

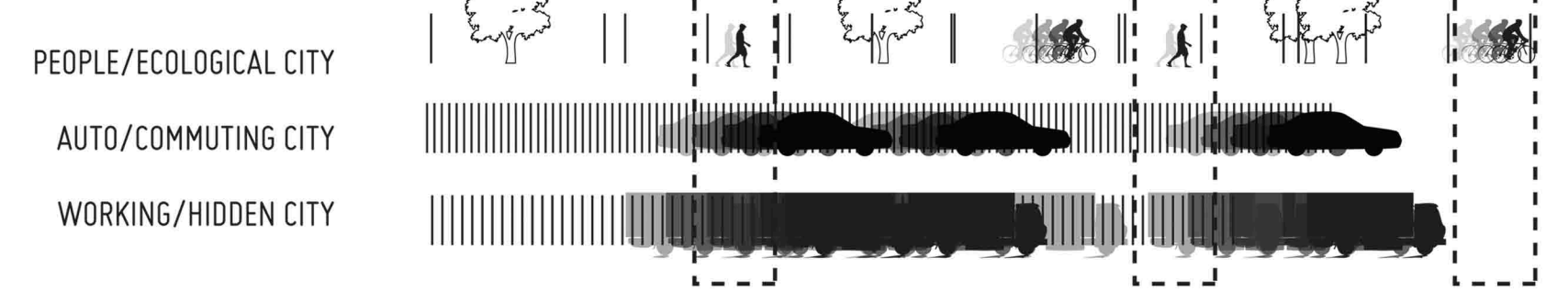
MONTREAL CORRIDOR HIDDEN CITIES

OUTDATED INFRASTRUCTURE

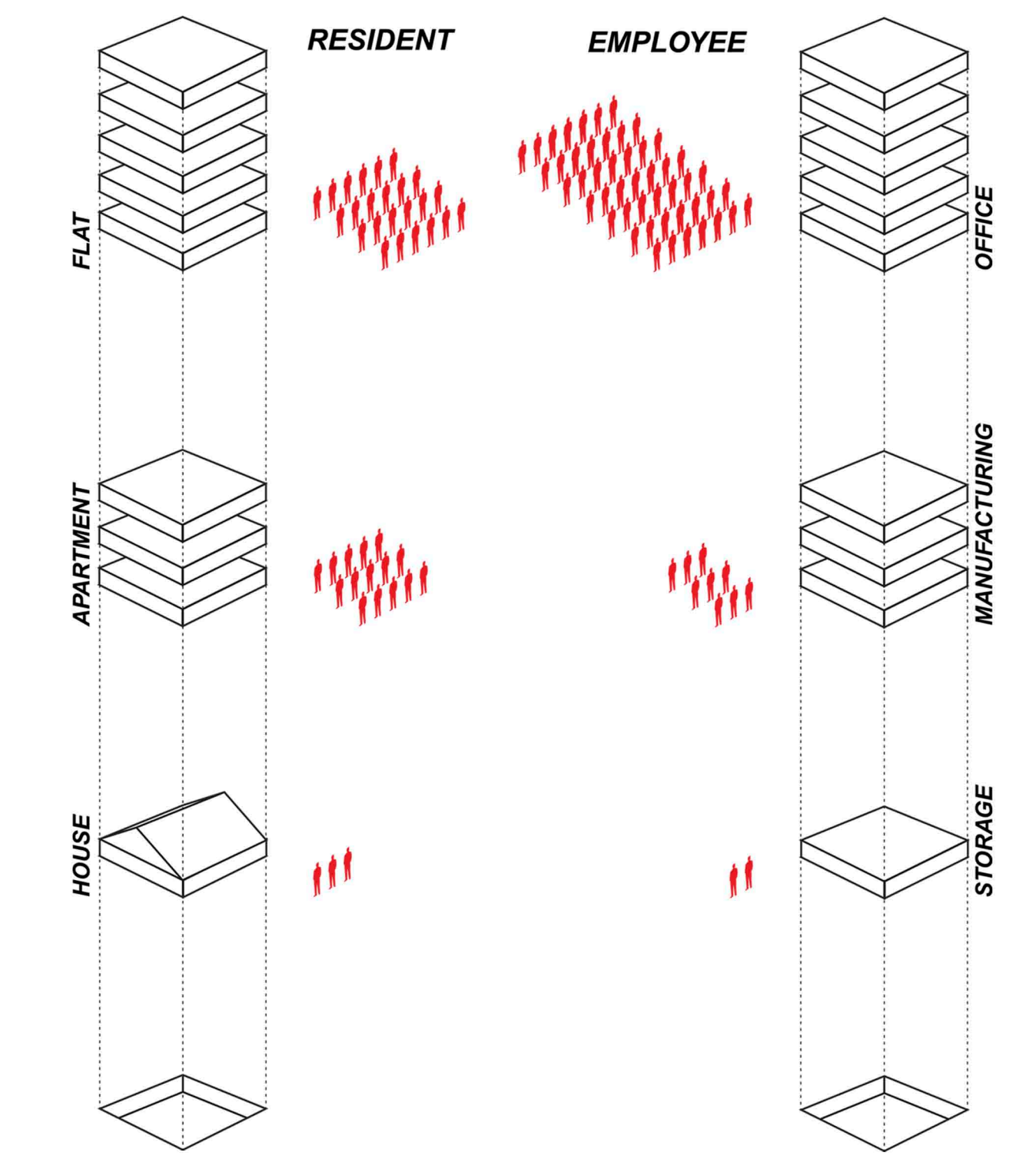
ALL SYSTEMS INTERFERING EACH OTHER

EXISTING

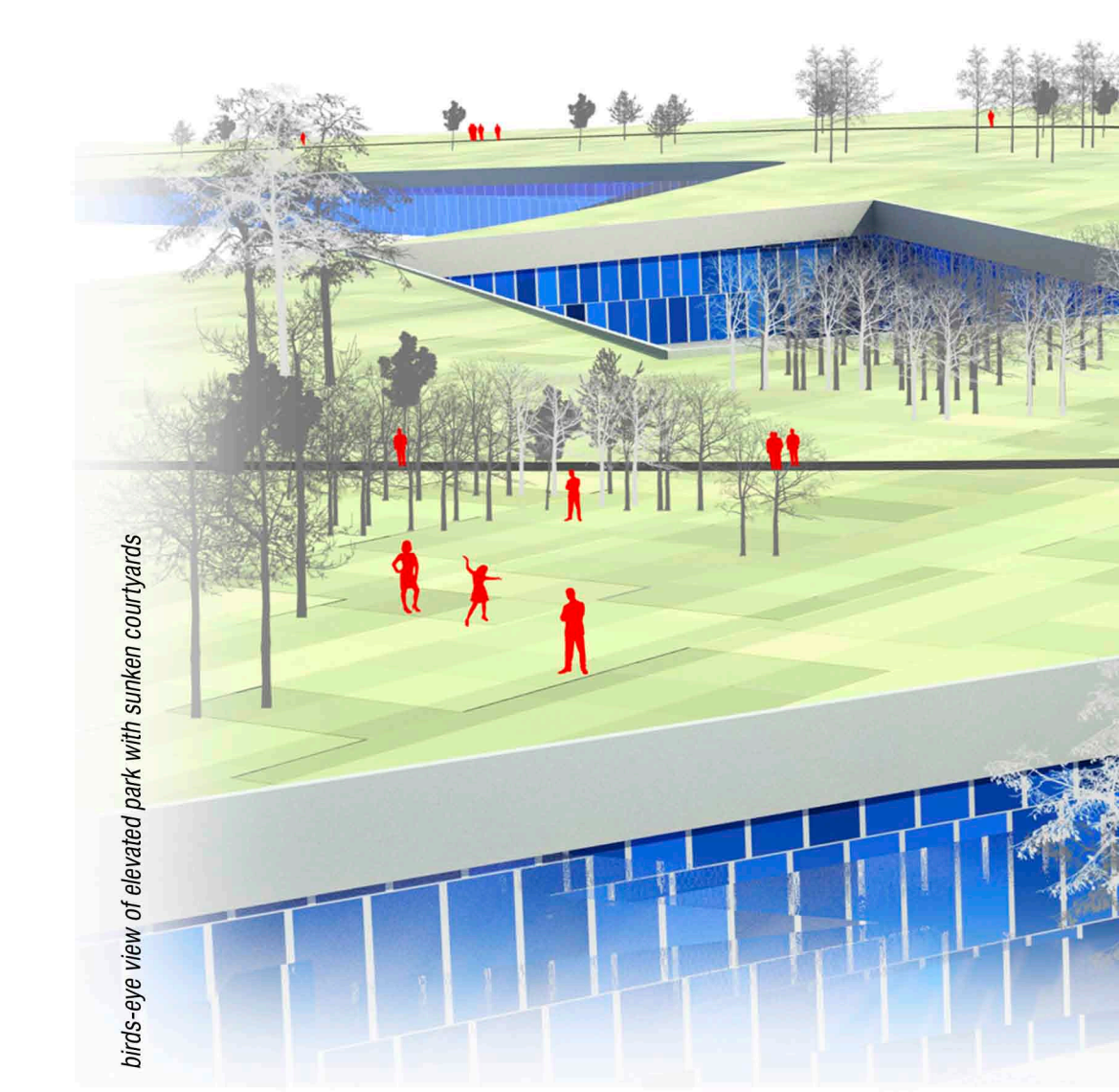
REFINED SYSTEMS OF MOVEMENT



VISION



PEOPLE = JOBS = PEOPLE
To sustain anticipated growth, higher occupancy typologies for smaller footprints will be needed. This cultural change will be a significant shift in the constructed landscape as well as the social landscape.



01 RUNWAY

PAST PRESENT FUTURE

The presence of the airport and the density of moving traffic will remain high in this area due to the programs and infrastructure required at the Dorval Interchange. The addition of mass transit opportunities – bus, light rail, and tram-cars – provide needed means of transportation, however the ecological presence in this area is limited to graded conditions from the construction of the infrastructure. A future park-and-ride and the increased usage of mass transit provide additional jobs and human interaction over time.

02 FREEWAY

PAST PRESENT FUTURE

The current landscape just East of the airport is sporadically developed with massive parking lots and container lots spotted with large scale business-park and warehouse type buildings. Our proposal is to provide multi-level parking garages to alleviate