

MONTREAL CANADA

SYDLET

STREET DESIGN CHALLENGE 2023

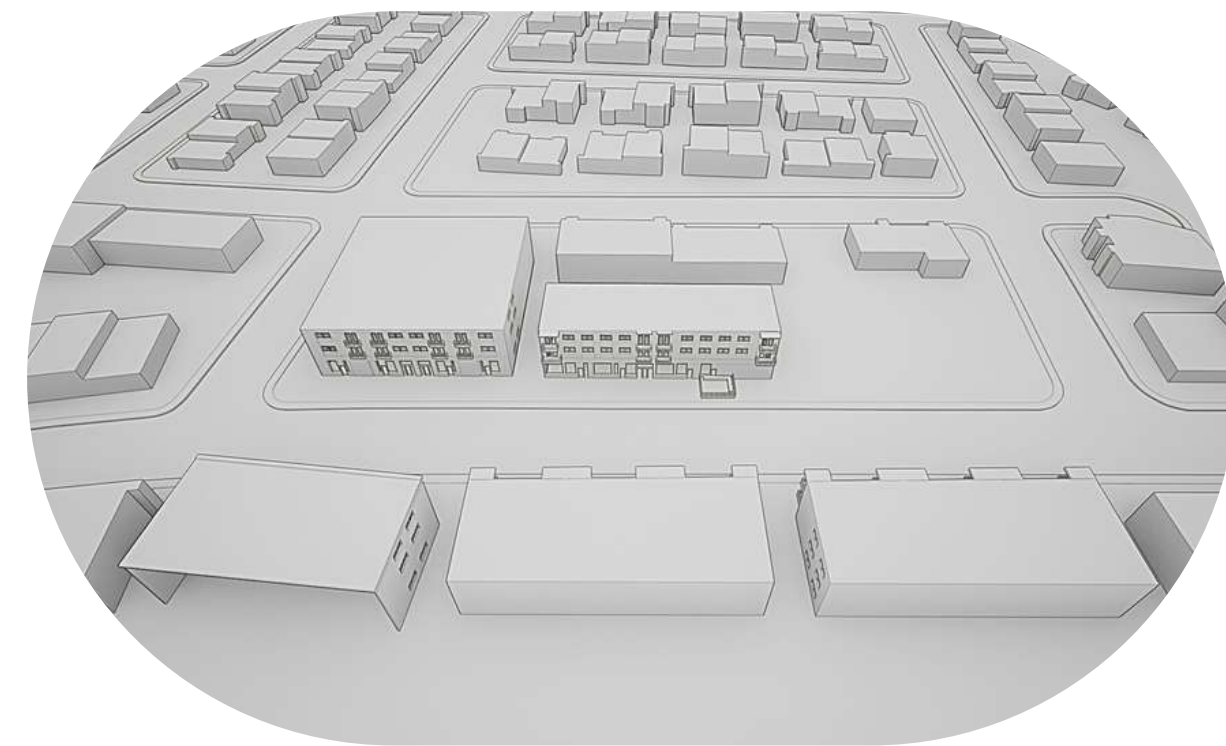
RUE JEAN-TALON
STREET DESIGN CHALLENGE 2023



