

DESIGN CONCEPT

A key concept in the scheme is that of weaving: the act of bringing together and intertwining varied strands from different sources into something new, a sum of the parts but better as a whole. We see this as a metaphor for Montreal: a metropolitan city with one of the busiest airports in Canada, a melting-pot of diverse peoples and cultures, blending into a vibrant city and landscape.

After the initial analysis, it seemed that the the link between Trudeau Airport (YUL) and Montreal Central Business District (MTL) was simply that: a link. Along the length of the A20, buildings on either side rarely rise beyond 3 storeys. The YUL-MTL journey could be likened to an almost flat line, with an almost overwhelming population explosion on either end.

Montreal Pierre Elliott Trudeau International Airport hosts some 13 million passengers per annum; out of this 13, 2 million are "meeters and greeters", individuals who pop into MTL for a day or less, perhaps for a meeting or conference, and then just as quickly hop onto a return flight. This was the seed of the design strategy, to reduce the need for this 2 million individuals to join the crowd on the A20 into MTL. By creating new nodes between YUL and MTL, we spread out the population density more evenly along the line. This draws out some programmatic function from MTL itself, easing the bottleneck at its gates. Using the landscape as a loom and the A20 movement as a shuttle, the urban grid is woven into and around the new nodes, tying it back to the surrounding neighbourhoods, creating an urban tapestry steeped in history and culture, and rich with the multicultural and community flavour. The 4 main spheres along the spine, "Transient", "Retreat", "Culture", "CBD", each serve a different function, working together in a symbiotic relationship to enrich the lives of Montrealers and visitors alike.



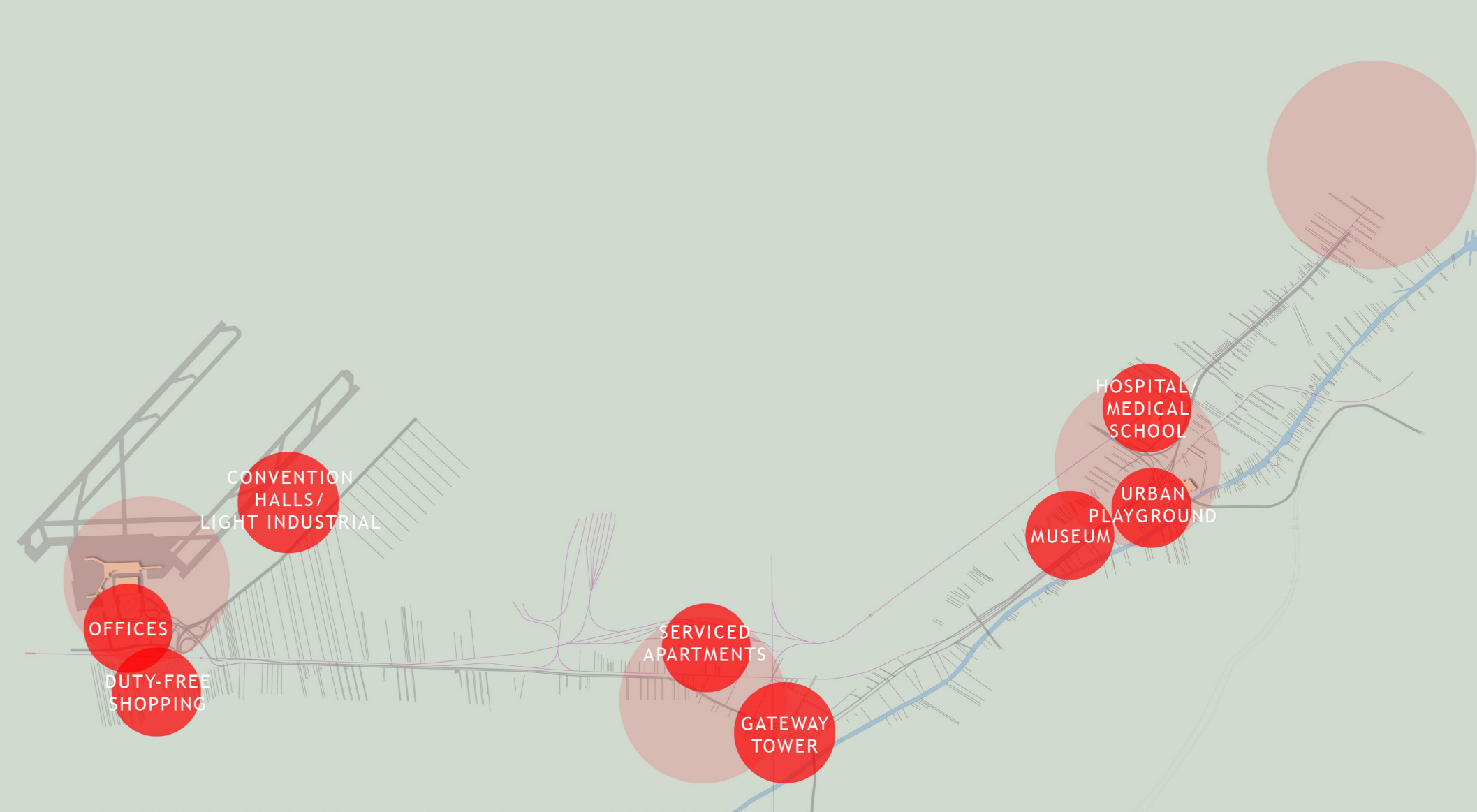
EXISTING CONDITION

Montréal-Pierre Elliott Trudeau International Airport serves 13 million passengers per year, of which 2 million are "meeters and greeters"; Montreal is the largest city in Quebec, with a metropolitan population of 3.6 million; 2 main concentrations of population density, resulting in severe congestion at the ends of A20.