the need for on-grade employee parking. A local worker transit system will transport the employees from the garages to their jobs. Unused lots are free to be developed with more program – a mixture of multi-level office, commercial, and manufacturing programs help densify the region, providing jobs for the expanded population.

03 RAILWAY

PAST PRESENT FUTURE

The train is a vital part of Montreal's past and present. We think it should be part of the future. The rail lines provide an environmentally friendly transport option, and can be reminiscent of a bygone way of life. By making this landscape more accessible, plotted with parks and trails for outdoor use, the train is romanticized, and becomes a fortified component of the composition of the city.

04 THRUWAY

PAST PRESENT FUTURE

The Saint-Pierre Interchange is an impressive mix of elevated concrete ribbons going in every direction. The infrastructure of the highway is a dominant force in the current landscape, taking over a great deal of real estate to handle the intersection of Autoroute 20 and 138 joining from the South. Here the landscape shifts as industry and residential neighborhoods seemingly jump over the highway, switching sides as the highway plows through the broken condition. Our proposal seeks to dedicate this interchange to the human element, creating a massive land-bridge that allows for the free movement of people from one side of the highway to the other, connecting the variety of adjacent neighborhoods. The highway infrastructure is simplified to an elliptical turn-about tunneling through the land-bridge. The center of the turn-about is dedicated to a multi-level complex of sub-grade parking and programmed space for a new innovation/technology core for the city, which is covered by the land-bridge park.

fiveCONDITIONS

.01 industrialCAPACITY

THE ECONOMIC ENGINE OF THE CITY – commercial, industrial, and retail businesses generate a volume of output by a city which reflects its overall economic health. High ratings in this category refer to a suitable number of jobs for the population in residence, with a strong economic output. Low ratings in this category refer to a limited number of employment opportunities in the area, and a struggling economic outlook.

.02 vehicularINTENSITY

THE PACE OF VEHICULAR MOVEMENT – the speed at which traffic moves is an indicator of several factors which influence connectivity. High ratings in this category show high vehicle intensities moving at high rates of speed – fluid, uninterrupted movement. Low ratings in this category show localized connectivity – slow-moving traffic for a pedestrian friendly environment allowing for person to person contact.