MACRO TO MICRO

EMPLACEMENT
LOCATION

STREET SECTION /
SECTION DE RUE



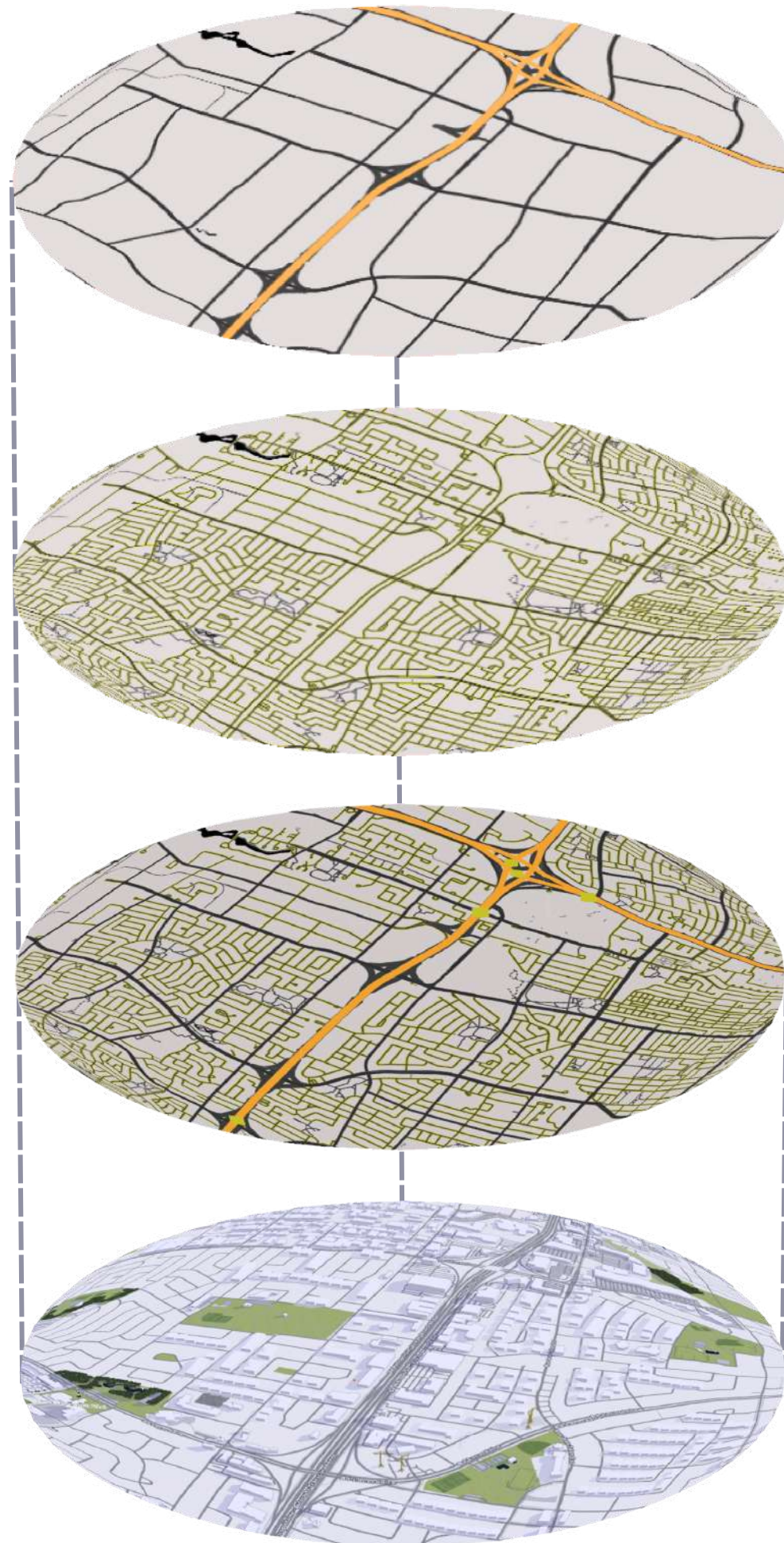
Length ± 112.30 M
Width 7 M to 9.60 M

MAIN STREET RUE PRINCIPALE

- MAIN STREET
RUE PRINCIPALE
- ALL BLOCKS
TOUT BLOC

ALL ROADS TOUTES LES ROUTES

- ALL THE SECONDARY STREETS
TOUTES LES RUES SECONDAIRES
- MAIN STREET ROUT
ITINÉRAIRE DE LA RUE
PRINCIPALE
- ALL BLOCKS
TOUT BLOC



SECONDARY STREETS RUES SECONDAIRES

- ALL THE SECONDARY STREETS
TOUTES LES RUES SECONDAIRES
- ALL BLOCKS
TOUT BLOC

BUILDINGS AND PARKS BÂTIMENTS ET PARCS

- PARKS AND GREEN AREAS
PARCS ET ESPACES VERTS
- ALL BLOCKS
TOUT BLOC
- BUILDINGS
BÂTIMENTS

HISTORICAL BACKGROUND



The French explorer Jacques Cartier became the first European to reach the present-day city of Montreal after navigating the St. Lawrence River.

The fort was renamed Montreal and had a population of 3,500 inhabitants.

Montreal continued to grow and became a cosmopolitan and multicultural city. After the Great War, the city was nicknamed Sin City because of the sale of alcohol, gambling and prostitution.

As the 1976 Olympic Games were to be held in Montreal, multiple public works were carried out in the modernization and expansion of the city and this in turn encouraged the arrival of many immigrants.

