mount Royal)
- The pavilions campus (office buildings and workshops)
- The road, pedestrian and bicycle network (permeability and integration with the natural habitat).





ALFRED NOBEL BOULEVARD

ALEXANDER-FLEMING STREET

SANT FRANÇOIS STREET

MONTREAL PIERRE-ELLIOTT-TRUDEAU
INTERNATIONAL AIRPORT

FUTURE ADM
DEVELOPMENT

A

B

C

E

F

G

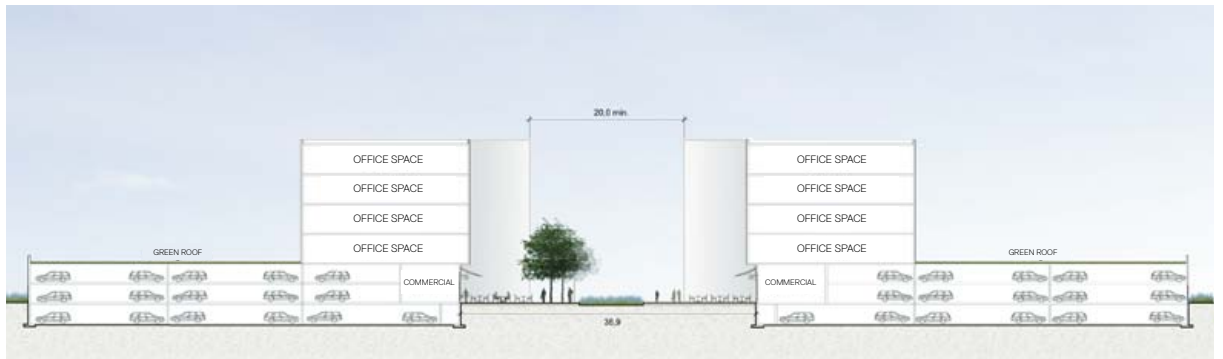
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HEART OF THE CAMPUS

The heart of the Éco-Campus will be a public square for future workers and visitors, whose design was strongly influenced by surrounding buildings. The public square will serve as an inviting, user-friendly urban meeting place. Activities and services located on the ground floor of the pavilions will flow out to the outdoor space during warmer months of the year. The configuration of the public square will act as a bridge between the Éco-Campus and the conservation area. Water will also be an integral aspect of the landscape design.

Parking spaces accessible from the public square will be located in a multi-level structure belted on three sides by buildings, whose green roofs will minimize the environmental impact of vehicles on the natural surroundings. A bus stop and a public bike station will be set up on the outskirts of the public square in order to create a safe and pleasant waiting area for public transportation users and to promote alternatives to solo driving. Views of Mount-Royal and of the Saint-Joseph Oratory will further enhance the site and connect it to the city beyond.





PAVILIONS CAMPUS

The campus was configured to reduce the carbon footprint of the project while maximizing connections between workspaces and natural or developed environments, including woodlands, country fields, shrubbery, the public square, etc. The buildings are located on parts of the site that were considerably altered by man-made activities (fill work) and are, thus, of low ecological value. The pastoral look of the entire site is a key element of the design plan, while the staggered structure of the buildings optimizes views of the natural surroundings. Connections between workspaces and the natural environment will be exceptional.

The layout of the campus will strike an optimal balance between each of these goals:

- Workspaces that look out onto natural and developed environments;
- An orientation that optimizes energy efficiency;
- Beacon and delineation of public property.

Energy efficiency and comfort will also be optimized through façade treatments, eco-friendly materials, quality enclosures, and narrow buildings.