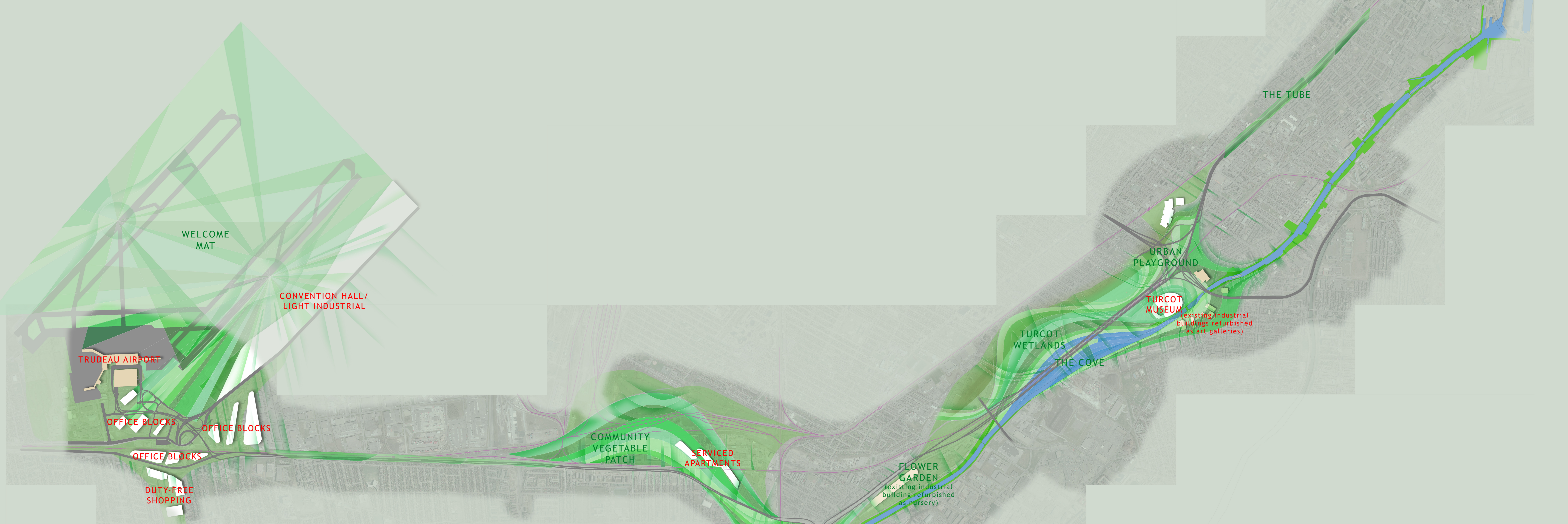
WALKABLE CIRCLES

Spreading the population density more evenly along the highway spine by creating new nodes within spheres of walkable distances (20min walk from centre to perimeter); "Transient Sphere" catering to the "meeters and greeters", "Retreat Sphere" serving as a getaway, providing a live-work-play environment out-of-the-CBD, "Culture Sphere" as a promoter of the arts.



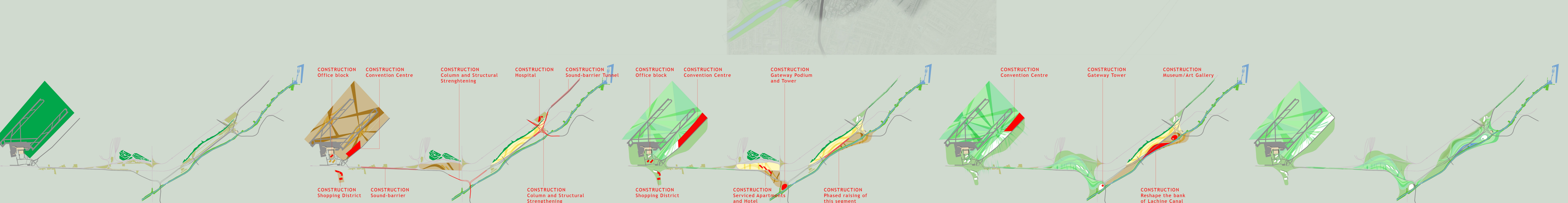
CLUSTERS OF PROGRAMMES

Bringing out various programmatic functions from the CBD, spreading it along the A20; Adds "peaks" in an otherwise flat and homogenous landscape, these new attractors will grow to support each other in symbiotic relationships.



SITE PLAN

3 key intervention sites along the highway:
 Transient Sphere - Conventrion Halls, Offices, Duty-Free Shopping
 Retreat Sphere - Serviced Apartments, Vegetable Garden, Gateway Tower
 Culture Sphere - Turcot Museum, The Cove, Art Galleries, Urban Playground



PHASING : EXISTING

Disconnected green and brown fields peppered along the highway; Lachine Canal and Autoroute 20 as separate entities, coming close together but never touching.

PHASING : 2012

Clearing the Dorval and Norman Industrial strips, in preparation for construction; Start of phytoremediation for contaminated grounds at Turcot Yard.

PHASING : 2017

Clearing the Lachine and Sud-Ouest Borough Industrial strips, in preparation for construction; Start of phytoremediation for contaminated grounds at Norman Area.

PHASING : 2022

Clearing the Lachine and Sud-Ouest Borough Industrial strips, in preparation for construction; End of phytoremediation for contaminated grounds at Turcot Yard.

PHASING : 2027

A continuous green experience from airport to city centre; An interweaving of routes to enrich the journey of exploration and historical reminiscing.