



Réclamons Turcot aims to reclaim the Turcot Yards for the "New Montreal". Our concept of the New Montreal is one that embodies the desirable characteristics of Old Montreal (e.g. high density, mixed-use) that promotes efficiency of resources in order to aid in the development of a sustainable community.

Our mission is to facilitate a transit-oriented, high density, mixed use development within the Turcot site and its adjacent areas through a holistic approach that considers the economic, social and environmental aspects of community building propelling concepts of the Old Montreal into the twenty-first century.

In order to accomplish our mission we have set out three goals...

Goal 1: Economic growth

Objective: Support good and plentiful jobs, and reduce time spent travelling to work

Action: Promote local business growth

Action: Provide employment opportunities located within the community

Goal 2: Social integration

Objective: Allow residents of different economic situations to live in the same neighbourhood and have access to the same services

Action: Incorporate different housing types

Action: Facilitate high density mixed-use corridors

Action: Focus growth along transit routes

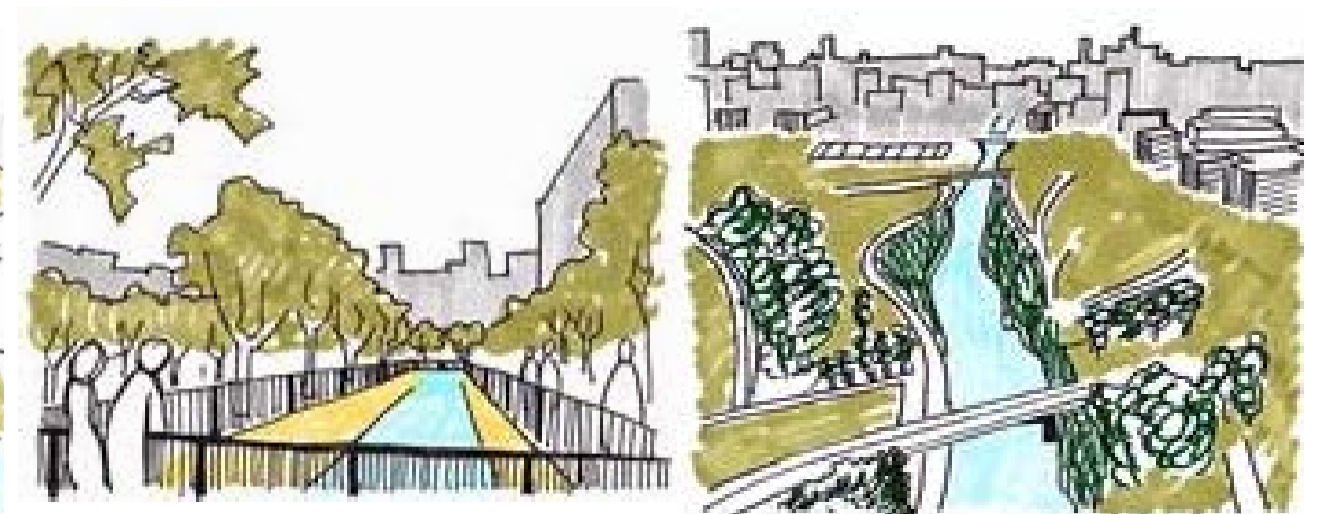
Goal 3: Environmental awareness

Objective: Connect people with natural systems

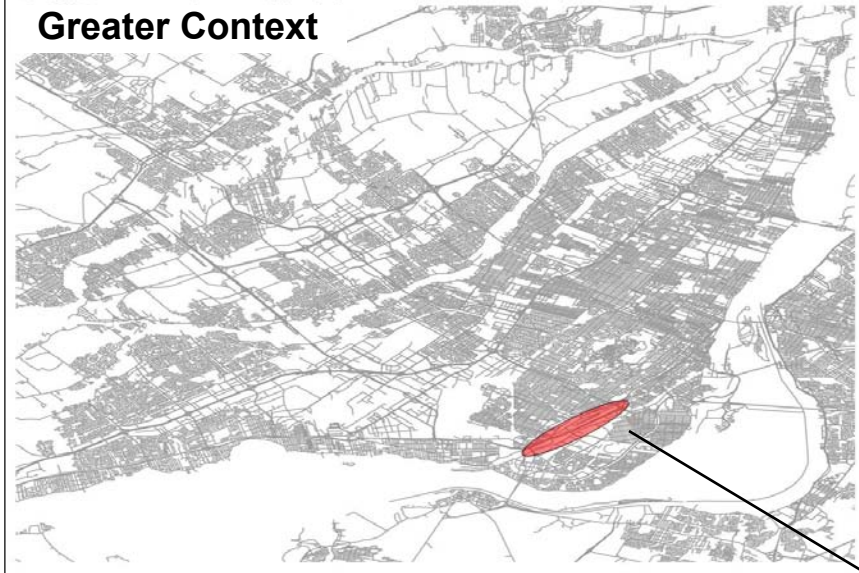
Action: Provide access to green spaces and water features (i.e. the Lachine Canal and the escarpment) that offer recreational opportunities

Objective: Promote green jobs

Action: Support a mixed-use, eco-industrial space that supports the green industry, and that is compatible with nonindustrial uses