The Master Plan takes advantage of the visibility offered by the site's proximity to the airport, presenting landscapes that will be distinctive from the air. The original configuration of the outdoor parking spaces and the planting of many indigenous trees and shrubs will promote the green theme of the project, while reducing the impact of these spaces on the campus itself. Reducing impervious surfaces is another goal of the project. In addition to meeting new Borough requirements regarding the development of parking spaces, project organizers have recommended that additional parking spaces be located underground or in a multi-level structure. The proposed parking space plan would meet the demand while ensuring the economical feasibility and competitiveness of the project and considering the off-centre location of the campus and current public transportation services. Parking areas would also have reserved spaces for those who car pool or drive an electric vehicle (battery recharging stations), and would be identified on the ground with a permeable, open-grid pavement system. Secure and protected bicycle stands would also be set up near the entrance of each pavilion. Buildings on Chemin Saint-François would have a second entrance, used mostly for deliveries.

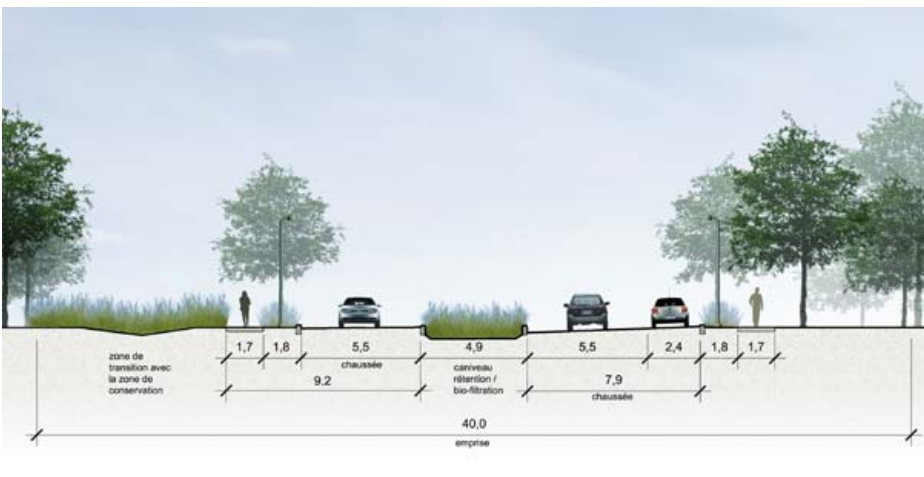


ROAD, PEDESTRIAN AND BICYCLE NETWORK

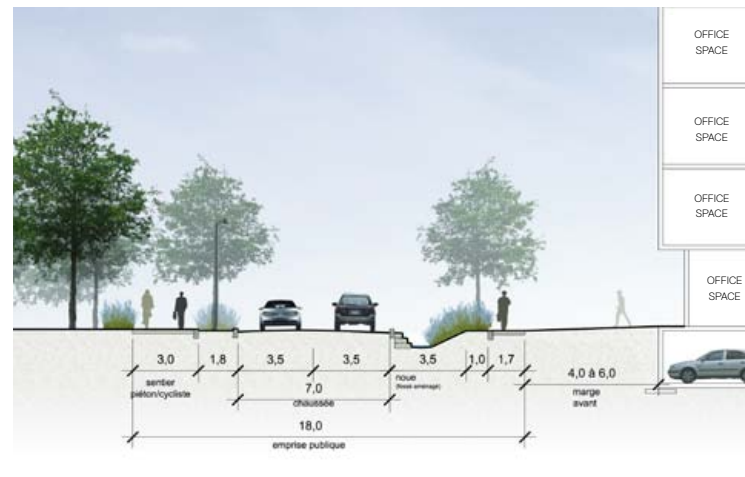
The Éco-Campus will be served by a main road that borrows existing right-of-way corridors of the site. This road will travel along natural environments to preserve their integrity. It will form a large curve at the extension of Alfred- Nobel Boulevard, the prestigious entrance of the Saint-Laurent campus. A secondary entrance will be created at Alexander-Fleming Street to provide secure access to the site should the main entrance be closed. Along with Chemin Saint-François, this will constitute the primary access point for delivery vehicles and will link the project to the eventual development of sites adjacent to the campus.

