

# SOUND AND VISTA MANAGEMENT

Montreal is expanding as the result of increasing industrial and residential sprawl and, today, it's covered with various transportation networks. Yet, the suburban landscapes interjected with factories, large industrial yards and this transportation infrastructure designed for efficient distribution has also created several drawbacks, such as visually obscuring noise barriers and considerably large portions of untapped open space.

Situated between mountains and lakes, Montreal has been reborn into a city filled with creative industries following a past characterized by heavy industries. Above all, we believe it's necessary to revitalize this city's unique landscape.

First, we plan to employ a system of trams and ferries as a new source of transportation, allowing better connections between the airport and downtown area. This system will additionally integrate a series of green spaces.

Next, we will investigate the terrain and environment surrounding the highway network, an area which includes housing and industrial areas as well as residual vegetation. This research will be used to derive six typologies, each examining various relationships between the highways and urban infrastructure. Nature will be recovered by opening up a series of views towards green areas and water surfaces.

1. Adjacent to the airport, Dorval Interchange is a bustling commerce area. We plan to redesign the canal leading from Dorval Avenue to Dorval Station, in effect allowing one to capture a view of the street from entrance of Dorval station and motorway.

2. In Lachine Borough, we will transform the highway and residential area currently visually separated from one another by a noise barrier. Our proposal will bring a large expanse of green area closer to the highway, in effect inserting a noise buffer between the residential area and highway. This will allow us to remove noise barriers currently in place.

3. For the area filled with large factories facing the highway, we propose to redevelop the series of unused roads into a park and add vegetation to the factory's facade.

4. Turcot yard is currently separated from Saint Jacques Escarpment by an expanse of transportation infrastructure. We plan to erase this separation by rerouting the current railways and roads in order to accommodate new water areas.

5. As the result of a highway overpass, an open space is located below Turcot Interchange. We propose the development of this ground level into a large park somewhat akin to a forest, which will be open to the public.

6. The height of Ville-Marie motorway matches the roofline of the adjacent buildings. We will insert new green spaces with parks and sport facilities, thus transforming the roofs into inhabitable retreats.

Each of these proposals is an attempt to change the quality of urban space in Montreal by manipulating the relationship of highway and green space. This greening strategy will require cooperation of government, private companies, universities and residents. The city's green spaces will be spread over the network, becoming a moving landscape with the depth of green space constantly changing as seen from the highway.