It is the largest city in Quebec and one of the most important in the country. With a diverse and multicultural population, Montreal is known for its rich history, dynamic cultural scene and impressive architecture.

1530



1642



1700



1860



1900



1967



1970



2000



2023



The missionaries arrived on the island and built a fort named Villa Maria de Montreal, which soon began to be attacked by the Iroquois.

Montreal is now a city and has temporarily become the capital of Canada. The city has reached a population of 100,000 inhabitants when just 10 years ago it had half that number.

The city hosted the Universal Exposition and many emblematic buildings and monuments were built. By the middle of the century, the city had more than 1 million inhabitants.

It sought to incorporate the adjacent communities, which are an integral part of the city's social and economic life. The process was plagued by political controversy and linguistic and social conflicts.

REQUIREMENT PROGRAM

THE PURPOSE OF THE STREET DESIGN IS TO BE MORE DYNAMIC, INVITING NEIGHBOURS AND VISITORS TO WALK ALONG IT, ENJOY THE REST AREAS WHILE GETTING INVOLVED IN COMERCIAL AND SOCIAL ACTIVITIES WITH THE COMUNITY.

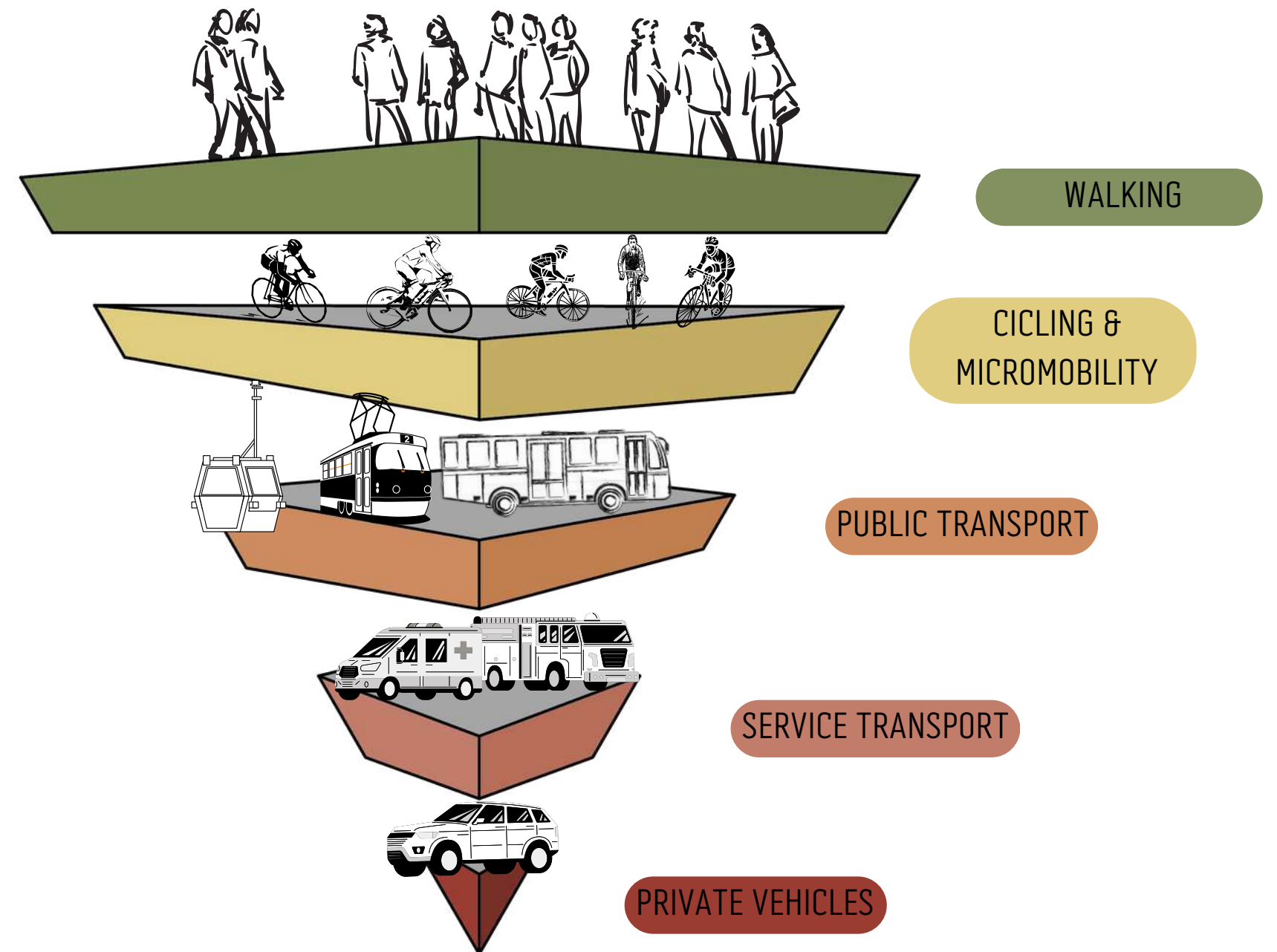


NON-INMIGRANTS RÉSIDENTS
STORE OWNERS
INMIGRANTS

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."
— Jane Jacobs

USERS ANALYSIS

MOBILITY PYRAMID



SYNERGIE DANS LE TEMPS SYDLET

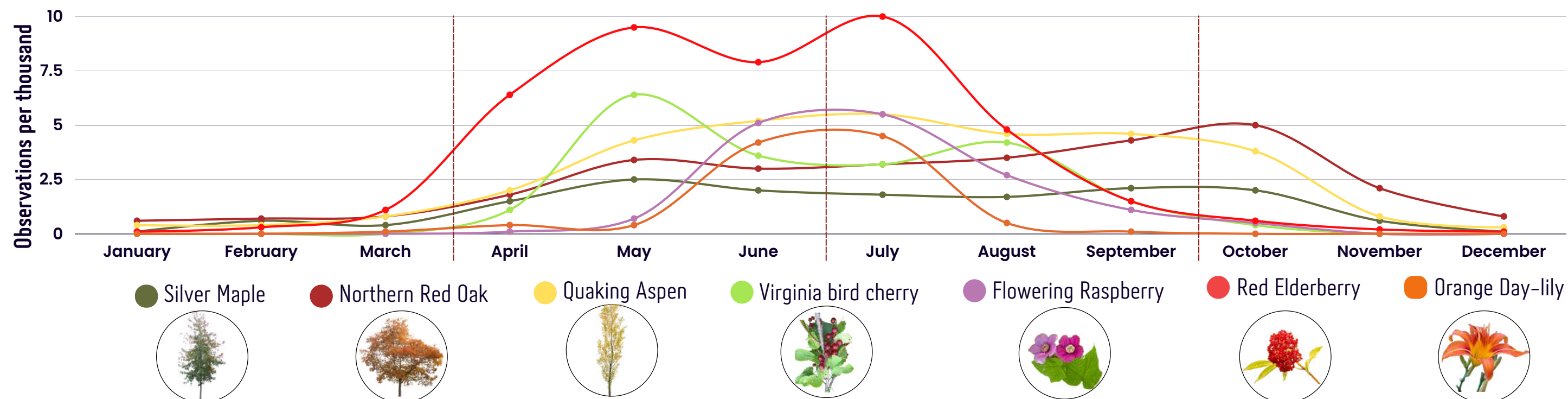
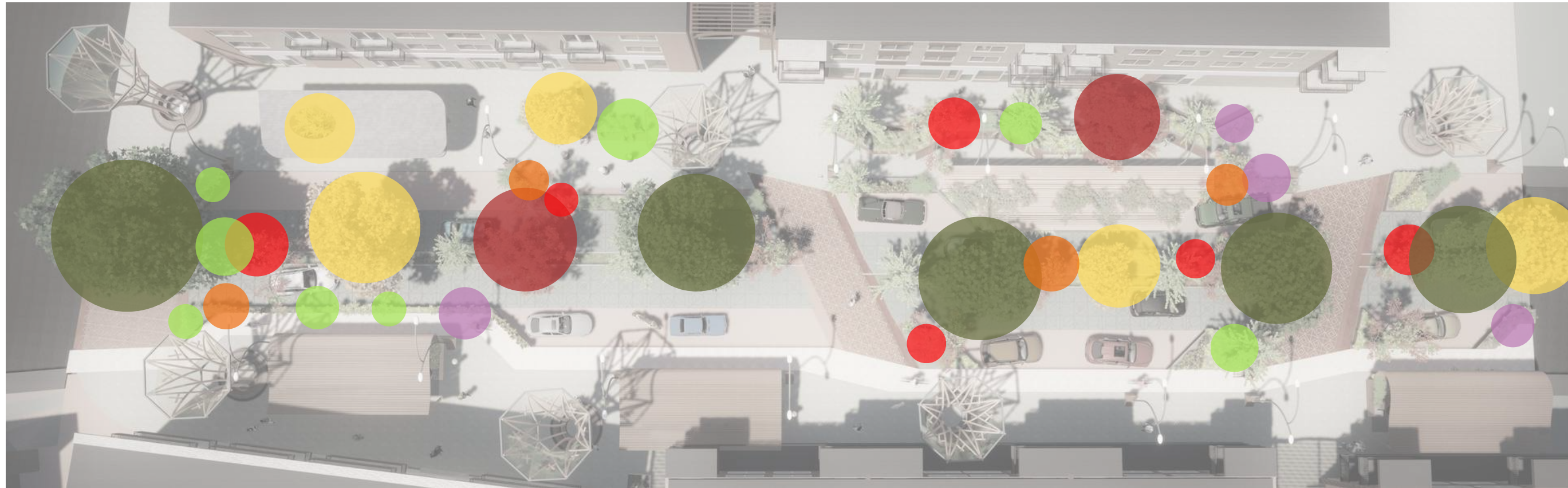
DESIGN CONCEPT