In keeping with the goal of reducing paved surfaces, existing right-of-way corridors will be maintained throughout the network. The prestigious entrance on Alfred-Nobel Boulevard will have a unique appearance south of Alexander-Fleming Street. Reducing paved areas will enable integrating a buffer zone between traffic lanes and the natural environment. On-street parking will be periodically permitted on one side of the main street of the campus for those who hold a registration sticker, and drop-off points will be created for visitors, messengers and taxis. The road in front of the public square will also be widened to build a bus stop.

Pedestrian and bicycle paths will transect the site and converge near the public square and reception building. People will be able to get around using sidewalks, multifunctional trails and elevated walkways. These looped circuits will further promote the pastoral identity of the campus and offer strollers an exceptional view of untouched natural habitats and man-made facilities. These paths will connect to each pavilion, thereby encouraging people to walk around and enjoy the scenery. Rest areas and belvederes will offer different vantage points to capture the beauty of the natural surroundings. Interpretation rest stops will provide information on the type of preservation area or habitat being seen and how the area is being preserved.



ALFRED-NOBEL BOULEVARD



ÉCO-CAMPUS STREET





TWO MAJOR LANDSCAPED ZONES

LANDSCAPE ARCHITECTURE

The proposed landscape approach for the Éco-Campus Hubert Reeves aims to preserve natural sights of interest, improve biodiversity, and promote the sustainable development of all new facilities. Indeed, the site will feature an exceptional urban wetland presenting a unique conservation opportunity, as well as outdoor facilities that will help define the distinctive future-oriented identity of the campus. This approach includes integrated landscaping treatments that foster biodiversity and a focus on WATER as a resource. The landscape architecture will thus foster sound, eco-conscious rainwater management with a view to maintaining the hydric characteristics and sustainability of the wetland.

The landscaping plan identifies two major zones:

- The conservation area (marsh, wetland, woodlands, elevated walkway);
- The technology campus (reception area, public square, streets, roofs, parking spaces, private courtyards)

Although both areas are very different, together they form a cohesive, functional and sustainable whole that reflects the green nature of the project. The Master Plan outlines general development objectives and criteria for each of the two Éco-Campus Hubert Reeves zones.



TECHNOLOGY CAMPUS

The proposed landscape concept for the technology campus promotes the eco-conscious identity of the project while meeting current development issues. In keeping with the vision for the overall project, the type of companies that will set up shop there, and the prevailing architectural signature, this approach was inspired from the latest urbanism and sustainable development trends. Unlike the conservation zone, here, nature will be tamed and controlled. The plan nonetheless fosters the development of an exemplary environment. The campus will reflect an image of prestige, will be inviting and user-friendly, and will promote active transportation and a healthy work environment, in harmony with nature.



CRITERIA OBJECTIVES

- Contribute to biodiversity, foster the use of indigenous plant species and reduce the urban heat island effect
- Plant trees along paved and parking areas (to create shade), use pale-coloured pavement, build green or high solar light reflectance roofs, reduce paved areas, and build underground or multi-level parking structures
- Preserve existing clusters of trees and shrubs between buildings
- Integrate ecological landscaping measures such as in rainwater management
- Implement rainwater management strategies such as rain gardens, permeable pavement and bio-retention and bio-filtration gutter systems
- Use heat-tolerant plant species to minimize watering and the use of irrigation systems
- Promote active and public transportation by creating pedestrian and bicycle paths
- Create a vast network of trails, sidewalks and multifunctional paths to promote active transportation throughout the campus, linked to a public transportation station
- Line pedestrian paths with trees or shrubs to promote climate control
- Design walkways to promote pedestrian comfort
- Strategically place bicycle stands along public and commercial spaces and the main entrances of office buildings
- Develop a distinctive, user-friendly and sustainable architectural signature
- Create visual and physical connections to natural environments: squares, belvederes, paths, beacons and water themes (fountain, water jets, rain garden, ditch)
- Ensure that the quality and sustainability of the materials used promotes comfort and the user-friendliness of facilities
- Choose distinctive urban furniture that meshes with the overall architectural plan and that of Technoparc Montréal
- Choose materials and technologies in function of their ecological value and life cycle
- Reduce the visual impact of parking areas, storage areas and other technical equipment
- Plant clusters of trees and shrubs along parking areas
- Ensure that rows of trees and shrubs serve as a visual screen between parking areas and public property and buildings
- Install underground electrical and communications equipment



