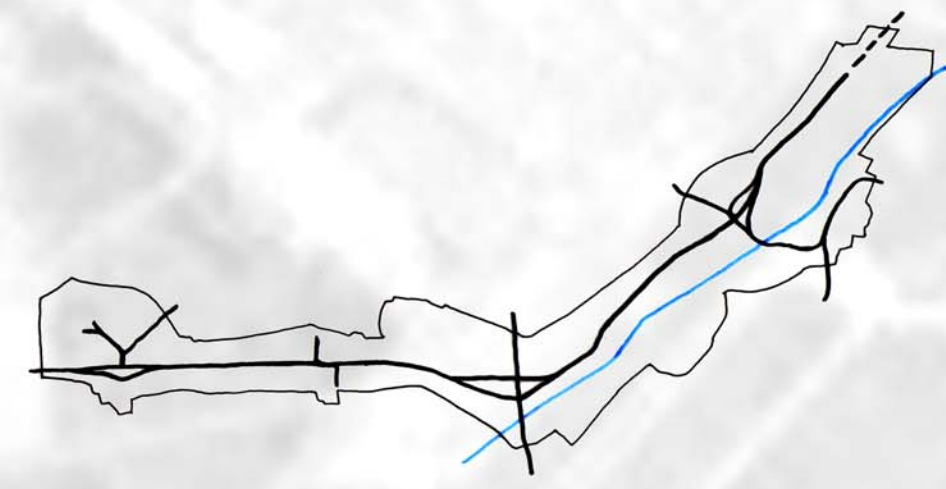


# Overlapping LandScapes

MOVING LANDSCAPES INTERNATIONAL IDEAS COMPETITION

ACTUAL TRANSPORTATION INFRASTRUCTURES



PROPOSED CONNECTIONS



CONNECTIONS CREATED BY LINKING RESIDUAL GREEN AREAS AND BY THE EXTENSION OF THE ECOTERRITORY OVER THE TRANSPORTATION STRUCTURES



PEDESTRIAN PATHWAYS AND LIVING AREAS



CICLISTS PATHWAYS AND PUBLIC BICYCLE SYSTEM HUB



PUBLIC TRANSPORTATION ROUTES AND STATIONS BUSES AND TRAINS



PARTICULAR AUTOMOTIVE HIGH SPEED ROUTES AND CONTACT POINTS WITH THE PARK VIATIC VOIDS



RAILWAY ROUTES AND STATIONS

A reflection on how major infrastructure of urban networks should dialogue with its surroundings requires the dialectic understanding of the needs of such networks for the current cities functioning, as well as the danger they may represent for the life quality of its inhabitants. The Montreal's International Gateway Corridor is an iconic sample of this issue: it is responsible for the title of "leading transportation hub city" within Canada, however, it is also responsible for the wide fission of the urban fabric, breaking up districts, green areas, and the perception of this unique landscape.

By inverting the current logic that favors the grayish auto route passage and railways with timid and occasional transpositions for pedestrians, this project buries parts of high speed tracks and rails, opening the horizon to include an extensive urban linear park, linking neighborhoods in a north-south connection along the 17km of the Gateway.

The passage through the park favors pedestrians and cyclists' delight as well as local neighbors and public transportation (buses, VLTs, and suburban trains) users, tracing many different pathways and establishing distinct apprehension of the space.

Thus, it sets up a new system, the green space system, which serves as a passage and creates living areas, and areas for contemplation, sports, art, culture, and leisure, complementing the already-in-place urban equipments. It then becomes a live scenario for the city of Design, being at the same time stage and actor in this new landscape.

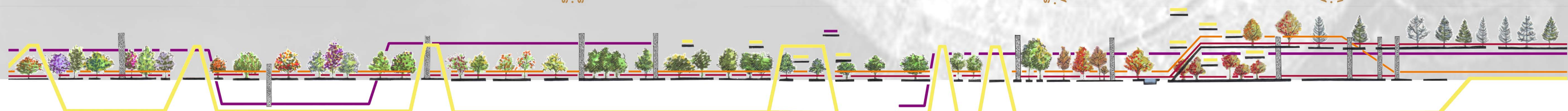
Besides the displacement of the high speed routes to the underground, the Viatic voids are created: openings in the park ground that allow its users a visual and sonorous perception of the vehicles flow under their feet, as well it shows the drivers the routes going on above them, inviting them to an alternative way to the private transportation.

With the noise control where the auto routes are in the underground, the presence of the current sound barriers are no more necessary, and, with their removal, it is possible to link the neighborhoods, the park, and other regions from across the border. However, the presence of the cars is kept where the interchanges emerge from the ground, exposing the huge flow of people and vehicles that keeps the city alive.

The permanences of these large concrete structures summarizes a major focus of the proposal: the creation of an alternative that does not intend to abolish the memories of the existing, but to promote a progressive change in the landscape.

Would it be possible, then, to meet the needs of the urban transportation through the invitation to collective living spaces, instead of segregation and individualization? And yet, would the city become livelier if provided with jobs around its homes instead of shifting to the big centers?

The focus is the revitalization of the marked area through the equalization of the hierarchy among different forms of locomotion, focusing on collectivity and on the multiple sensory experiences of the landscape, thereby increasing awareness of the environment and its changes over the different time scales.



1 Overall view of the Montreal International Gateway Corridor Landscape Turcot Interchange