

Montreal's Gateway Corridor: Moving Landscape

Project Vision

Rather than a simple transportation axis, Montreal's international gateway corridor reveals the past, present and future of Montreal city through a transition. As the city Gateway this corridor and its adjacent Landscape provides an opportunity to present Montreal as a Cultural Capital, UNESCO city of design and one of the old industrial centres of Canada. Whereas the corridor isn't segregated from its context, the whole is a creature which its organs have interactive effects.

Briefly the corridor has been designed as a narrative journey:

1. Represents Montreal's history and city symbols.
2. Provides a pleasant visual-emotional experience which has unity besides unique visual- spatial diversity.
3. Presents artistic attractions in the site indicating a bond between art and industry.
4. Naturally tries to be sustainable and grow through time and turn into an important organ of the city.

Holistic Concept

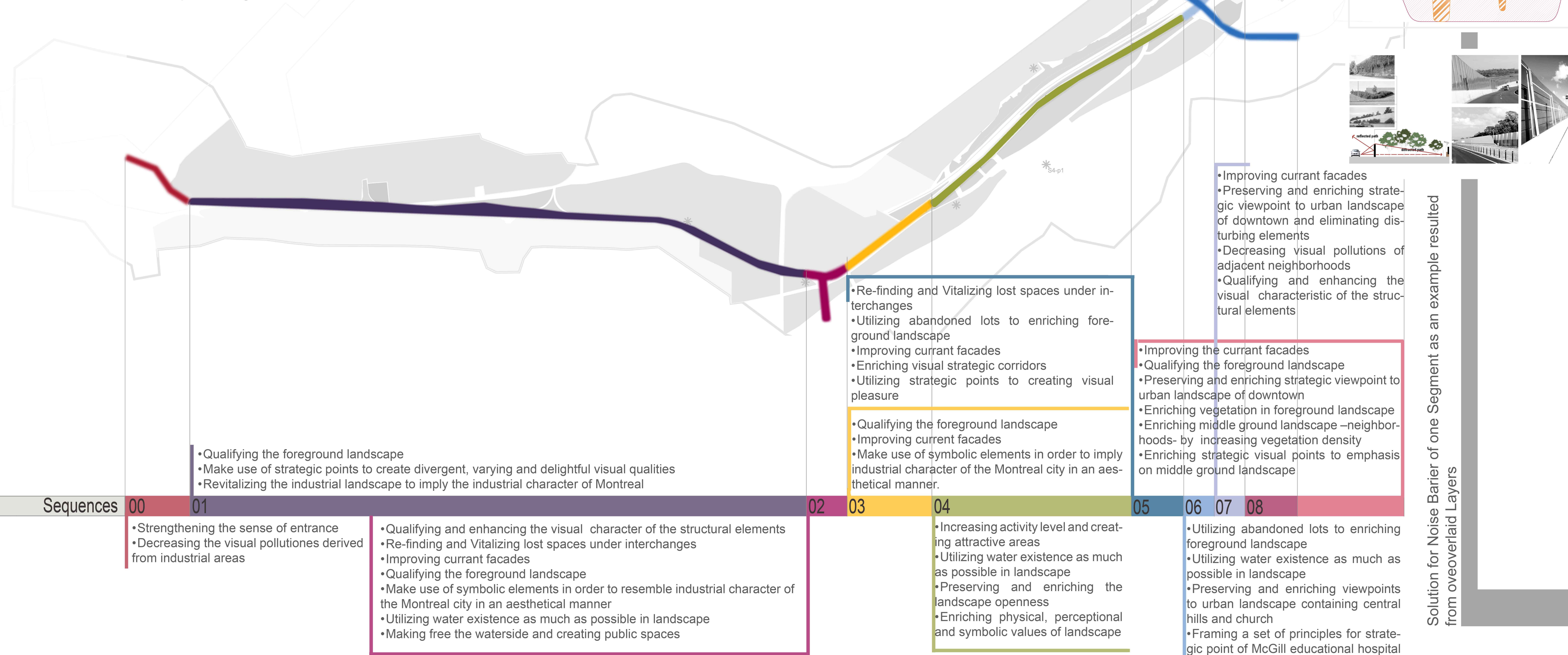