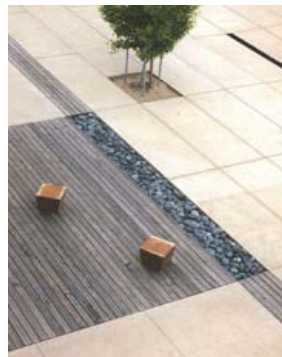


PUBLIC SQUARE

To create a warm ambiance for pedestrians, a public square will be built between buildings D, E and F. This space will promote connections between the natural environment and the more urban, man-made environment. Rest areas and walkways will be lined with trees, shrubs and benches to promote friendly exchanges. Quotes from Hubert Reeves could also be inscribed throughout the square as a testament to his passion for biodiversity conservation.

Restaurants, cafés and bistros will add to the liveliness of this area, while walkways, bicycle paths and traffic lanes will converge at the square to further promote connections between the various components of the site.

In addition to rest areas and outdoor terraces, the public square will also have a rain garden. This rain garden will recover water from roofs and fountains and will offer views of, and physical connections to, the conservation zone. This will be achieved through a cantilever deck built over a water-filled bay to evoke the nearby marsh. The deck will be visible from the technology campus, and will constitute the end of the fountain and the starting point of the nature trail.



STREET PLAN

The width of the main road and secondary roads will be minimized to reduce driving speeds and road surfaces (target speed limit of 40km). The edges of these roads will be lined with trees at 10 meter intervals to provide shade and greenery. Rows of trees will be planted in strips and will mostly be comprised of trees with a large crown and thick foliage. The street plan will feature pedestrian sidewalks and/or a multifunctional trail on both sides of the road. These connections will unite the site to adjacent urban facilities and to the future nature park. The main right-of-way corridor will have a ditch to promote eco-conscious rainwater management.

GREEN ROOFS

The roofs of multi-level parking structures and a portion of the 50% of the other roofs will be green to increase rainwater absorption rates. This extensive roof system will be comprised of grass and other drought-resistant herbaceous crops that do well in shallow soil. Plant arrangements will serve as visual art that can be admired from the upper levels of these structures and from the air. The remaining portion of the roofs will be covered with a high albedo material to minimize heat island effects. Setting up horizontal wind turbines on the roofs is another strategy that will be encouraged to improve the energy efficiency of buildings.



PRIVATE COURTYARDS

Each building will have its own unique courtyard. Front patios with water elements, floral terraces, and rest areas will add a distinctive touch to each zone.

TREE AND SHRUB CLUSTERS

The conservation or creation of a protective barrier comprised of indigenous trees and shrubs will serve to separate lots, vary spaces, and create connections to the natural environment. In the northern part of the site, up to the border of the Éco-Campus, the edge of existing trees will be preserved, and new trees will be planted up to the existing stream area in order to create a natural buffer zone between Alexander-Fleming Street and the stream. Some of the existing trees located in construction zones could be transplanted to newly created buffer zones.

PEDESTRIAN AND BICYCLE PATHS

To create an inviting, user-friendly campus that encourages active transportation and physical activity and to foster the discovery of natural environments and connections to adjacent environments, an integrated network of sidewalks, paths and multifunctional trails will be built. This network will enable people to get to all areas of the campus using active transportation, linking them to Alexander-Fleming Street, Chemin Saint-François, and the future nature park network. A self-service bike service will also be available on the public square to promote active transportation from the heart of the Éco-Campus to other parts of the Saint-Laurent Campus and nearby public transportation stations.

RAINWATER MANAGEMENT

Eco-conscious water management is a major aspect of the development plan: water will be captured, retained, purified and showcased. Water will be seen everywhere in all of its forms and will significantly contribute to the spatial organization of the site.