From the French phrase "*Synergie dans le temps*," the concept is born from the idea of understanding that Montreal is a multicultural city, given its significant immigration theme/status. Often in such cases, communities are formed based on the ethnicity to which they belong, something which we are going to incorporate in this street. The idea is for the community, the city, and time to work in synergy like various organs/beings with a common purpose.

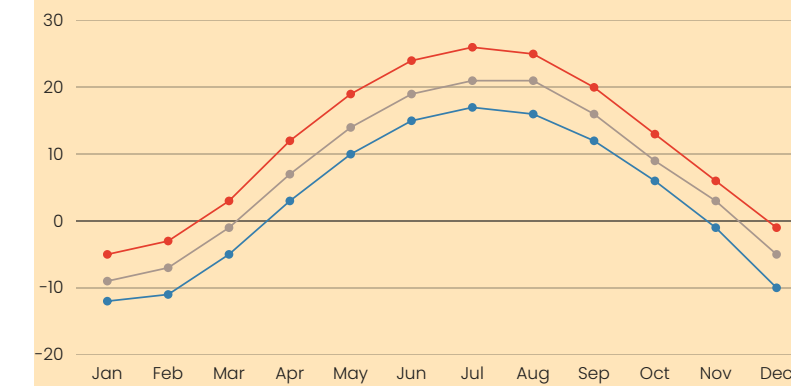
In contrast to the current state of the street, the architectural urban design should be timeless, creating a sense of modernity even as the years pass. This design aims to connect, communicate, and be adaptable to collaborations in society, inviting the population to enjoy and live the urban space.



PHYSICAL CONTEXT



AVERAGE TEMPERATURE



The warmest month of the year in Montreal is July, with an average maximum temperature of 26 °C (79 °F).

The coldest month of the year in Montreal is January, with an average minimum temperature of -12 °C (-4 °F).

Endemic Plants Palette

Reintroducing endemic plants contributes to the preservation of natural and urban heritage. By using native species, we promote the conservation of the flora and fauna of each region, which helps maintain biodiversity and local ecosystems.