## ANALYSIS ANALYSE



### city growth around mountain and river

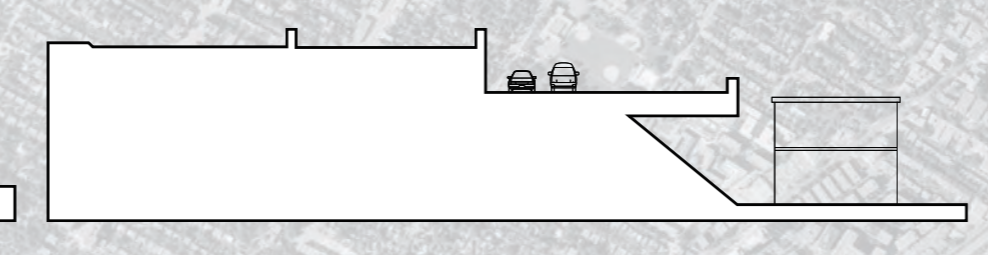
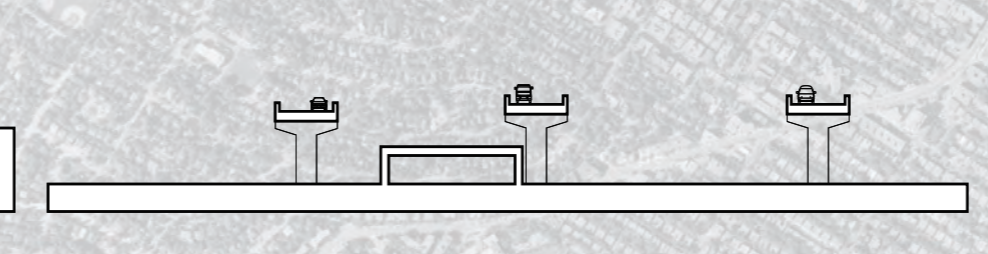
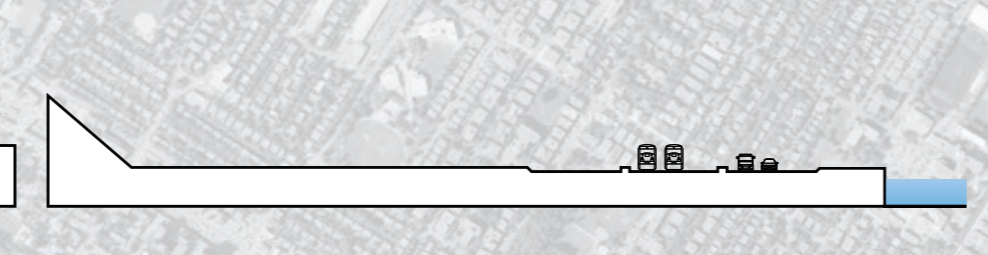
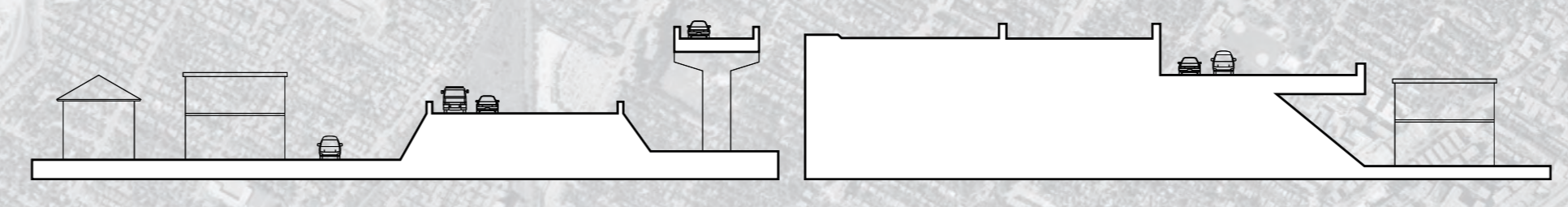
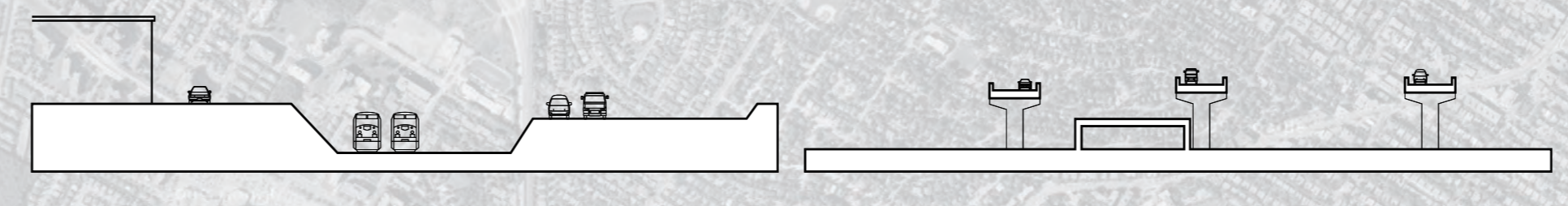
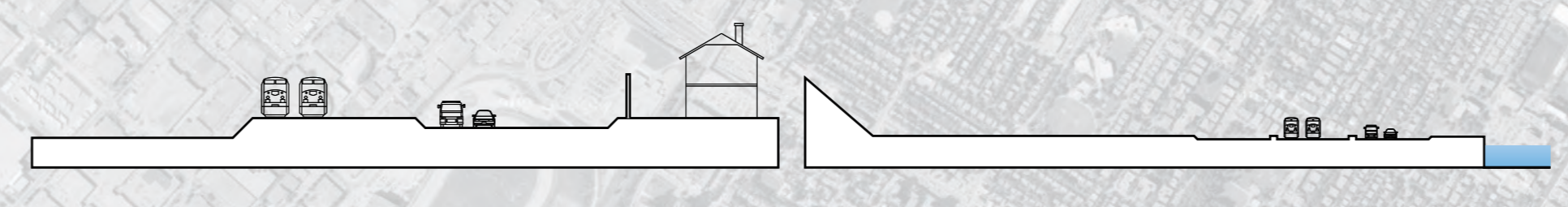
Montréal - Dorval International Airport was opened in 1941.



