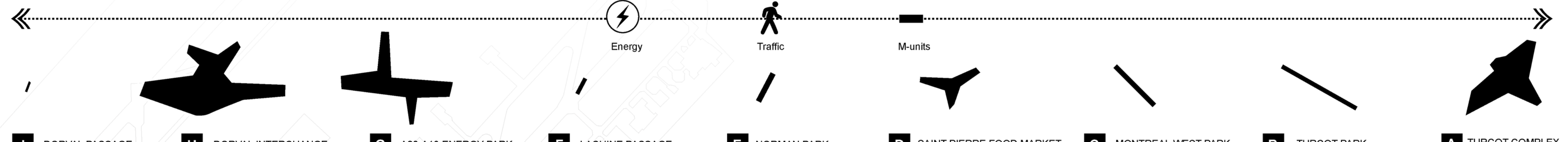
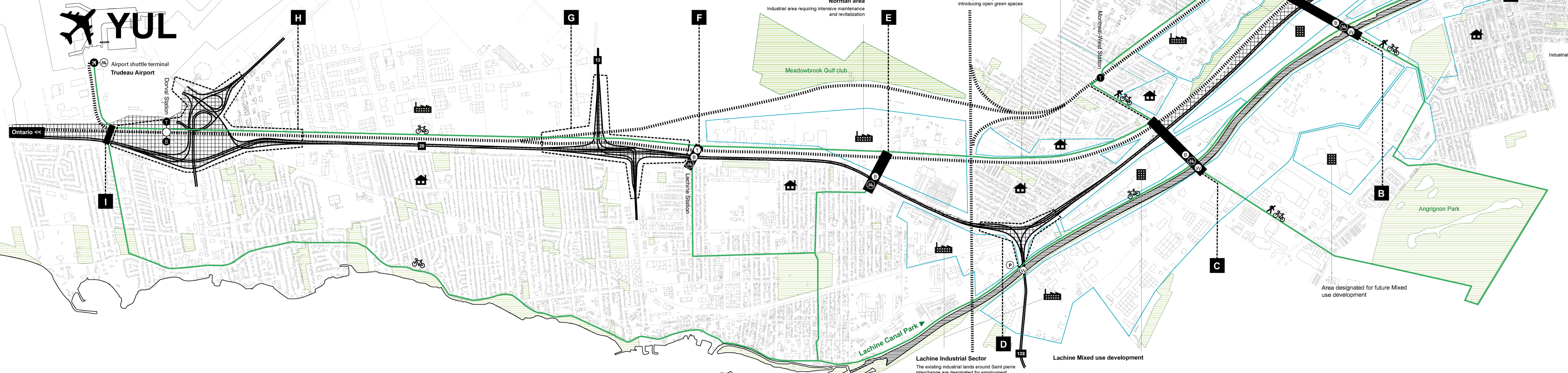