ASPECTS TO BE CONSIDERED



Early middle age population

Lack of identity

Heat island effect

Extreme weather

Low density

Lack of urban development

Urban image stuck in the 70's

Lack of urban equipment

Low pedestrians flow

Dominant winds North-South

Lack of social interaction spaces

MATERIALS TO CONSIDER



Regional wood: Oak wood

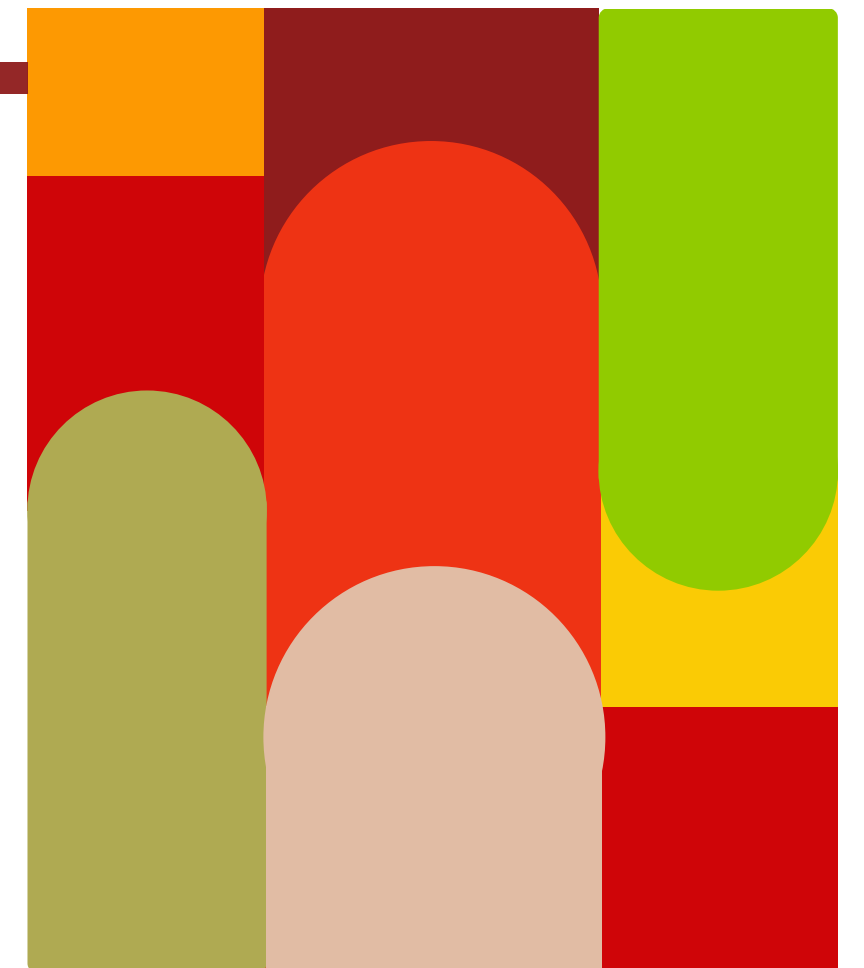
A36 Structural Steel

Permeable pavement

COLOR PALETTE

Providing identity to the city with color.

THE COLOR PALETTE. IT IS THOUGHT IN WARM COLORS, WITH REFERENCE TO THE AUTUMN



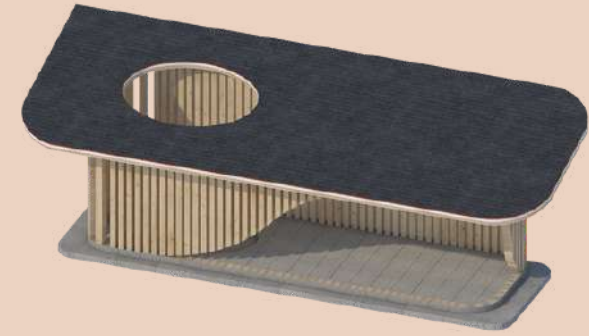
DESIGN STRATEGIES

STREET FURNITURE

ÉTREINTE

This bus stop with its organic shape represents a blanket that welcomes all the people who come to settle in this region of Canada.

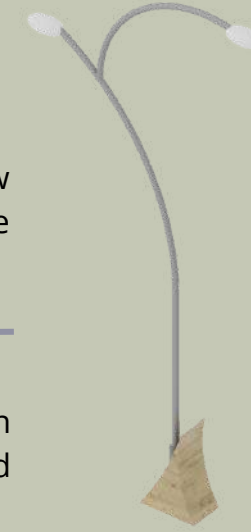
The design of this public space generates an organic form for the redirection of the wind in the corridor, generating that the air is directed upwards, preventing it from reaching the pedestrian area directly.



FLEUR PERCÉE

The design of this luminaire is based on the snow pierce flower native to Montreal, resembling the stem and petals of the flower.

The covers also have the function of protecting people on very cold and snowy days, creating spaces for shelter and comfort.



FLOCONS DE NEIGE SNOWFLAKES

Three snowflakes whose function is to collect water and snow, and also serve as wind reduction to avoid an air tunnel.