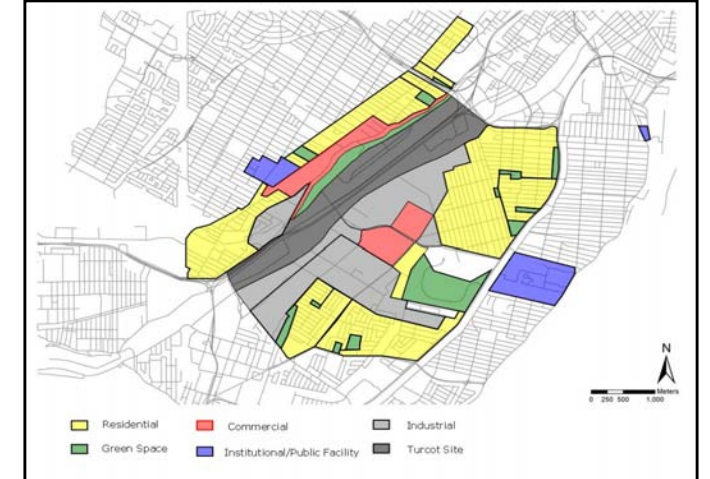
Greater Context



Local Context



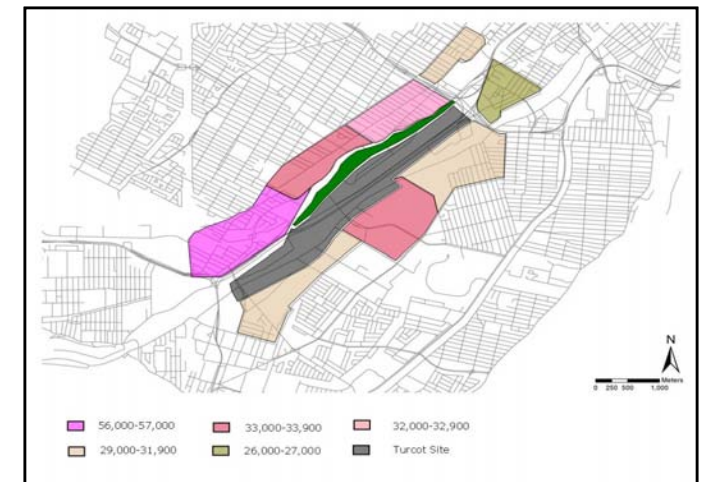
Land-use Map



Building Density Map



Area Income Map

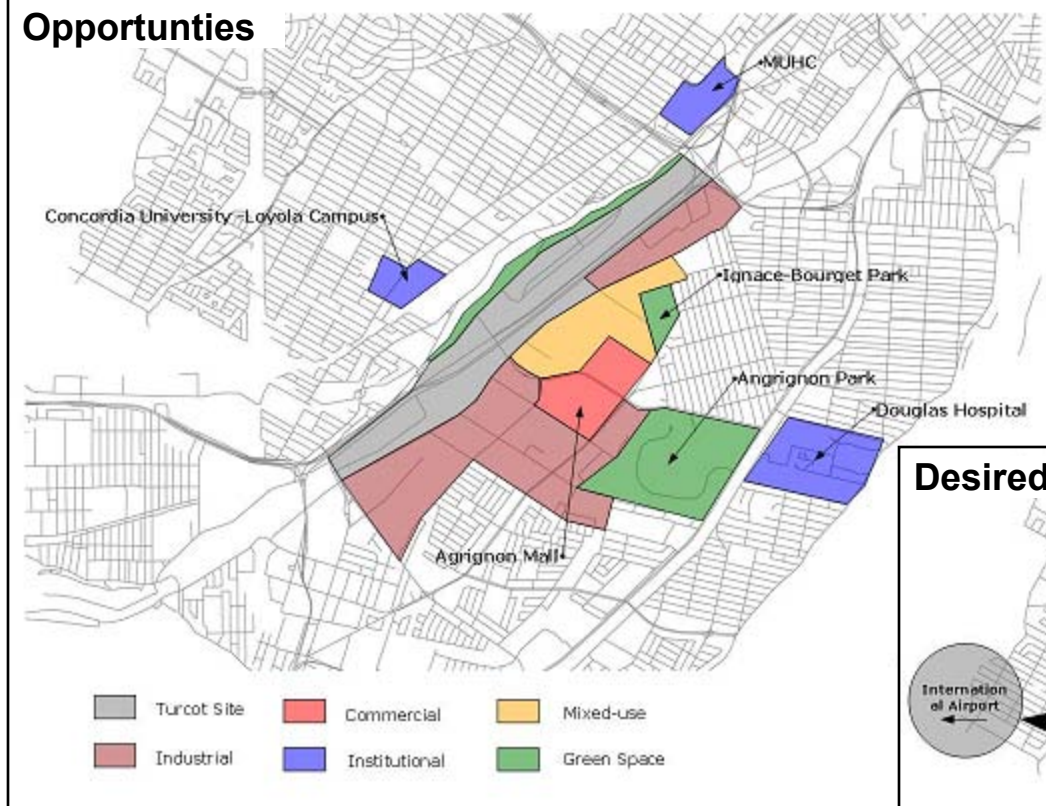


The Turcot Site is surrounded by four districts (i.e. NDG, Westmount, Verdun and Lachine). NDG is a predominantly residential area with an average income that varies from 37,000 to 52,000, and its building height is 1-3 stories. The area just west of Westmount is also predominantly residential with an income of 29,000 to 31,000, and its building height is 1 to 3 stories. The areas adjacent to Lachine/Verdun has commercial, light industrial and residential land uses with an average income ranging from 29,000 to 33,000. The building heights generally range from 1 to 4 stories with some exceptions of buildings going up to 8 stories high.

Overall, the Turcot site is located in the centre of disconnected areas. Our aim is to take into consideration all the characteristics of these disconnected areas, and implement them into the development site in order to facilitate their connection.

Opportunities & Desired Linkages

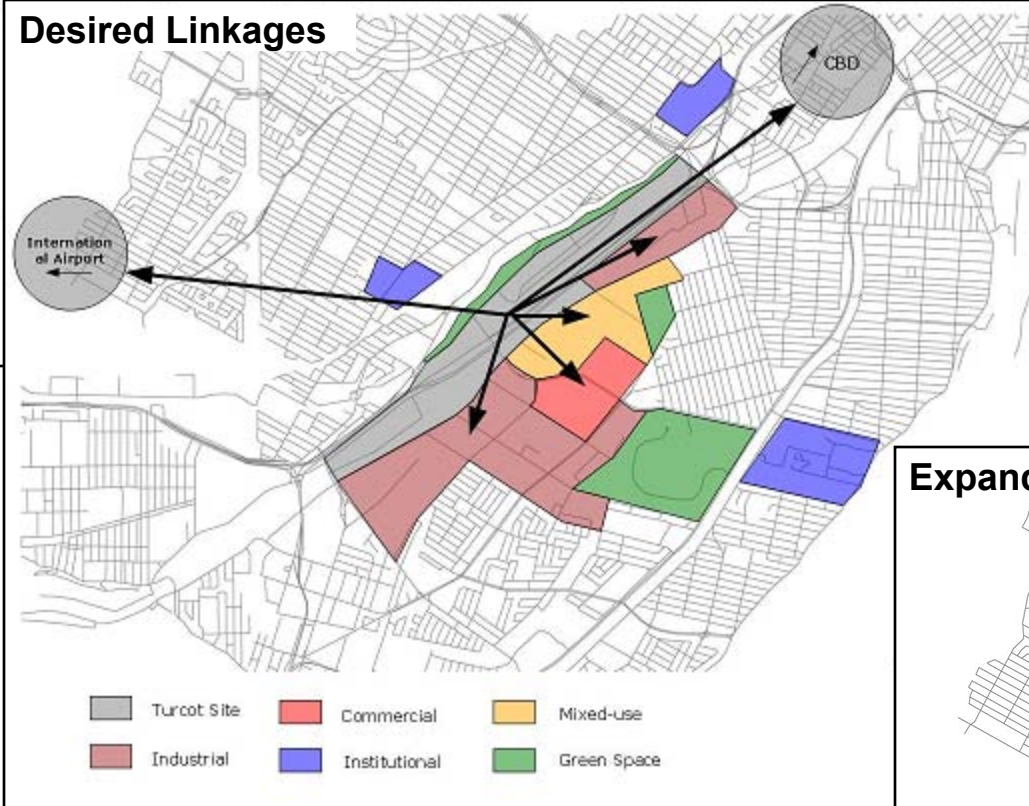
Opportunities



To begin the development process these sites were identified as potential opportunities for our planning proposal. As indicated, the potential opportunities are located both within and adjacent to the Turcot site. These particular sites were targeted due to their immediate or secondary impact they could potentially have on the development of the Turcot site.

Since the escarpment already acts as a barrier disconnecting the Turcot site from the development above, we decided that emphasizing connections to the area south of the canal is a more viable solution for this development. In order to promote the integration of these two seemingly separate areas (above and below the canal) we decided to make the canal the focal point of the development emphasising linkages that would facilitate their connection.

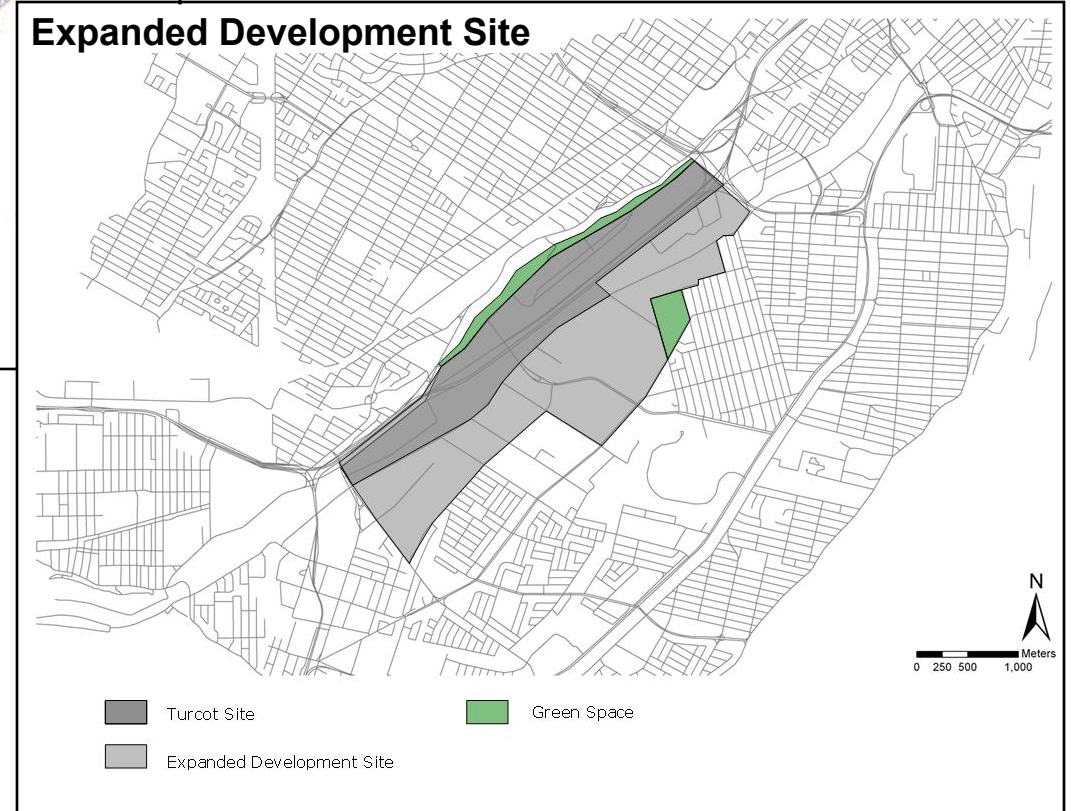
Desired Linkages

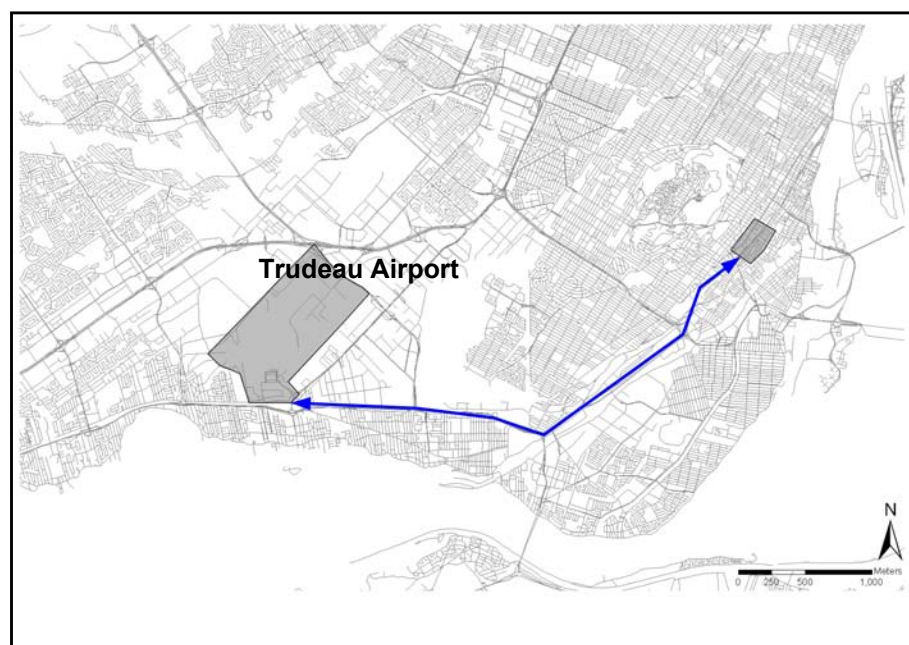


As indicated by the map displayed on the right, we have decided to expand the development site to include the areas south of the canal. We are confident that an expansion of the development site southwards will make our primary planning objectives more viable as it will help shift the focus from a development proposal emphasized around heavy infrastructure (i.e. the Turcot and Highway 20) to one that emphasizes a development around natural features (i.e. the canal) making it a more viable living space and more successful at attracting potential property investors.