MTL

INTERVENTIONS



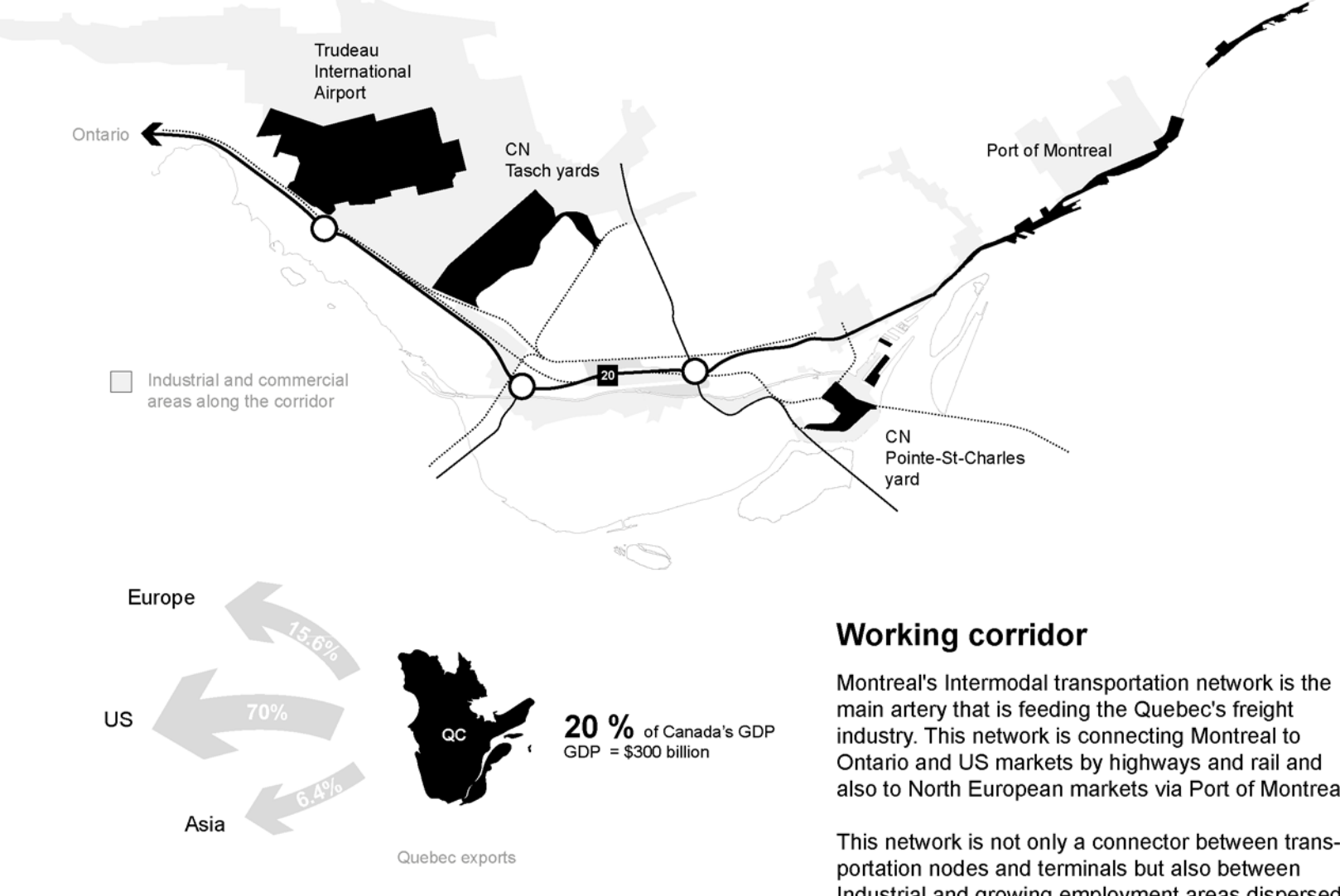
- I** DORVAL PASSAGE: Bridge, Bike rental, parking
- H** DORVAL INTERCHANGE: Transportation Hub, Energy Park, Parking, Bike Facilities
- G** A20-A13 ENERGY PARK: Commuter Train Station, Energy Park
- F** LACHINE PASSAGE: Multi-purpose Open Space, Park, Bike Facilities
- E** NORMAN PARK: Office spaces, Artist Workshops/Studios, Art Galleries, Retail, Bike Facilities
- D** SAINT PIERRE FOOD MARKET: Outdoor/indoor Food Market, Local Food Terminal, Parking, Open Green Space, Bike Facilities, Transportation Hub
- C** MONTREAL WEST PARK: Library, Daycare/School, Outdoor/indoor Theatres, Open Green Space, Link to Train Station, Bike Facilities
- B** TURCOT PARK: Commuter Train station (proposed), Swimming and Bath Complex, Library, Theatre, Kindergarten, Bike, Boat and Ice Skating Shop, Boat Docking, Sport Fields
- A** TURCOT COMPLEX: Airport Shuttle Station, Convention Center, Hotel, Performance hall, Sports Complex, Shopping Center, Energy Park, Bike Facilities



Legend

- Transportation Hub
- ⊕ Airport shuttle station
- ⊙ Train station
- ⊙ Metro station
- ⊙ Bus station
- ⊙ Energy Park
- ⊙ Bike Facilities
- ⊙ Parking
- ⊙ Major bike path
- ⊙ Pedestrian path
- ⊙ Major Bus route
- ⊙ Airport
- ⊙ Mixed use | employment
- ⊙ Residential
- ⊙ Industrial
- ⊙ Park and recreation
- ⊙ Studied areas
- ⊙ Canal
- ⊙ Energy Park along Corridor
- ⊙ Rail
- ⊙ Highway
- ⊙ Major bike path (partially existing)