### transport

road, train, metro, bus, bicycle road

## SITE CONDITIONS CONDITIONS DU SITE

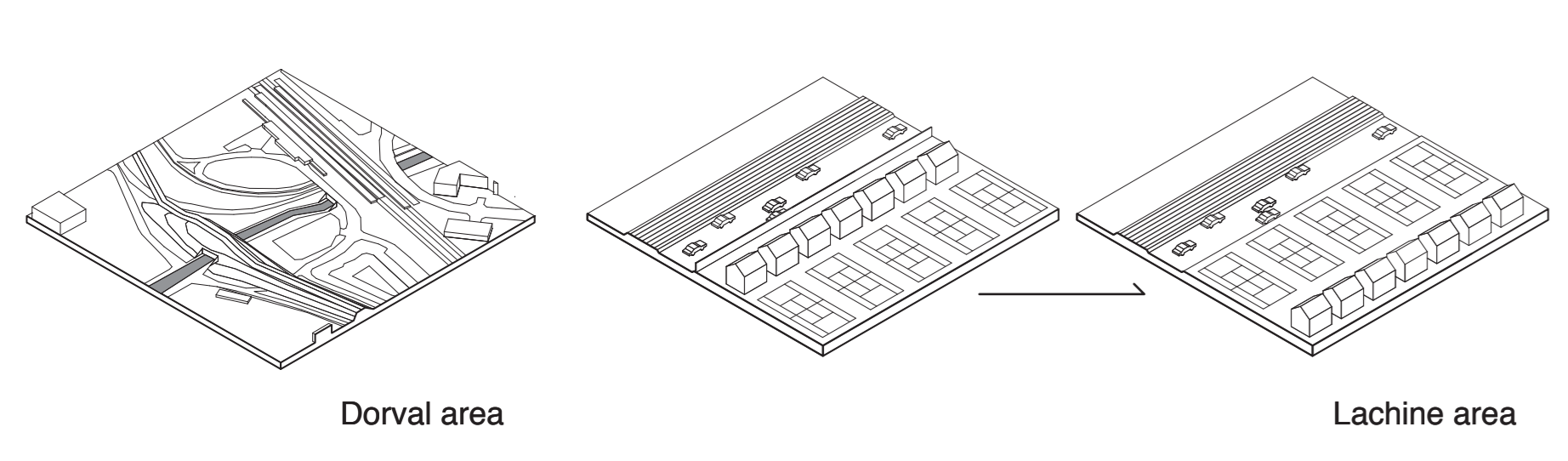


## STRATEGY STRATÉGIE