We have chosen not to include linkages supported by heavy infrastructure above the escarpment for the reason that it would be difficult and space consuming to accommodate these types of linkages. A linkage between the areas above and below the escarpment will not be omitted, instead we recommend the integration of pedestrian linkages across the escarpment in order to preserve the natural features of the site.

Expanded Development Site



**Modal Split:**

10% Bus Rapid Transit (BRT)
 30% Local Bus
 20% Walking & Cycling
 40% Automobile use

Transit Nodes:

In total there are three major transit nodes. All major nodes are serviced by two modes of transit.

Major node #1 will be located within the central commercial area. This node is serviced by BRT and local bus service. Here we propose a pedestrianized commercial strip.

Major node #2 will be located within the light industrial area. This node is also serviced by BRT and local bus service. We emphasize transit service in this area in order to facilitate access to employment opportunities.

Major node #2 will be located within the big box commercial area south of the canal. This node has access to the local bus and the Angrignon Metro Station. In order to increase the viability of this transit node we recommend the reconfiguration of the existing big box area to allow for a higher density, mixed-use area.

The minor transit nodes represent areas where there is direction change in local bus service. The exception is the transit node located south of the canal. This node is service by the Monk Metro Station.



↔ Highway 20

↔ Commercial Rail Line

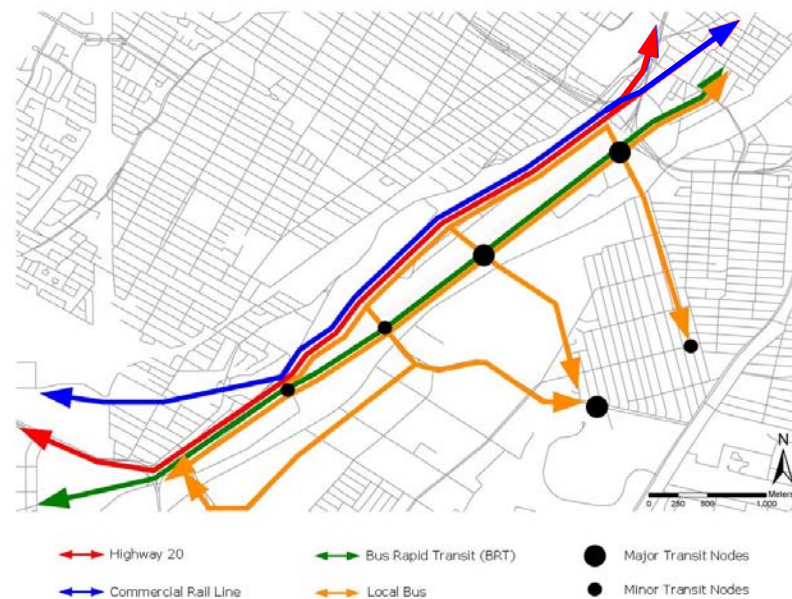
↔ Bus Rapid Transit (BRT)

↔ Local Bus

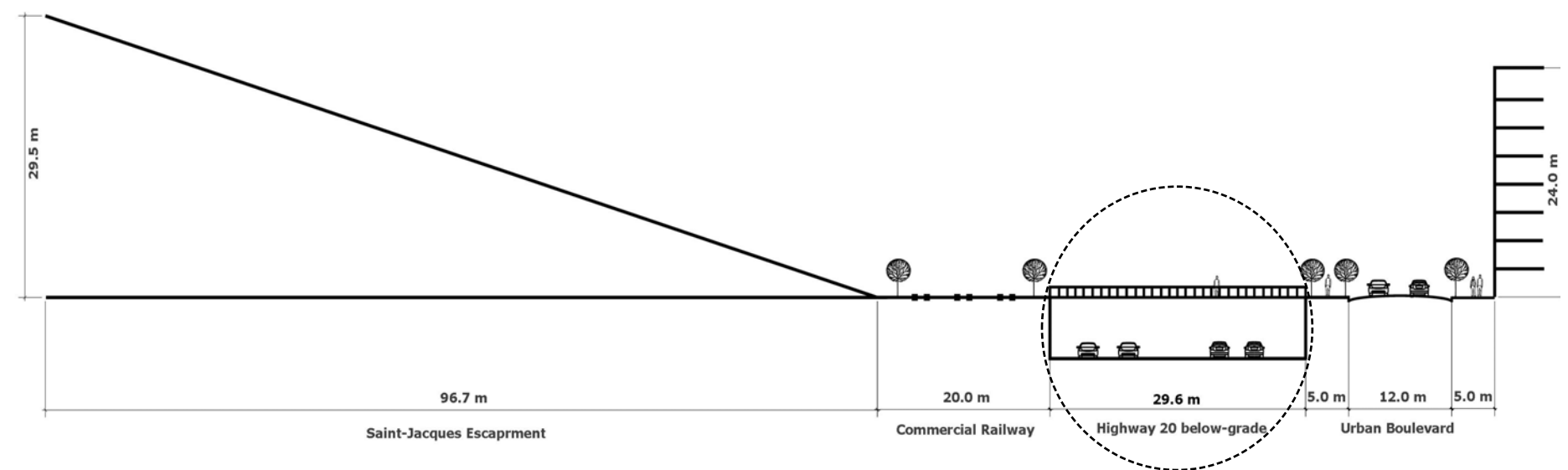
● Major Transit Nodes

● Minor Transit Nodes

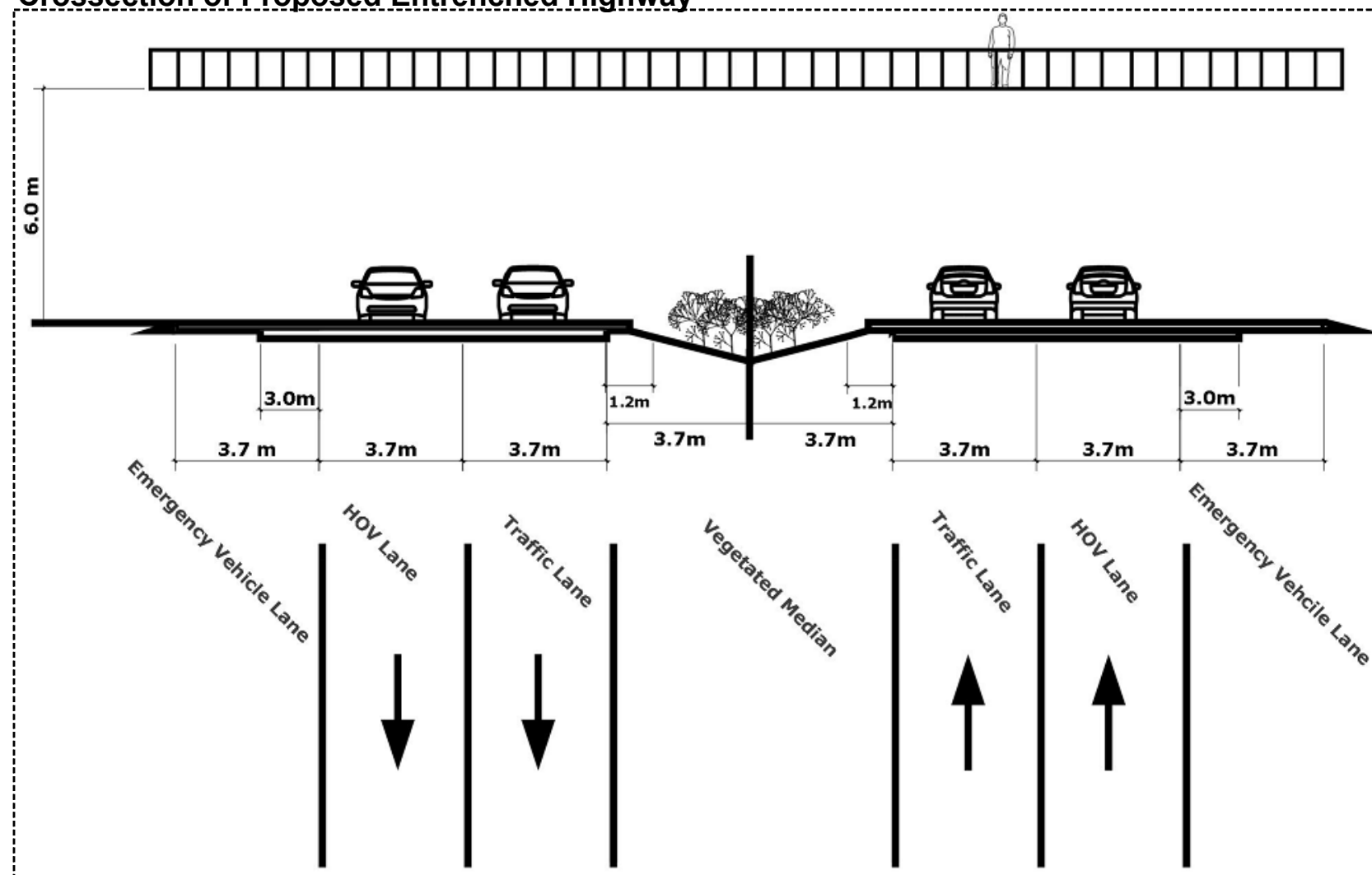
4.2 Concept Plan: Transportation Infrastructure