YUL-MTL : REGIONAL, NATIONAL AND INTERNATIONAL PERSPECTIVE



PASSIVE >> PERFORMATIVE

productive urban conduits as catalysts for development

The YUL-MTL corridor between Trudeau International Airport and downtown Montreal, is a thickened infrastructural corridor, composed of various networks of movement, including autoroutes, railways and waterways. As catalysts for urbanization, these conduits have helped the transformation of Montreal into a leading transportation hub within Canada, and have been an important factor in the industrial expansion of the 19th century and the suburban development of the 20th century. The proximity of Trudeau International Airport, with its 100,000 daily travelers, has essentially transformed the corridor into an international gateway for Montreal, acting as an introduction to the city for about seven million visitors each year. YUL-MTL is also a working corridor, providing essential links between the Port of Montreal, the airport, and the western parts of Canada.

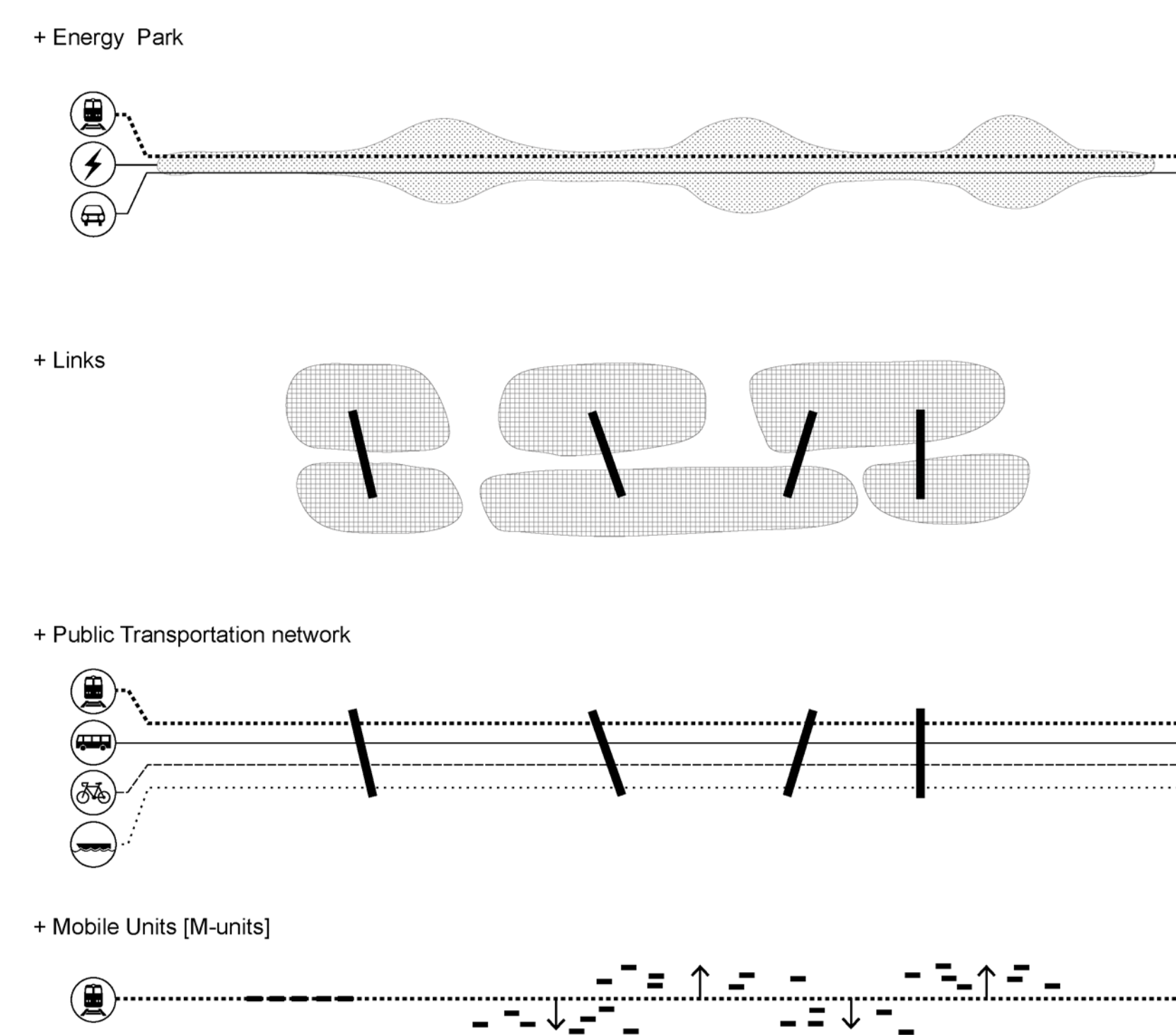
While the highway system, rail lines, and other urban conduits of YUL-MTL provide vital regional connectivity, on the local scale they have split the urban landscape, creating fragmented urbanities and passive residual spaces. In addition, the transformation of the industrial landscape of the corridor has left in its place brownfields in urgent need for rethinking. The recent efforts of the Ville de Montréal and the ministère des Transports du Québec (MTQ) towards a revitalization plan for the corridor provide a vehicle through which the role of the corridor as a regional connector can be supplemented by local engagement and development.