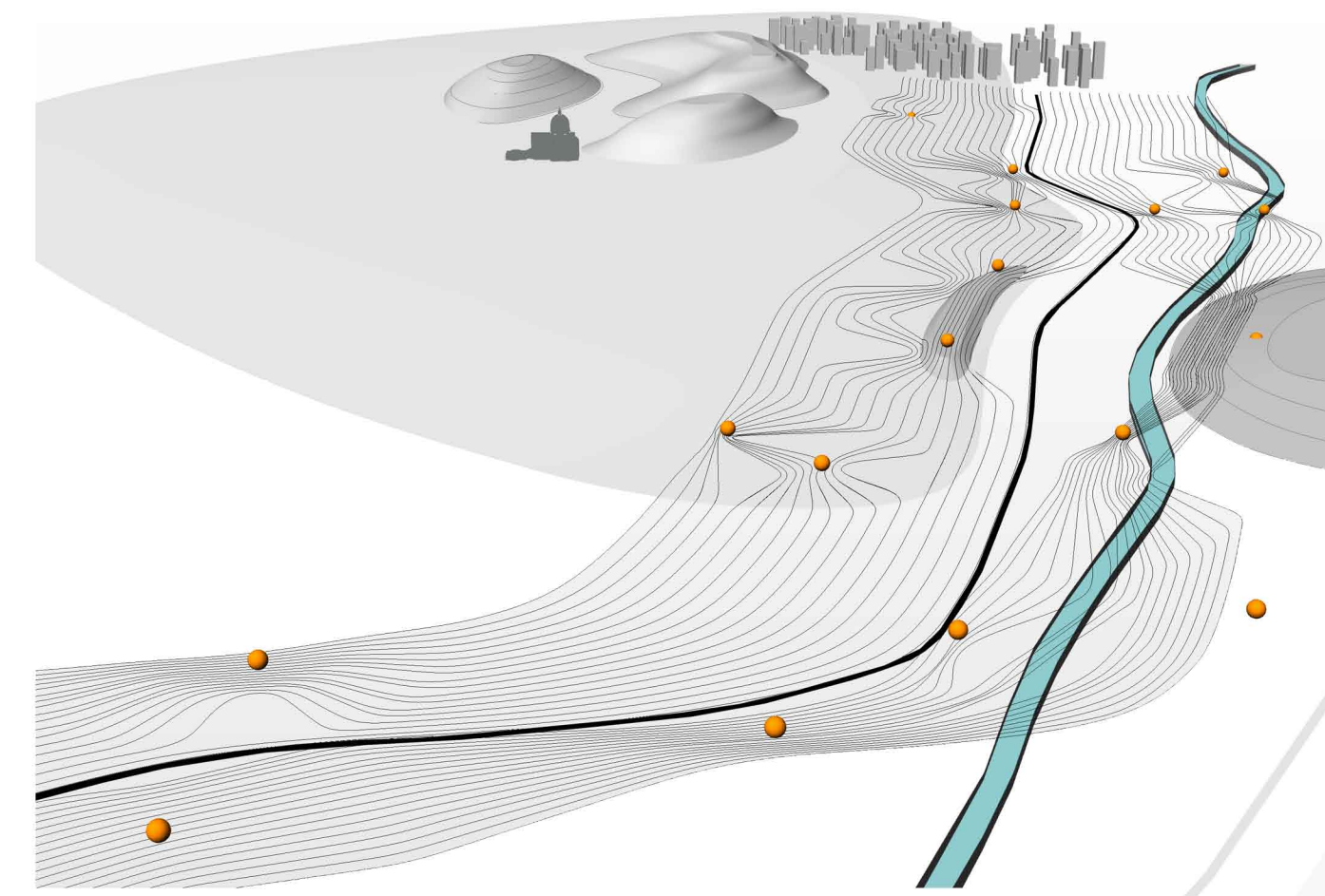
The design concept has been shaped through an organic method since the area of design was organically created. As the subject is being perceived in motion, project has been designed in motion too. Therefore complete perception of the design will be achieved in motion instead of stillness. However presently autoroute and other transportation corridors have fragmented the context, in design process they act as unifying elements. Besides routine despondence to project matters, long-term approach of the design is creating focal points, attractions and new activities in special parts of the site to deeply penetrate into adjacent areas and act as a revitalizing process. Here, not only the design has local affection but also has wider range of users. Achieving this, a parametrical urban landscape design tool has been generated in macro scale – regional, urban, national and international scales. Comprehensiveness is the advantage of such an approach which will be described below:

Project Response to the Defined Themes

- From a sequential order, the movement of the design lines from foreground to farther sequences of landscape makes a fluid constant motion based on presence of variable parameters of land. The perception of whole landscape design is achievable while the observer moves along the autoroute so the moving landscape comes alive and resonates with pulses according to very nature of land characteristics.

- From a sustainable order, environmental parameters and defined points have been set as design elements along the design process. By the aid of this method unfit and inappropriate changes have been blocked. Also during this process undesired interferences resulted from geometrical design -just as a design element- will be minimized. Regarding to the project context, not only have the design responded to each parameter, but it have noticed all involved parameters together. So its degree of adjustment and sustainability will be increased.

- From a symbolic order, in defining the methodology some factors such as critical points have been involved also context's demands have been answered simultaneously the design methodology have tried to resemble powerful artistic ambience of the city and its certain industrial-technological development. Besides, the design will highlight such a character in the whole city development phases by the aid of representing fluid forms and motions.



Sequences 00 01

- Strengthening the sense of entrance
- Decreasing the visual pollutions derived from industrial areas

- Qualifying the foreground landscape
- Make use of strategic points to create divergent, varying and delightful visual qualities
- Revitalizing the industrial landscape to imply the industrial character of Montreal

- Qualifying and enhancing the visual character of the structural elements
- Re-finding and Vitalizing lost spaces under interchanges
- Improving currant facades
- Qualifying the foreground landscape
- Make use of symbolic elements in order to resemble industrial character of the Montreal city in an aesthetical manner
- Utilizing water existence as much as possible in landscape
- Making free the waterside and creating public spaces

02

- Re-finding and Vitalizing lost spaces under interchanges
- Utilizing abandoned lots to enriching foreground landscape
- Improving currant facades
- Enriching visual strategic corridors
- Utilizing strategic points to creating visual pleasure

- Qualifying the foreground landscape
- Improving currant facades
- Make use of symbolic elements in order to imply industrial character of the Montreal city in an aesthetical manner.

03

- Increasing activity level and creating attractive areas
- Utilizing water existence as much as possible in landscape
- Preserving and enriching the landscape openness
- Enriching physical, perceptual and symbolic values of landscape

04

- Improving the currant facades
- Qualifying the foreground landscape
- Preserving and enriching strategic viewpoint to urban landscape of downtown
- Enriching vegetation in foreground landscape
- Enriching middle ground landscape –neighborhoods- by increasing vegetation density
- Enriching strategic visual points to emphasis on middle ground landscape

05

- Utilizing abandoned lots to enriching foreground landscape
- Utilizing water existence as much as possible in landscape
- Preserving and enriching viewpoints to urban landscape containing central hills and church
- Framing a set of principles for strategic point of McGill educational hospital to prevent central city hill being blocked.