Crossection of Proposed Commercial Rail Line and Entrenched Highway



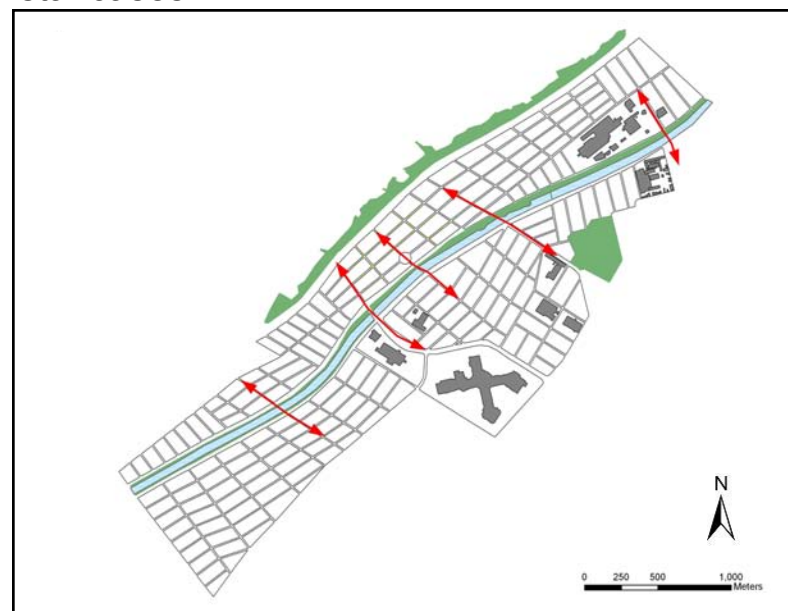
Crossection of Proposed Entrenched Highway



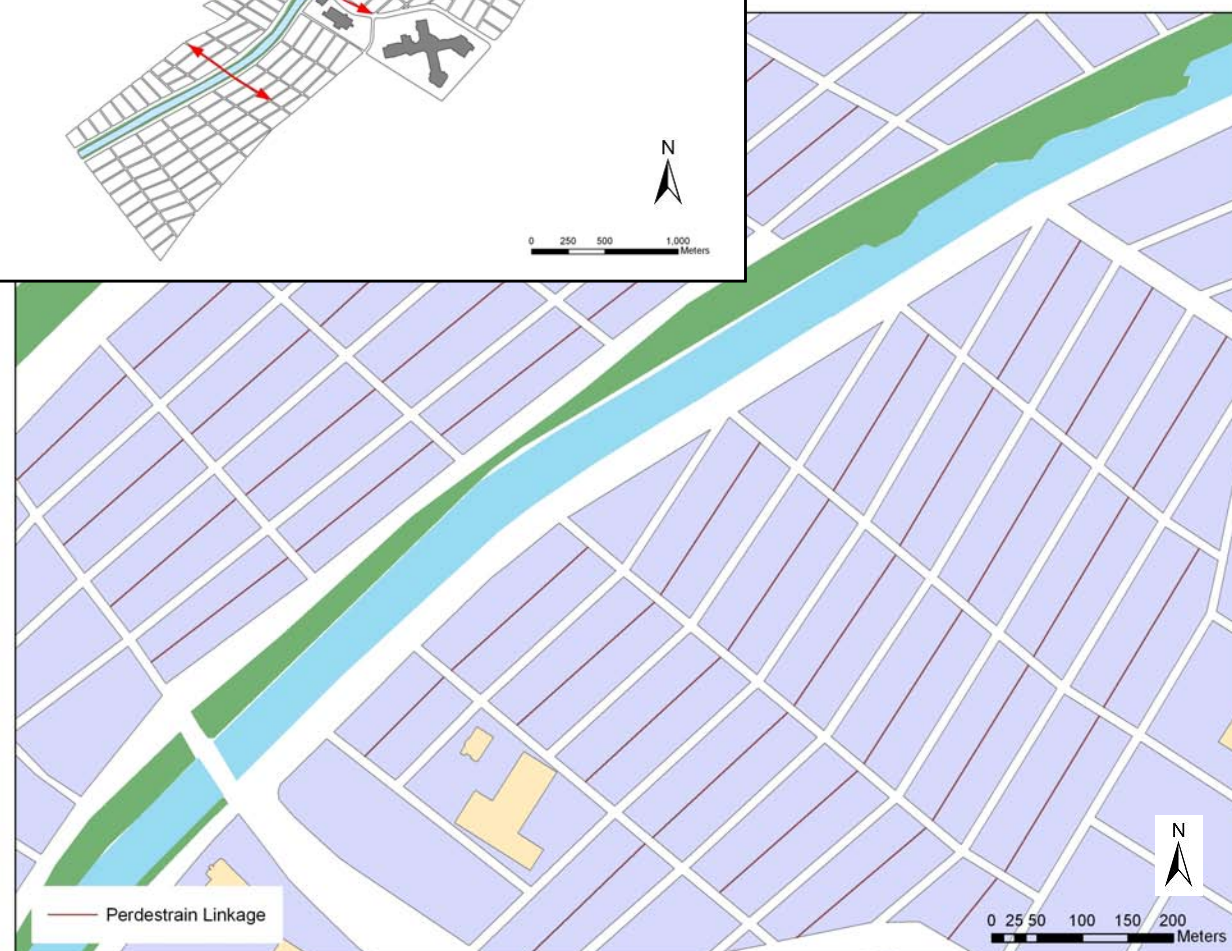
The proposed infrastructure has been reduced to approximately 65 meters in width opening up a developable site of 250 meters in width including a buffer of 15 meters. We propose to keep this structure elevated in this section so that the proposed light industrial area and the adjacent residential areas will not be directly affected by the noise and vibrations coming from the interchange and its adjacent structures.

4.4 Concept Plan: Pedestrian Network

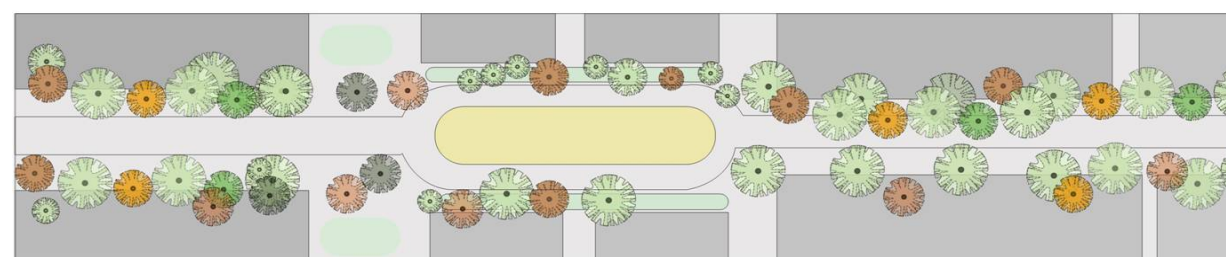
Distribution of pedestrian linkage infrastructure:
canal bridges, highway bridges, and escarpment staircases



Pedestrian Network Grid



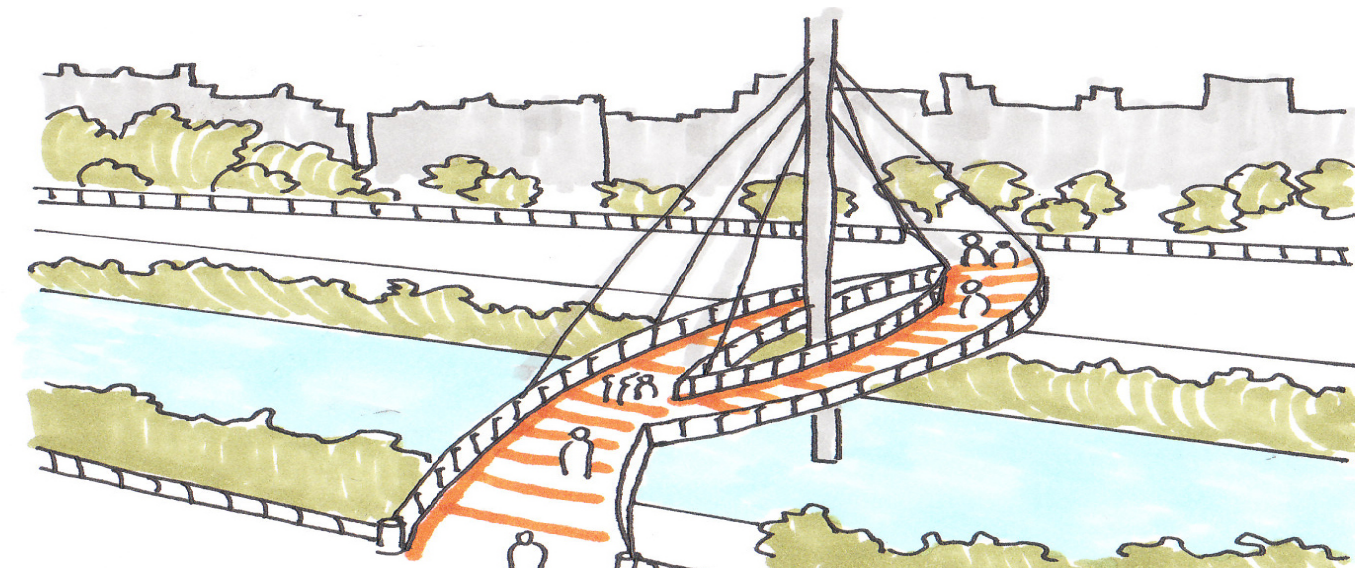
North-South Pedestrian Street Connections



A pedestrian path network is distributed throughout the development site. The pedestrian network will be integrated throughout the of the blocks and will be oriented from East to West. North to South connections will be facilitated along the sidewalks. The streets that are oriented from North to South will have no parking in order to create pedestrian friendly corridors. The streets located within the mixed-use areas will have terraces for local restaurants and seating areas for passers-by to promote a pedestrian-oriented development.