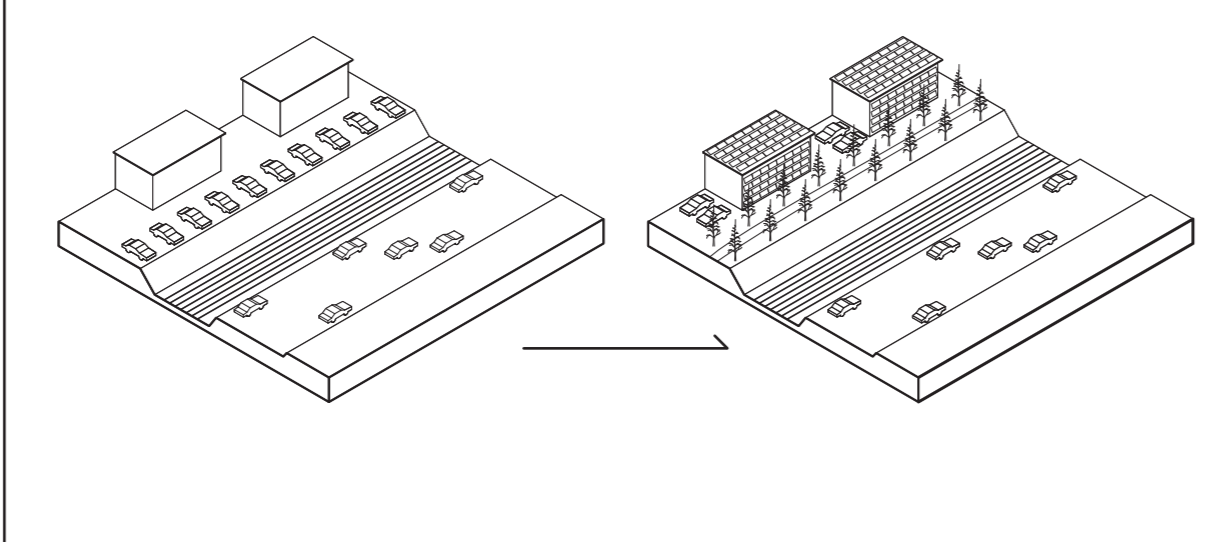


DEVELOPMENT PLAN scale:1/15000  
PLAN DE DÉVELOPPEMENT l'échelle:1/15000

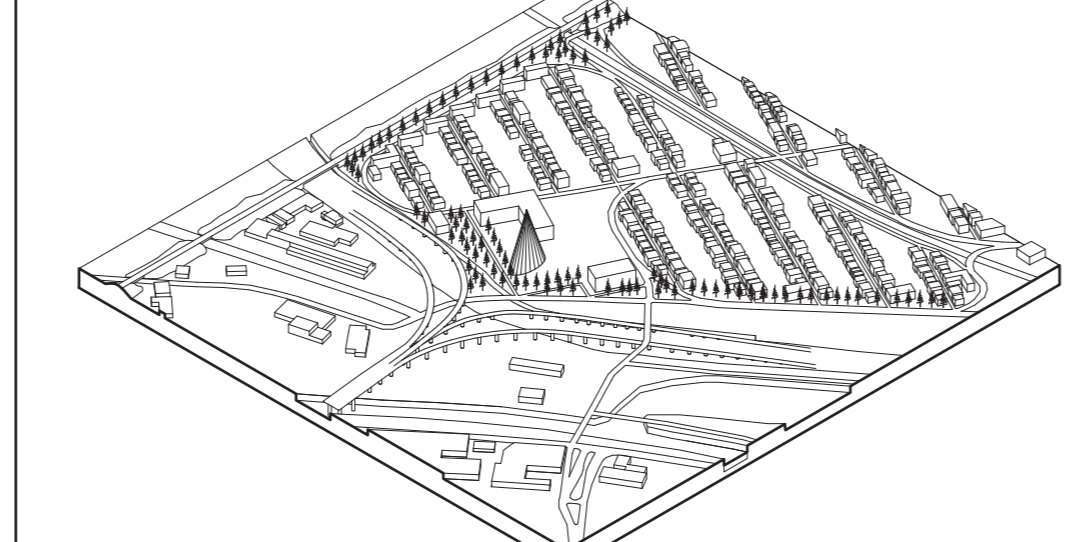