This proposal exists at the intersection of regional and local performance of the corridor. Rather than a passive regional connector, we propose a performative network, which acts both regionally and locally to generate a catalyst for sustainable development of the corridor. Urban conduits are coupled with renewable energy production and distribution, making use of the right of way and the residual spaces, to host wind farms capable of generating the power needs of the corridor operations (Energy Parks). Local connections are introduced sequentially to stitch the various modes of transportation together at strategic locations (Links). These connections cross urban gaps generated by transportation infrastructures, to produce a porous and continuous urban landscape, and are programmed to complement the planned local developments. Furthermore, a set of mobile units (M-Units) are designed to host a variety of urban facilities. These units use the existing rail network to move from one Link to another, based on daily and seasonal parameters such as intensity of use, weather conditions, and events.

Two areas, Turcot Park and Turcot Complex are investigated further to act as examples for the possible localized urban interventions along the corridor. More than local conditions, these interventions, as a networked whole, provide a regional unfolding of the city as one travels along the corridor. This scenographic unfolding is complemented by a materiality reminiscent of the industrial history of the corridor and the various productive landscapes that have replaced the brownfields of the past. This project hopes to strengthen Montreal's position as a hub of innovation and a City of Design, through the emblematic and performative rethinking of YUL_MTL Corridor.

CONCEPT

- 1** The residual spaces and right of way of the existing infrastructure is used to produce and distribute energy.
The residual spaces between highway and rail are inaccessible in a great portion of the corridor. These spaces are a perfect location for wind energy farms, which due to their spatial requirements and noise are not suitable for other locations.
- 2** Fragmented neighborhoods are connected by open public spaces that cross the existing infrastructure.
- 3** Links are connected by various modes of public transportation. Diversified urban programs are introduced to Links to expand downtown's vitality along the corridor.
- 4** Mobile units (M-Units) will accommodate a range of urban facilities and move between Links using the existing rail lines.
The M-unit is dispersed or accumulated based on a set of urban parameters such as weather conditions, intensity of use, events, and festivals.



Working corridor

Montreal's intermodal transportation network is the main artery that is feeding the Quebec's freight industry. This network is connecting Montreal to Ontario and US markets by highways and rail and also to North European markets via Port of Montreal. This network is not only a connector between transportation nodes and terminals but also between industrial and growing employment areas dispersed along this corridor.

Commuter link

By the year 2016, daily trips in the Greater Montreal area will reach 10.2 million trips per day, 1 million of which will end in Montreal Island. These trips are mostly related to work and education. YUL-MTL corridor is one of the major commuter links between growing suburbs and downtown Montreal.

Montreal: A Destination

Montreal hosts a great number of cultural and sport festivals annually. Montreal is also a base city for many international businesses in a growing number of industries such as aerospace. Montreal is a destination for many travelers that are targeting these festivals or business transactions. These events entail meetings, gatherings, preparation, etc. requiring spaces such as conference centers, accommodation, exhibition places and others.

- >> Would it be possible to use the residual spaces along the YUL-MTL corridor to host programs and services that feed Montreal's role as an international destination? [See Turcot complex at Turcot Interchange]
- >> Is it possible to use residual spaces along the network of freight transportation to house local markets and service industries? [See local food market in Saint Pierre interchange]
- >> How can we use the growing public transportation network to enhance the living conditions of neighbourhoods adjacent to YUL-MTL?