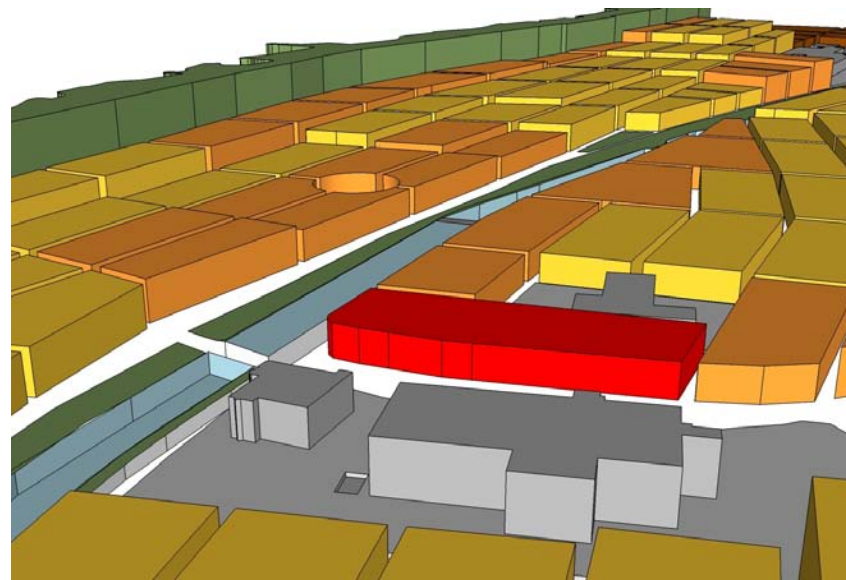
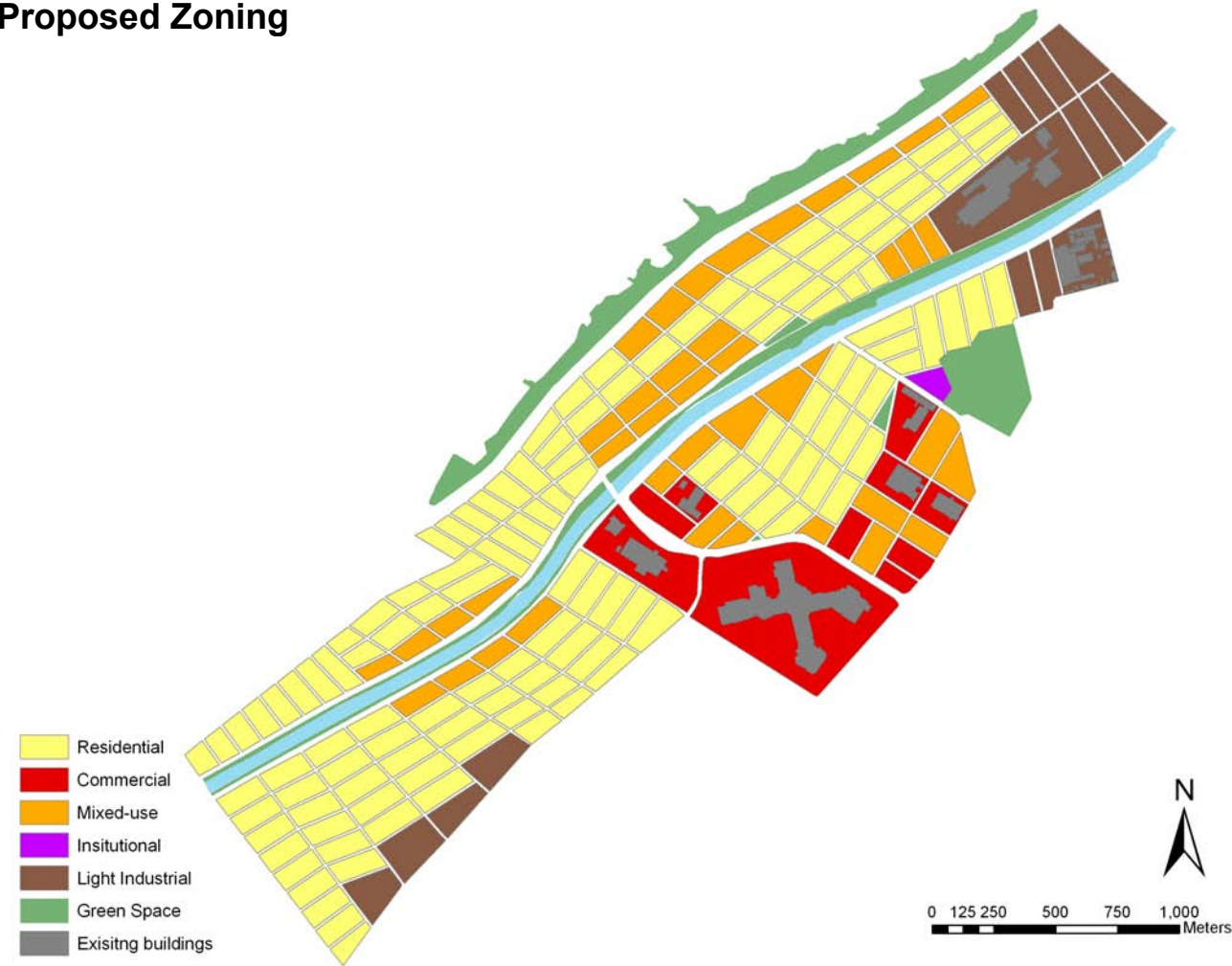
Five pedestrian bridges will be incorporated to facilitate movement across the canal in order to connect the northern and southern portions of the development.

The area above the escarpment will be accessible to pedestrians through the incorporation of bridges over the highway and staircases up th escarpment. There will be five highway bridges and staircases in total following the same line of direction as the pedestrian bridges crossing the canal in order to provide continuity throughout the site. These linkages are depicted with red arrows in the illustration to the left.

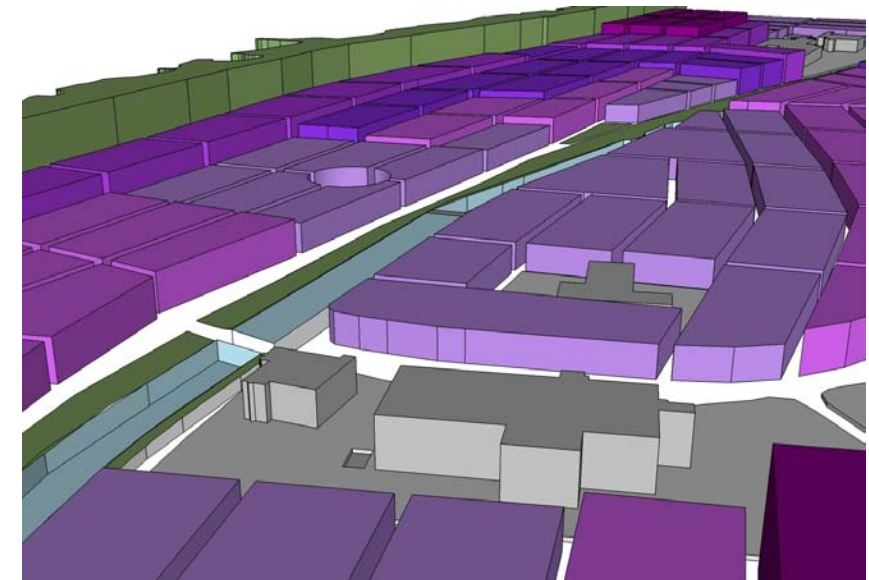


4.5 Concept Plan: Development

Proposed Zoning



Proposed Density



4.6 Concept Plan: Development Areas

Area 2

Land use: 70% Residential; 30 % Mixed-use (includes residential, commercial, and institutional uses)

Housing: Multifamily low- to mid-rise housing (4 to 8 levels in height)

Transportation: Regional bus service; Local bus service; and Bicycle/Pedestrian Network

Parking: structured and surface parking on perpendicular sides of the block ONLY!