.03 innovativeCAPABILITY

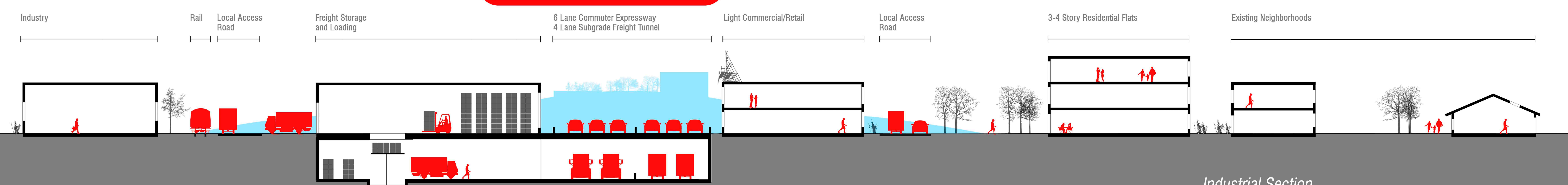
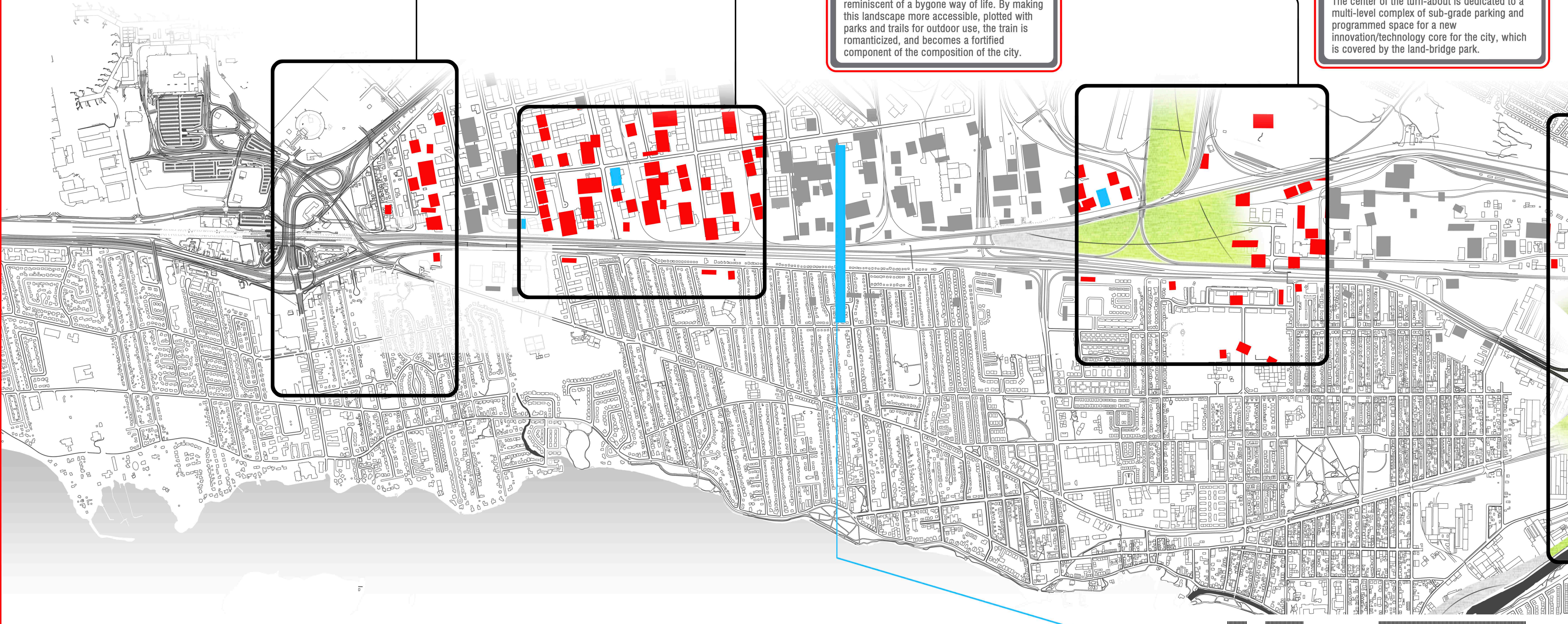
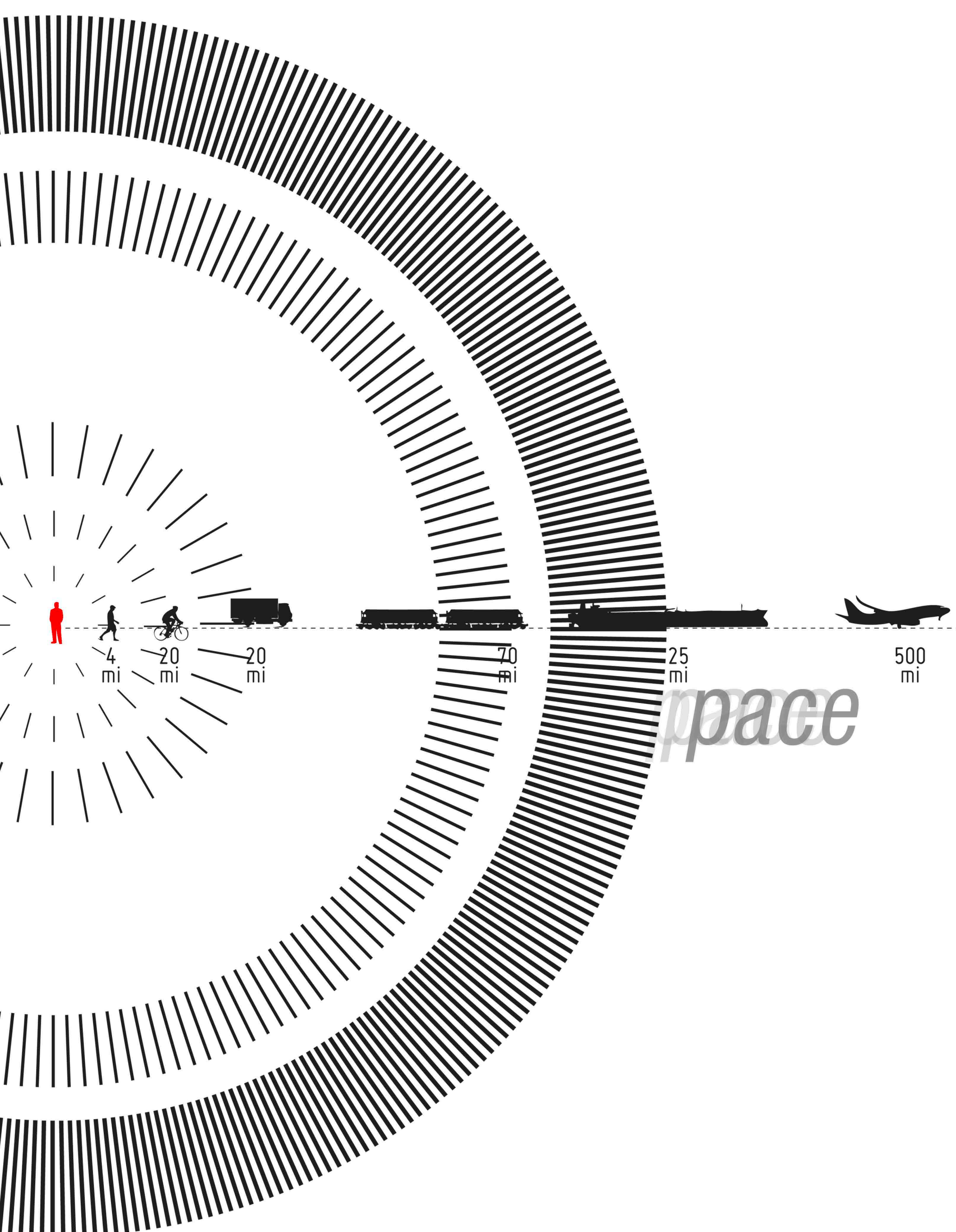
THE INVENTIVE CAPACITY OF A REGION – cities are competing more than ever for industries that sponsor technological and scientific innovation. High ratings in this category demonstrate the presence of programs that provide invention, ideation, and forward-thinking strategies useful for the urban population. Low ratings in this category demonstrate the limited presence of such strategies, the space required for innovation, and the people that generate ideas.

.04 humanCONNECTIVITY

THE VISIBLE PRESENCE OF PEOPLE – The visibility of people provides the opportunity for human contact, a generator of "community". High ratings in this category show that people are present and accessible for open communication and dialogue. Low ratings in this category show that people exist mainly in cars or by themselves, limiting opportunities for contact and the development of communities that thrive as strong neighborhoods.

.05 ecologicalPROXIMITY

THE PRESENCE OF THE NATURAL ORDER – The physical presence of nature has profound effects on the human psyche, resulting in a number of beneficial characteristics. High ratings in this category reflect a direct accessibility to nature and ecology. Low ratings in this category reflect the absence of nature which likely results in sub-standard human health and wellness.



Industrial Section