Rainwater management will ensure the survival of wetlands. A network of vegetated ditches and passageways will generate enough water to sustain these ecosystems. A series of ditches and passageways will be built in order to create additional parking areas on the perimeter of the



main street of the campus. The quality of the water directed to the wetlands will be controlled through a natural filtering system (settling ponds) and through the strategic installation of stormceptors (to trap pollutants such as sediments, oil, etc.).

The Master Plan also recommends collecting roof water to maintain vegetated areas. Roof water from buildings bordering the public square could be collected in the main rain garden of the square. The rainwater management system is explained in detail in Chapter 4 of this report.

PARKING SPACES

The outdoor parking plan meets new requirements of the Borough of Saint-Laurent (see Appendix 1). Planting rows of indigenous trees and shrubs between parking areas will create shade, soften the landscape, and reduce the heat island effect by reducing the sun exposure of paved areas. Once mature, these trees and shrubs could be arranged in linear or incurved strips between parking aisles to provide 40% or more shade on impervious surfaces. Creating ± 3 meter rows would enable planting a large number of trees and shrubs.

Rows of trees and shrubs will also be planted along the periphery of parking areas to create buffer zones and green enclosures. The strip planted along the bicycle path will be covered with hedges as tall as the parking areas to create a natural screen from the street. Open-grid pavement systems will be developed in some places to reduce paved areas and to enable rainwater to go into the soil. One-quarter of the parking spaces will be underground or in multi-level structures, belted by four- or five-storey buildings. These structures will have green roofs for the use of adjacent buildings. To minimize light pollution from the parking areas, lights will be equipped with a barn door that will direct the light toward the ground.



ARCHITECTURAL CONCEPT, FRAMEWORK AND DEFINITION OF THE PROJECT SIGNATURE

The Éco-Campus Hubert Reeves will house at least eight buildings whose occupancy will depend on the needs of future resident companies. Some buildings could be shared by a few resident companies, while others could be the property of the occupants. The architectural signature of the project will reflect the technological and innovation-driven image of the campus, i.e. one that is decidedly contemporary and socially responsible.

Nature will abound everywhere, and developed areas will blend in perfectly with the natural surroundings. The nature-inspired feel of the campus will be expressed in all the facilities, particularly on the ground level of buildings, where public activities and access points are the most concentrated. From the public square, a sense of openness and dynamism will be evoked as onlookers witness the business and community activities taking place on the ground floor.

The Master Plan presents a building design that maximizes views of natural and developed environments.

Transparency, movement, a tall pile-supported structure, and other design elements will give the buildings a sense of airiness. This open feeling will also extend to the natural habitat. The purpose of each facility will be expressed through the articulation of volumes on upper floors. This articulation will help promote the specific identity of each building and company.



The use of local, sustainable and recycled content materials will be encouraged for the entire campus. For example, wood is a wonderful renewable construction material. Esthetically speaking, wood also brings the outdoors indoors. All the materials will be chosen such to strike the perfect balance between opacity and transparency, light and dark, open and closed. These contrasts will also help connect natural and man-made environments.

Given that the campus is close to the airport, creating green roofs will be another way of promoting its distinctive character. Visible from the air and satellite photos, these roofs will present the same green elements found in the rest of the campus. A cohesive design could be created through plays of pattern and colour in an extensive or intensive roof system and through the use of various high albedo materials.

The Master Plan outlines objectives and criteria related to the layout, architecture and signage of the Éco-Campus Hubert Reeves.

Three campus zones were identified based on their particular characteristics, the location of the buildings on the site, and the purpose of those buildings: the reception pavilion, located at the entrance of the site, the public square and surrounding buildings, and the pavilions campus, made up of all the pavilion buildings throughout the site.

General objectives and criteria related to layout, architecture and signage were first applied to the entire Éco-Campus site. Specific criteria were then presented for each of these three zones.