Transit nodes (facilities): 2 (1 major at the intersection of Rue Notre Dame and Boulevard Cavendish; and 1 minor at the intersection of Angrignon Boulevard)

Community Services: Education facilities; Parks and recreation facilities; Health services; and Public safety facilities

Population size: ~ 13,000

Population characteristics: low to mid income families

Local Economy: Commercial stripe (i.e. St. Denis style) at the central node; Local Business (retail)

Area 1

Land use: 80% residential; 10% Mixed-use (includes residential, commercial, and institutional uses); 10% Light Industrial

Housing: Multifamily low- to mid-rise housing (3 to 8 storeys)

Transportation: Local bus service; Bicycle/Pedestrian network

Parking: structured parking and surface parking on perpendicular sides of the block ONLY!

Community Services: Parks and recreation facilities; Health services; and Public safety facilities

Population size: ~ 13,000

Population characteristics: low to high income families

Local Economy: Local Business (retail) along canal; Light industrial to the south

Area 3

Land use: 62% Residential; 20% Mixed-use; (includes residential, commercial, and institutional uses); 14% Commercial; 2% Institutional; 2% Light Industrial

Housing: Multifamily low- to mid-rise housing (4 to 8 storeys)

Transportation: Metro service (i.e. Angrignon Metro Station); Local bus service; and Bicycle/Pedestrian network

Parking: structured and surface parking (surface parking on perpendicular sides of the block; and in shared parking lot spaces within residential blocks)

Transit nodes (facilities): Angrignon Metro Station

Community Services: Education Facilities; Parks and recreation facilities; Health services; and Public safety facilities

Population size: ~ 13,000

Population characteristics: low to mid income families

Local Economy: Big box stores; Local Business (retail); Local groceries stores

Area 4

Land use: Light Industry

Housing: N/A

Transportation: Regional bus service (BRT); and Local bus service

Parking: surface parking in Hotel/Retail area by the canal only; structured parking and parking lots for industrial buildings

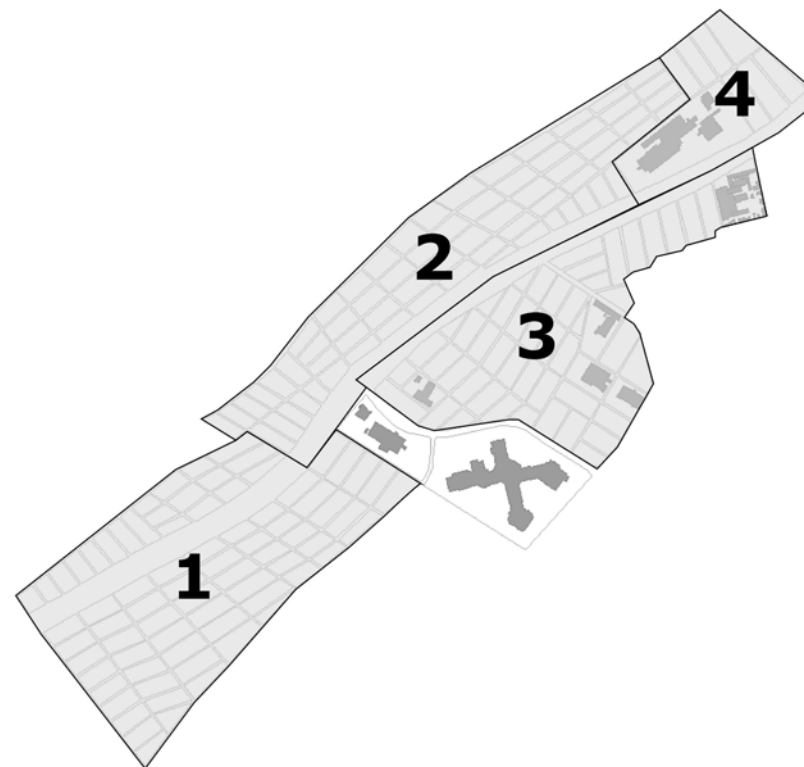
Transit nodes (facilities): 1

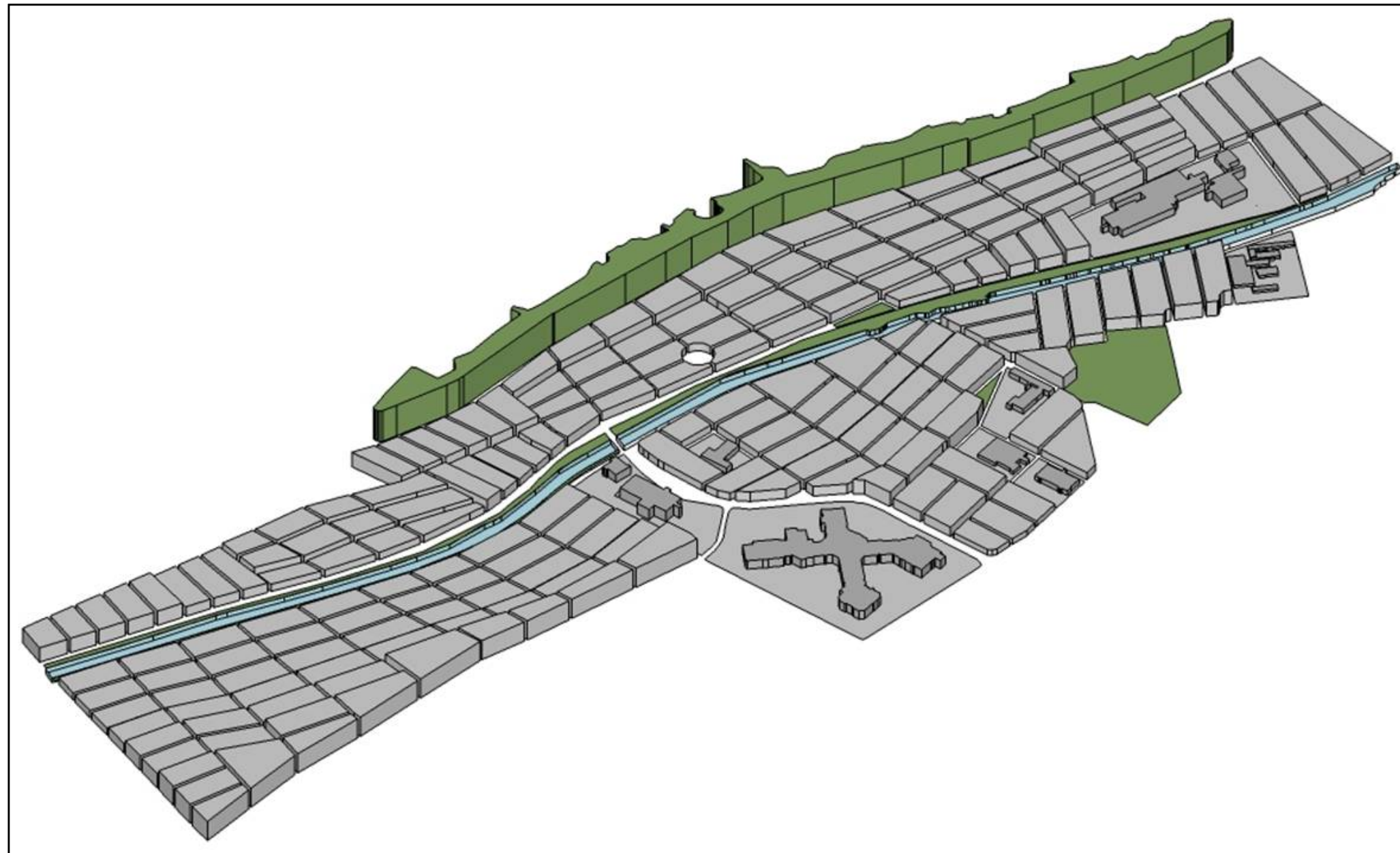
Community Services: Health services and Public safety facilities

Population size: 0

Population characteristics: N/A

Local Economy: N/A





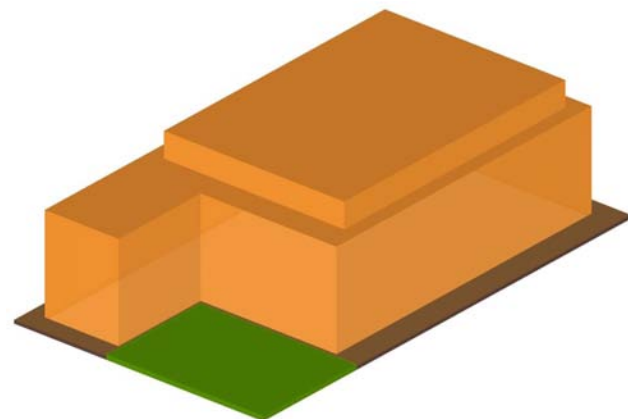
Four modules were generated in an effort to depict the potential morphology of the site. The residential module illustrates a four to eight storey building envelop that would be located on the pedestrian street in the center of the site. The green space included in this module would serve the purpose of a collective green space with restaurant terraces and public seating.

The commercial module also illustrates a four to eight storey building envelop that would be located in the southern part of the site. This module would incorporate big box retail with residential dwellings on the upper floors.