### A Dorval & Lachine



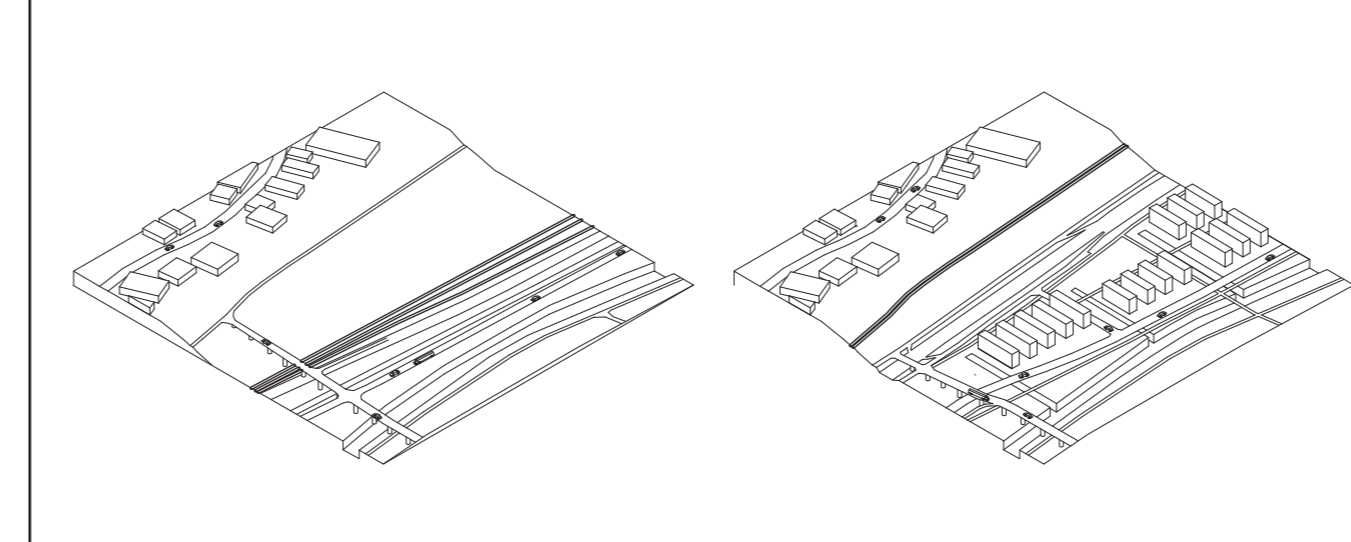
### B Norman



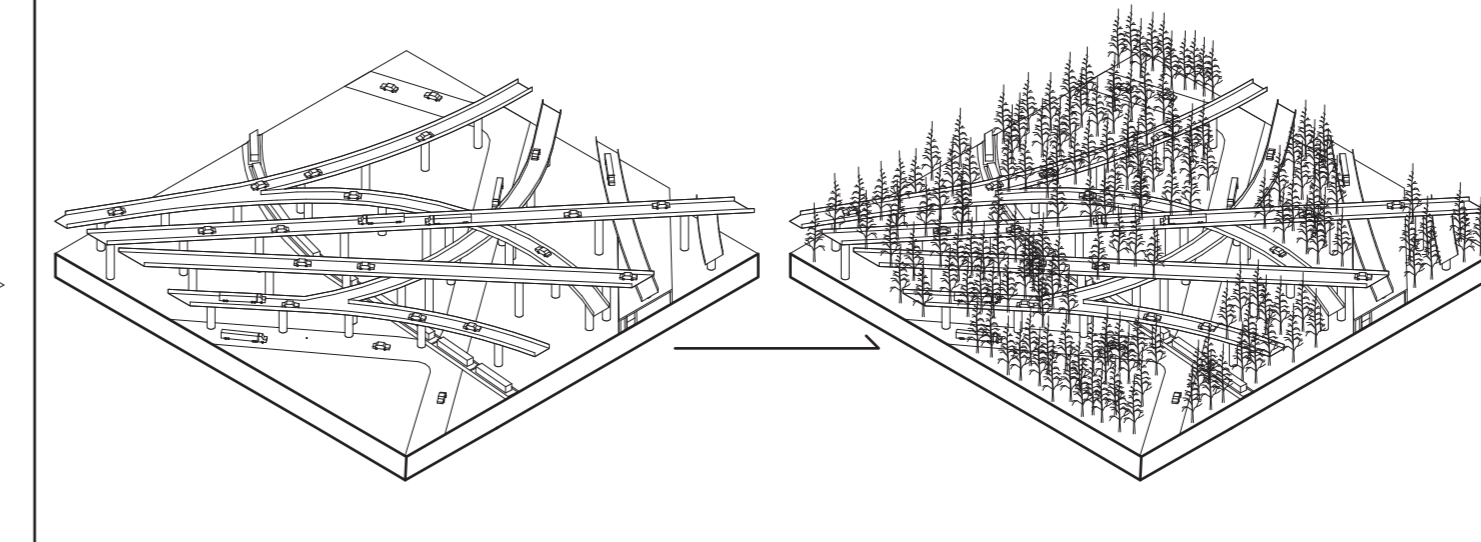
### C Saint-Pierre junction



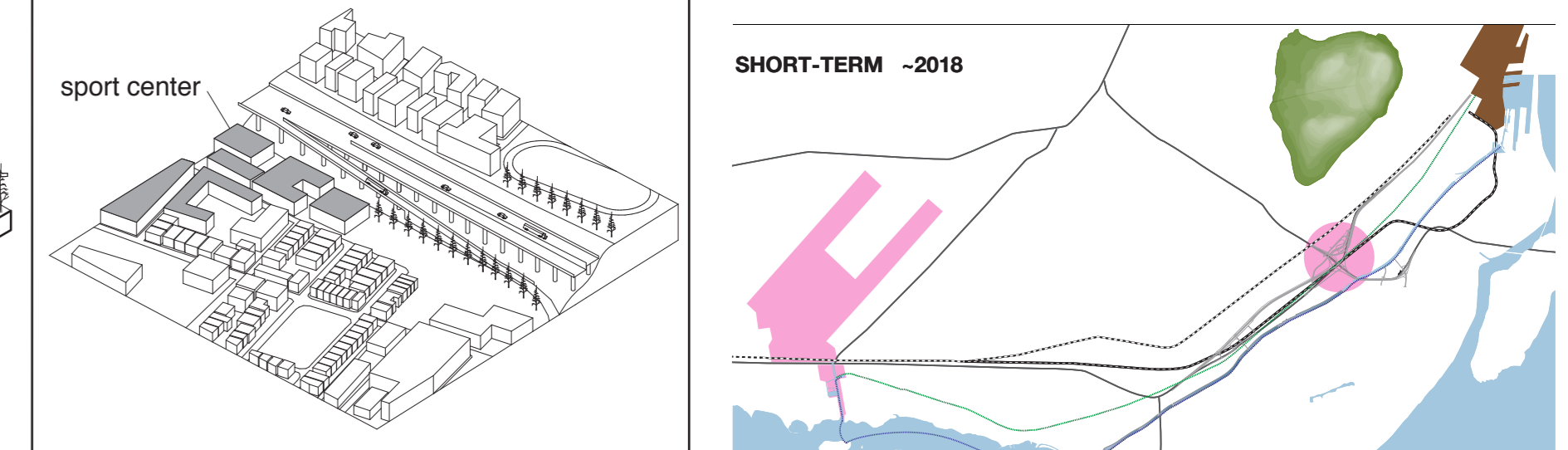
### D Turcot train yard



### E Turcoy Interchange



### F Autoroute Ville-Marie



## PHASING MAP & TIMELINE

PLAN DE PHASAGE & CHRONOLOGIE