- Improving currant facades
- Preserving and enriching strategic viewpoint to urban landscape of downtown and eliminating disturbing elements
- Decreasing visual pollutions of adjacent neighborhoods
- Qualifying and enhancing the visual characteristic of the structural elements

Solution for Noise Barrier of one Segment as an example resulted from overlaid Layers

Project Methodology as a Parametric Design

The planning and designing process is considered as a parametric order. Along the competition goals a parametric judgment of moving observant has been practiced through the whole corridor. Phases of the method are:

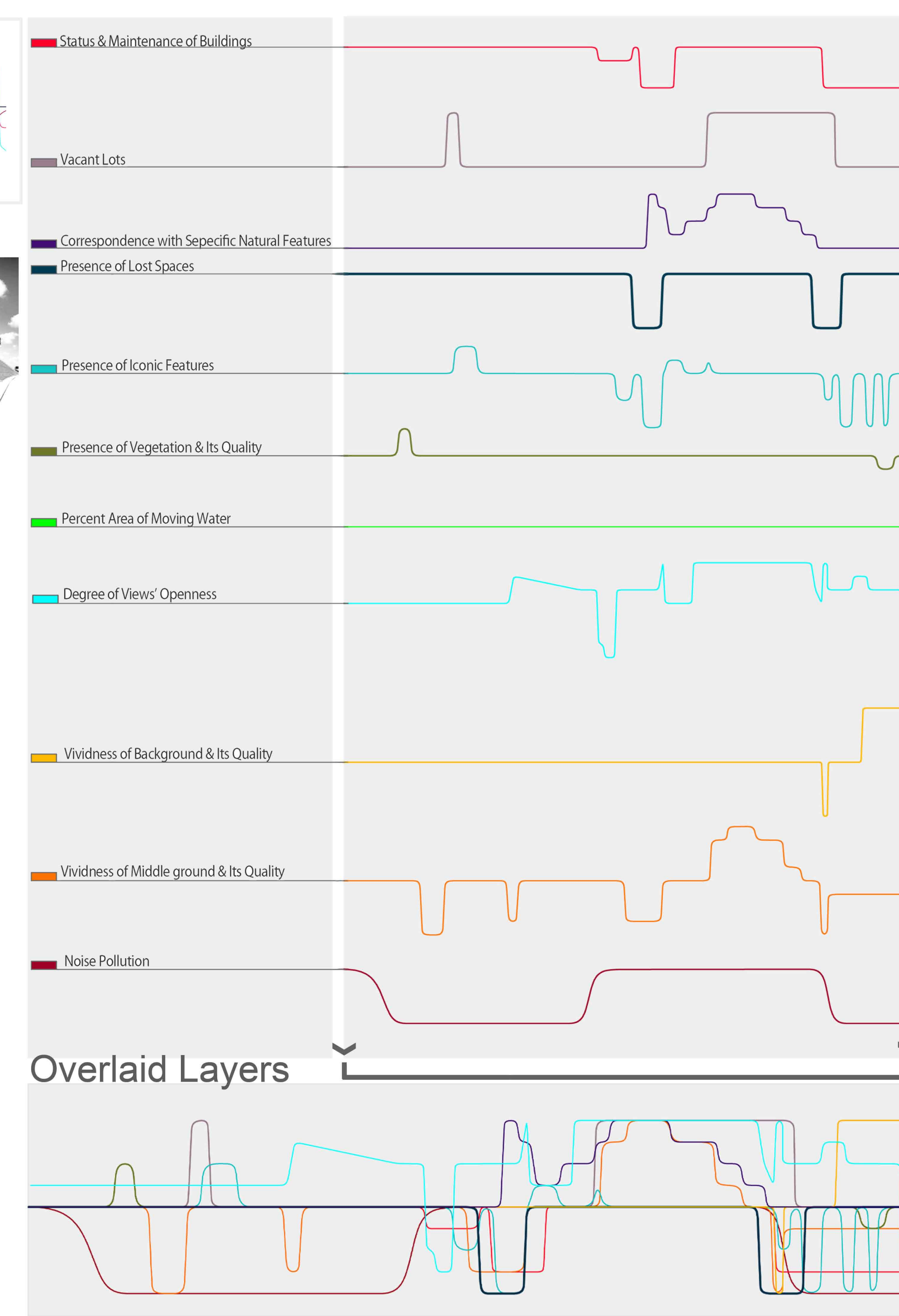
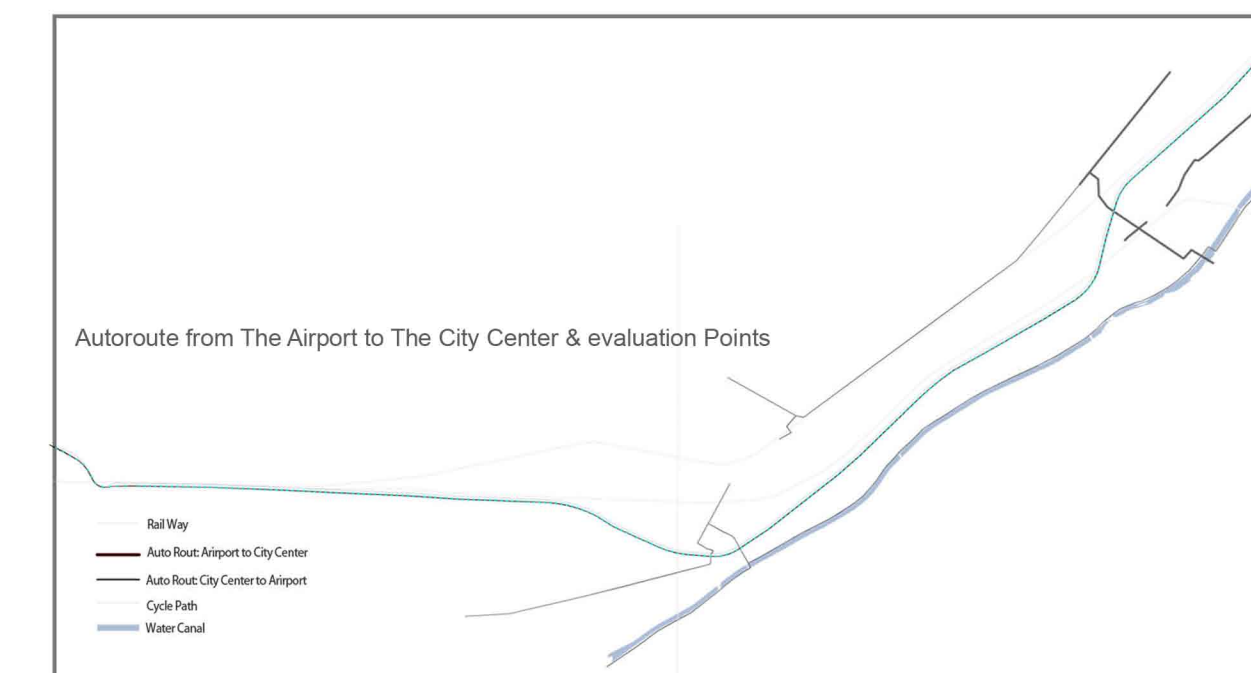
1. Defining the parameters
2. Moving the point of view of observant along the corridor to obtain a continuum evaluated diagram
3. Producing an evaluated diagram of each parameter
4. Juxtaposing all diagrams and analyzing their situation in meeting points
5. After analysing all parameters with different arrangements, suitable design judgments will be achieved with regard to impact intensity of each parameter

In addition to the the above mentioned items, the design process involves general strategies of the whole corridor.

Diagrams and graphics bellow have practiced the mentioned process for autoroute from the airport to the city. It illustrates and clarifies the method status. This method is practiced in the other corridors which its result can be seen in macro scale plan.

Graphical Execution of the Method

in Autoroute from The Airport to The City Center



Overlaid Layers