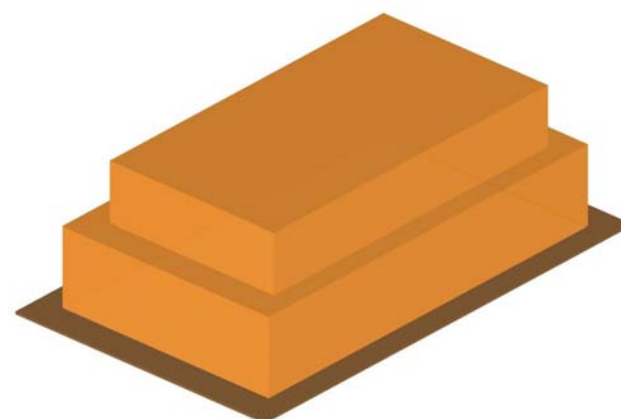
The residential module demonstrates housing units that have an interior collective green space. The green space is accessible through either side of the block and generates the pedestrian network throughout the site. This module allows this building envelop to have a facade facing the street on all four sides of the blocks.

The industrial module is designed in such a way as to maximize space and building size. The module is rectangular in shape in order to allow industrial buildings to expand to their desired size.

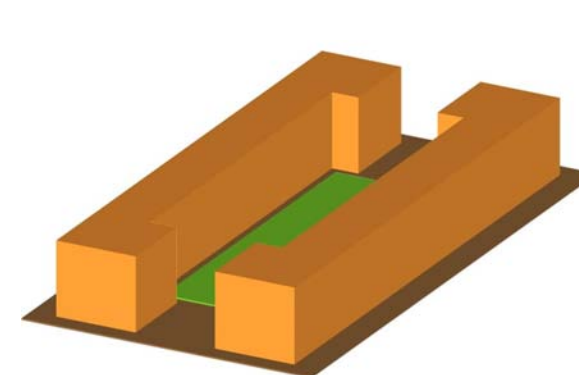
Pedestrian Street Module



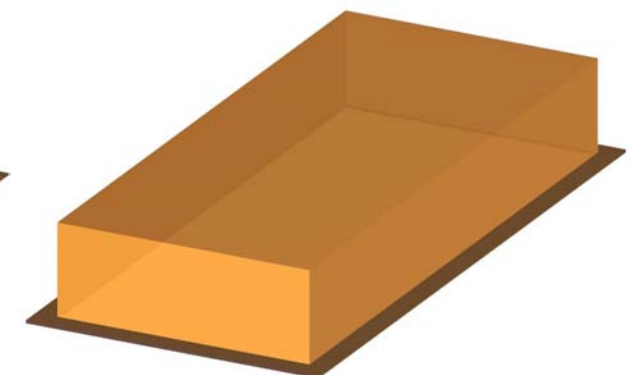
Commercial Area Module



Residential Area Module



Industrial Area Module



6.1 Local Areas

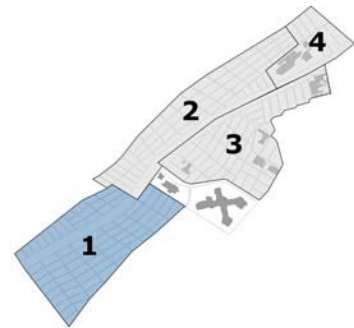


Illustration 1: Rendering of Mixed Use Corridor

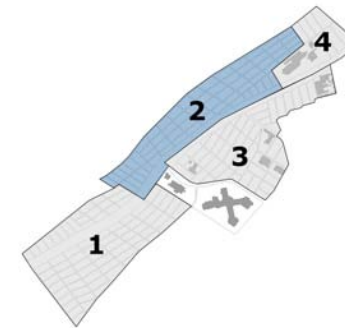
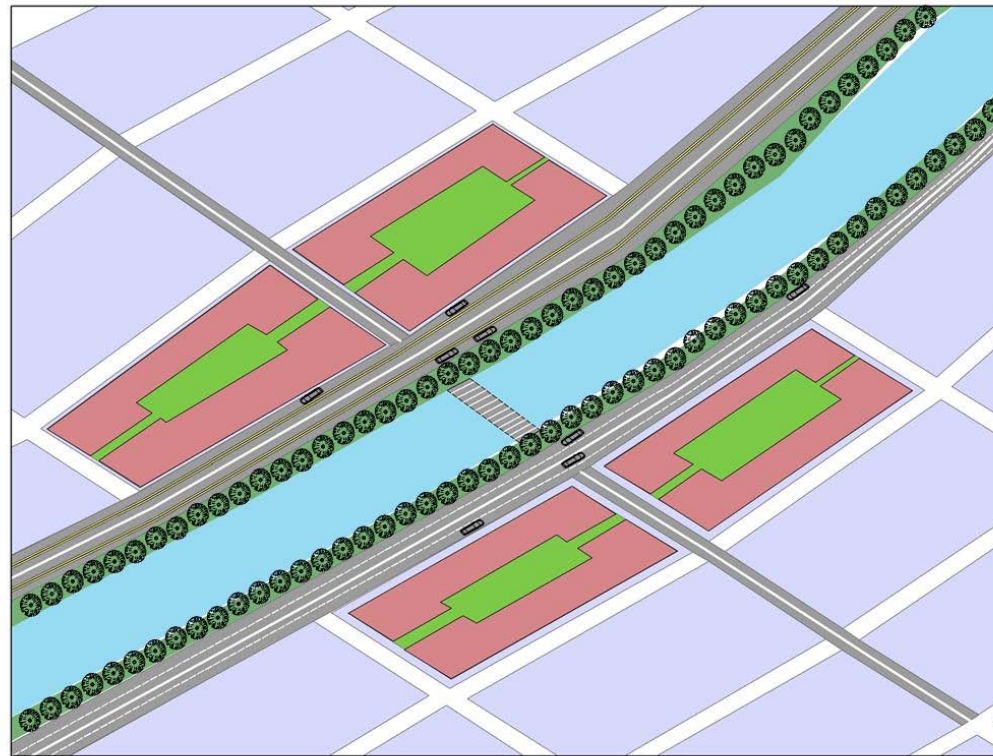
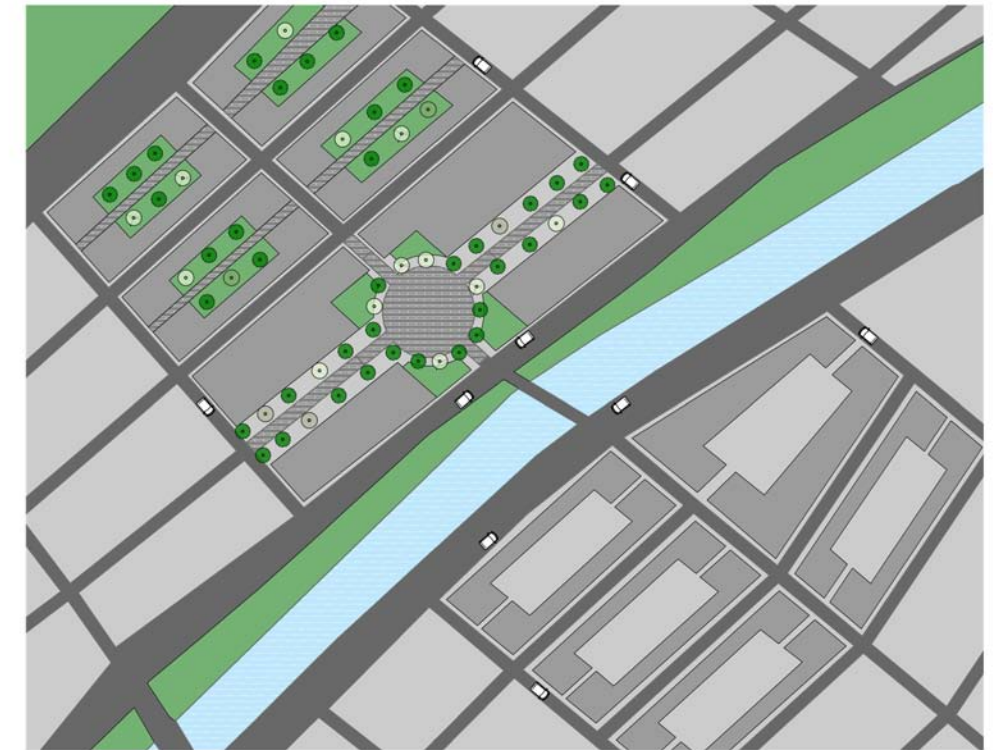