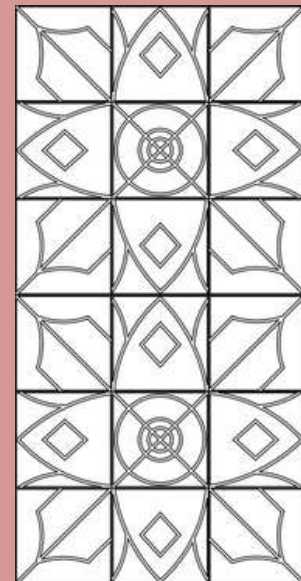
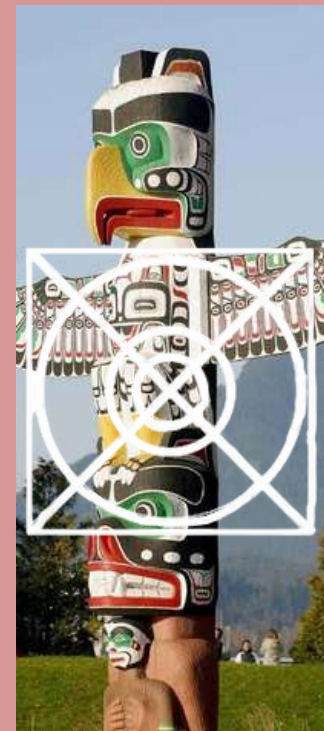
COLLECTE D'EAU
WATER COLLECTION

COLLECTE DE NEIGE
WATER COLLECTION

REDIRECTION DU VENT
WIND REDIRECTION



VISUAL EXPERIENCE

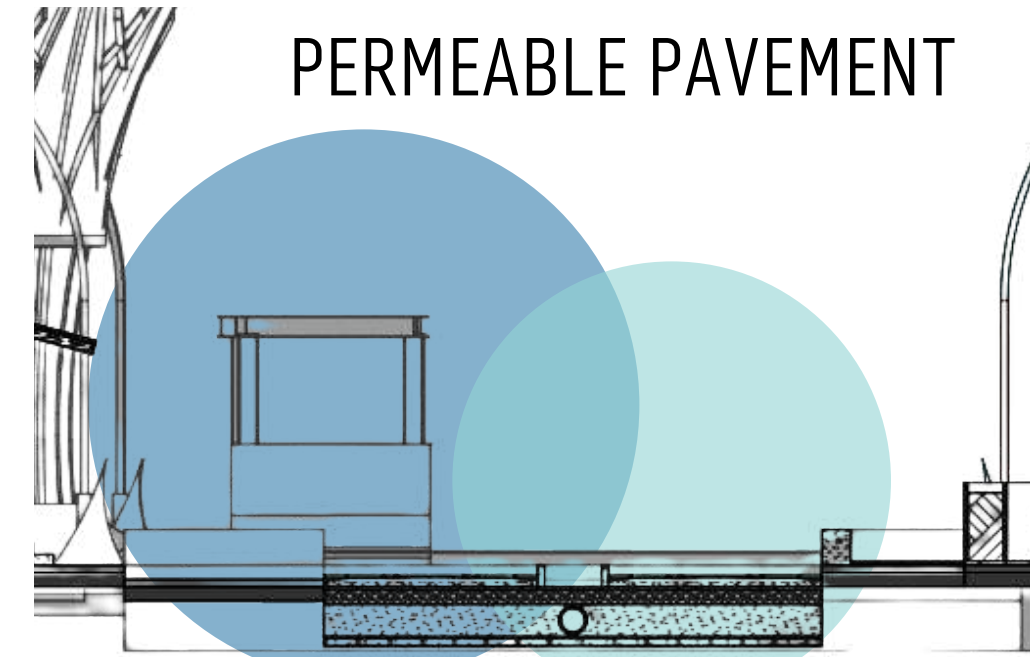


The region gives you geometric figures that commemorate history.



Emblematic places, culture and history are reasons why Canada is a wonderful place. In the region, not having a great sense of identity due to the low local population, we wanted to give more participation to new communities in the area.

PERMEABLE PAVEMENT



WATER COLLECTION INSTALLATION



LONGITUDINAL SECTION



BUS STOP



MASTER PLAN



ISLAND COVER



SUGGESTIONS



Our proposal is that the bike path on the side of the street has fewer vehicular crossings, favouring safety between the cyclist and the driver.



Our suggestions are that the planned metro stations are built with a cultural theme belonging to immigrant communities, promoting the relationship between the community and the city.



And another of our suggestions is that the entrances to the parking lots of the housing buildings are through the corners of each block, limiting traffic and road danger to all other entrances between blocks.

THANK YOU FOR YOUR ATTENTION!