Illustration 2: Rendering of Pedestrianized Commercial Corridor



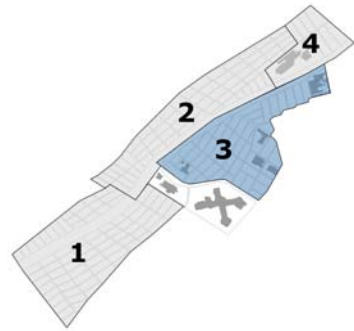


Illustration 3: Rendering of Big Box block reconfiguration

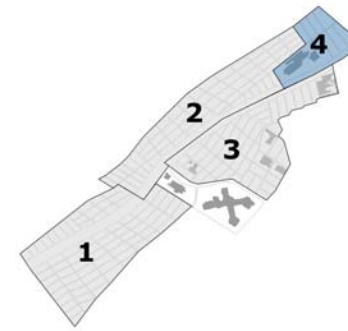
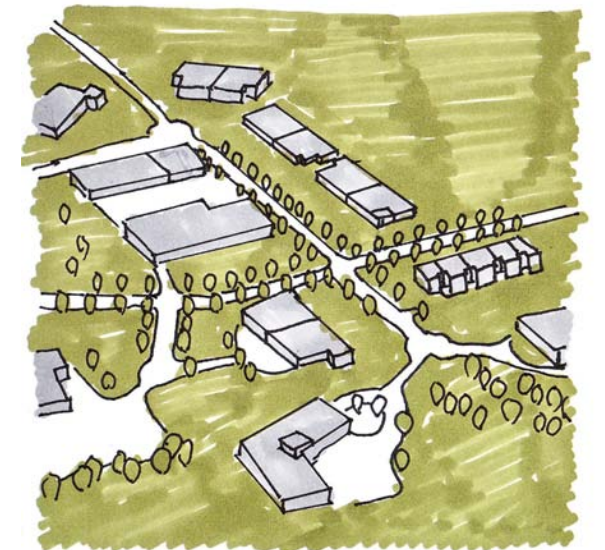
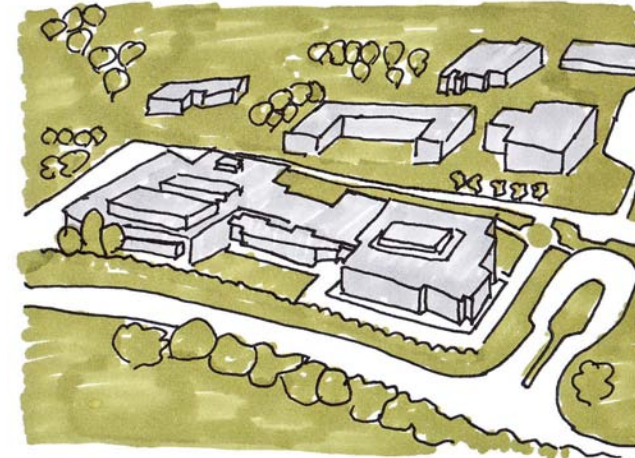
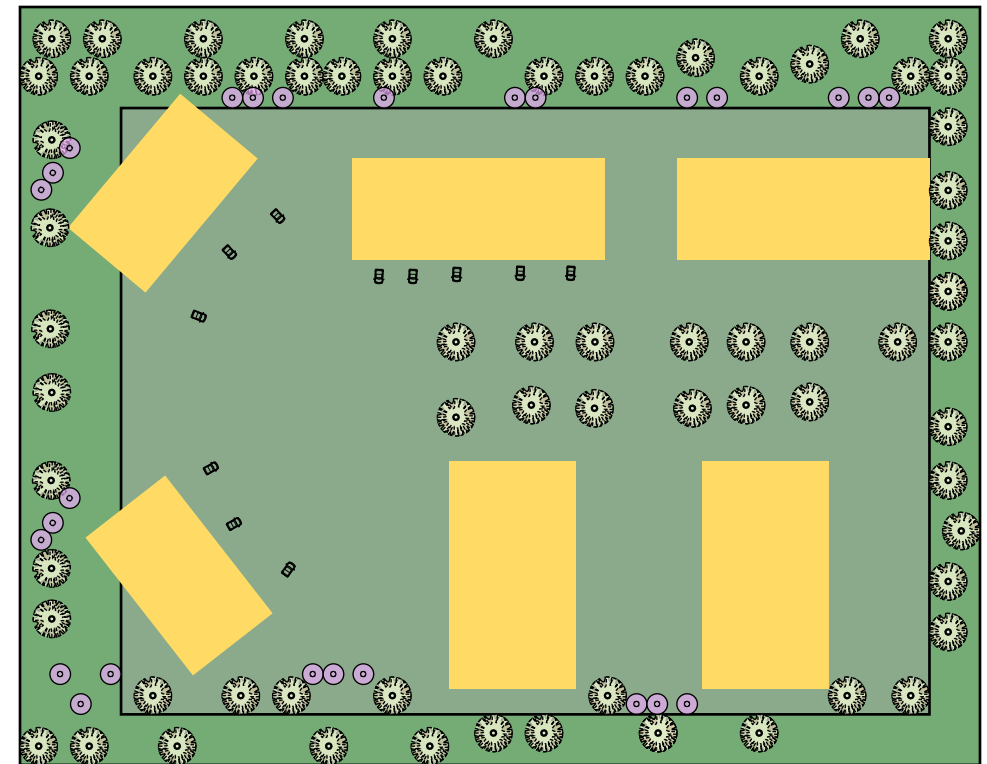


Illustration 4: Rendering of Industrial Sector



Our grand vision for the redevelopment of the Turcot site is rooted with the intention of creating a “New Montreal” that is reminiscent of the old. Intertwined within the urban fabric is a sense of creativity, innovation and cultural distinction that encapsulates sustainable community development and a start to a new planning agenda for Montreal. This vision enhances the objective of connecting the site across the canal to the commercial area further to the south since the escarpment already acts as a physical barrier disconnecting the area above it. The industrial area to the east is to be maintained in an effort to keep as many people employed. The industrial area to the west will be transformed to a predominantly residential area that is likely to capitalize on waterfront property.

The Master Plan for the site is characterized by three main goals. The first is **economic growth** by supporting good and plentiful jobs close to home in order to reduce time spent travelling to work. The second goal is **social integration** by allowing residents of different economic situations to live in the same neighborhood and have access to the same services. The third goal is creating **environmental awareness** by connecting people with natural systems and by promoting green jobs

Proposal

Since our goal is to introduce a compact, mixed-use development that emphasizes the linkage between land-use planning and transportation, the density proposed would service a population of approximately 40,000 people with an area of 1.6 km². Considering this density, we propose that building heights for this development will generally range from 3 to 8 stories where the highest buildings are located furthest away from the canal, and vice versa. The buildings that are higher are intended to capitalize on the view of the Lachine Canal in order to mediate the impact of the highway on property values. Some exceptions include the commercial area located near Angrignon Mall, and the industrial area to the east.

Transportation Infrastructure

The Turcot interchange is a very important transportation network for Montreal. The existing interchange acts as an important link for suburban areas to the downtown core and acts as a crucial corridor for industrial sectors with the North-South connection of Autoroute 15. This infrastructure accommodates over 347,000 vehicles a day.

Infrastructure Proposal

In order to open up the Turcot site for development, we propose to move the commercial rail line and Highway 20 up towards the escarpment. By moving both the rail and the highway infrastructures towards the escarpment, which acts as a natural barrier, we have eliminated a barrier that runs through the center of the site that would otherwise cause segregation and isolation in the development. We also recommend the introduction of a BRT lane on Notre Dame Street for people commuting from the West in order to compensate for the vehicular lane reduction that we propose on Highway 20.

The BRT lane is proposed to run from the Trudeau Airport to Montreal’s CBD where it would connect to Bonaventure Station. Going west it would run along Notre Dame Street and then converge onto Victoria Street eventually connecting with the Dorval Circle located in Montreal West, and finally the Trudeau Airport.

The Dorval Circle already serves as a major transit node for rail commuters and has access to Highway 20; therefore the BRT service has the potential of converging with an existing major transit node. We are confident that the proposed BRT lane will be more efficient than the 747 bus that currently runs from the CBD to the airport since it does not run on a reserved bus lane.

Development Areas

The programmatic aspects infused within the potential development site are delineated into four areas. All these areas integrate a mixed land use that is compatible with transit.

Development Area 1

Pedestrian linkages will be present throughout the site connecting the residential, the commercial and the industrial areas. The emphasis of these paths is to connect the northern portion of the site with the southern portion with pedestrian bridges. In addition, a commercial pedestrian street will be developed using many greening initiatives where an abundance of terraces for local restaurants and seating areas for passers-by will be provided.

Development Area 2

The second development area is built with the incentive to encourage cultural diversity and to build local businesses such as specialty stores. What we perceive for the site at the central node bisecting Notre Dame Street and Cavendish Boulevard is to borrow similar characteristics as seen on St-Denis Street. This area is a pedestrian only segment and provides a clear connection to the canal. The type of activities we envision for this area is a commercial street, where local businesses can expand their business fronts with a terrace and engender a communal feel to the space. The abundance of vegetation and green space emanates an environmentally-sound pedestrian zone. The type of pavement material will differ from that of the road networks as a means to indicate it is a shared space for both pedestrians and cyclists. Light industrial uses to the south have been preserved in order to maintain employment opportunities.

Development Area 3

For the third development area, we plan to keep existing commercial buildings and reconfigure the commercial parking between the two commercial lots into new commercial buildings. A space reserved entirely for community services will be incorporated near Ignace Bourget Park.

Development Area 4

For the fourth area, we propose a mixed-use, eco-industrial area that is compatible with non-industrial uses (situated to the west). The industrial area will be composed of a variety of related uses; such as manufacturing supported facilities, office and office support, and research related uses. As well hotels and small retail services would be placed on the periphery of the site along the canal in order to support business ventures. Eco-friendly aspects would also be introduced to minimize waste generation; energy use, and other environmental impacts through symbiotic arrangements with other facilities.

Consequently, this new sustainable community will improve the quality of life for potential residents by maintaining nature’s ability to function; that is, by minimizing waste and pollution, promoting efficiency, and developing local resources to revitalize the local economy.