

# YU

## MOVING LANDSCAPES INTERNATIONAL IDEAS COMPETITION

# M

### JURY'S REPORT





# TABLE OF CONTENTS

4

## JURY'S REPORT

5

Registration and submission report

## DELIBERATION

5

Dates of deliberations

6

The international jury

7

Other participants

8

Deliberations process

## DECISION

9

General comments

10

3 winning proposals

11

11 mentions

12

Conclusion

13

## WINNING PROPOSALS

20

## MENTIONS



# JURY'S REPORT

The background of the image is a blurred, horizontal view of what appears to be a road or a track. The colors transition from a bright yellow at the top to a dark green at the bottom. The text 'JURY'S REPORT' is overlaid in the upper left quadrant in a large, white, sans-serif font.

# REGISTRATION AND SUBMISSION REPORT

Open to design professionals, the international ideas competition YUL-MTL: Moving landscapes generated 578 registrations from 73 countries between June 9th 2011 and August 26th, 2011.

Following the registration period, contestants had until October 7th, 2011 to submit their proposal electronically. During this period, 61 proposals were received from 22 countries. A quarter (15) of these proposals was from Québec.

The experience of contestants is varied. About half of them are architects, while others are either landscape architects or urban designers. In addition, young professionals were equally represented to established practitioners.

After the presentation of the compliance report to the jury, it was decided not to exclude any of the proposals. Thus, all proposals received were evaluated by the jury.

# DATES OF DELIBERATIONS

The jury deliberations were held in Montreal, at the Canadian Centre for Architecture study centre on October 27th and 28th 2011.



# THE INTERNATIONAL JURY

**ÉDOUARD FRANÇOIS** architect and urban planner, Paris;

**PIERRE BÉLANGER** associate professor in landscape architecture, Harvard University, Graduate School of Design, Cambridge;

**KEN GREENBERG** architect and urban designer, Greenberg consultants inc., Toronto;

**FLORENCE JUNCA-ADENOT** founder of the Forum Urba 2015, Université du Québec à Montréal;

**ANICK LA BISSENIÈRE** architect and scenic designer, Atelier Labi, Montréal;

**JACQUES VERVILLE** representative of the ministère des Transports du Québec.

Two of the jurors present were acting as substitutes. Mr. Edouard Francois and Mr. Jacques Verville replaced, respectively, Mr. Bernardo Secchi and Mr. Maroun Shaneen. The change in the composition of the jury was announced to contestants by the publication of Addendum 3 on October 26th 2011.

Due to the absence of Mr. Bernardo Secchi, who was previously announced as the jury's chairman, Mr. Édouard François was named as chairman. It should be noted that, for personal reasons, Mr. Pierre Belanger did only attend the first day of deliberations on October 27th.





# OTHER PARTICIPANTS

Patrick Marmen, research officer at the CPEUM, was acting as the professional advisor for the competition. He was supported in this task by Jacques White, architect and architectural competitions advisor.

During the deliberations, four other people were present as silent observers. They were:

- **Louis-Philippe Roy**, research officer, ministère des Transports du Québec
- **Marie-Élaine Rochon**, communication officer, ministère des Transports du Québec
- **Sylvain Paquette**, associate professor, Chair in Landscape and Environmental Design at Université de Montréal
- **Marie-Josée Lacroix**, director, Bureau du design of the Ville de Montréal



# DELIBERATIONS PROCESS

The two days of deliberations were held in five phases. The first day began with a presentation of the competition regulations, its context of preparation and the issues raised by the Autoroute 20 gateway corridor. Afterward, the jurors individually looked at the proposals. The first day of deliberations ended with a group evaluation of the proposals, which were sequentially projected onto a screen to help feed the discussion. This group evaluation led to the identification of a dozen outstanding proposals.

The second day began with a more in-depth evaluation of the twelve proposals selected the day before, which had since been printed on A0 panels. At any time upon juror's request, printed and non-printed proposals could be projected onto a screen. The second day ended with the selection of the three winning proposals as well as with a discussion on the honorary mentions to attribute.





# GENERAL COMMENTS

After the review of the proposals, the jury perceived that the planning issues raised by the international ideas competition had multiple angles. As prescribed in the competition program, the jury identified the visions that sought to integrate issues and concepts that were on all levels of the local planning agenda to help define a regional project. In this sense, the proposals that raised the most interest were those which simultaneously included a reflection on the autoroute and on other transportation infrastructures as well as ideas on the future of the adjacent neighbourhoods and natural environments. The jury thus stressed the importance of continuing this process of integrating the projects for infrastructure renewal in a much broader planning territory.

The jury considers that the proposals received during the international ideas competition revealed an enormous potential to revitalize the gateway corridor

linking the Montreal-Trudeau International Airport to downtown. From a decaying industrial landscape, the contestants were able to create a dense and lively urban area. The proposals give answers that could contribute to the problems of urban sprawl by using a multifunctional approach to regional and urban planning.

It is suggested by the jury that a planning process involving the collaboration of all stakeholders is uncommon in infrastructures projects. The collaborative approach that underlines the competition is at the forefront of this trend of new planning methods that should be implemented. The proposals received should contribute to the continuation of the collaborative planning process.

# 3 LAUREATE

The jury decision was announced, by consensus, at around 2 PM, October 28th. The jury awards three equal prizes of 33 333 \$ to the following competitors:

**BROWN AND STOREY ARCHITECTS** Toronto, Canada

**dLANDSTUDIO** New York, États-Unis

**GILLES HANICOT** Montréal, Canada





# 11 MENTIONS

The jury also recognizes the contribution of several interesting proposals submitted to the ideas competition by awarding honorary mentions. These proposals offer some interesting answers to more specific issues raised by the competition brief. Eleven honorary mentions have been granted to the following contestants:

<b>ANDREW FORSTER</b> Push Montréal	Montréal, Canada
<b>CATALYSE URBAINE</b> architecture et paysage	Montréal, Canada
<b>CLÉMENT BOITEL</b>	Paris, France
<b>DENNIS A. WINTERS</b> Tales of the Earth	Toronto, Canada
<b>EFOE ARNAUD</b>	Clermont-Ferrand, France
<b>SUPERLANDSCAPE</b>	Padova-Palermo, Italy
<b>GERWIN DE VRIES + ALEXANDER HERREBOUT</b>	Utrecht, Pays-Bas
<b>GHAZAL JAFARI ET ALI FARD</b>	Toronto, Canada
<b>THIBODEAU</b> architecture+design	Montréal, Canada
<b>YVETTE VASOURKOVA, MOBA</b> Studio	Prague, République Tchèque
<b>ZEROGROUP + FABRICA DE PAISAJE</b>	Sao Paulo, Brésil



# CONCLUSION

In the logic of the ideas competition, the jury's decision to award three equal prizes underlines the complementarities of the winning designs. Beyond providing tangible projects to implement, the winning proposals offer comprehensive strategies that will both help to enhance the landscape of the gateway corridor in order to promote Montreal's identity and also redefine the relationship between the transportation infrastructures and adjacent neighbourhoods. The complementary nature of the three winning visions is seen as the main force of the decision. To that extent, they provide, according to the jury, a true "atlas of possibilities" that can serve as an inspiration to both Montreal and other cities where the integration of transport infrastructures is a sensitive issue. Proposals

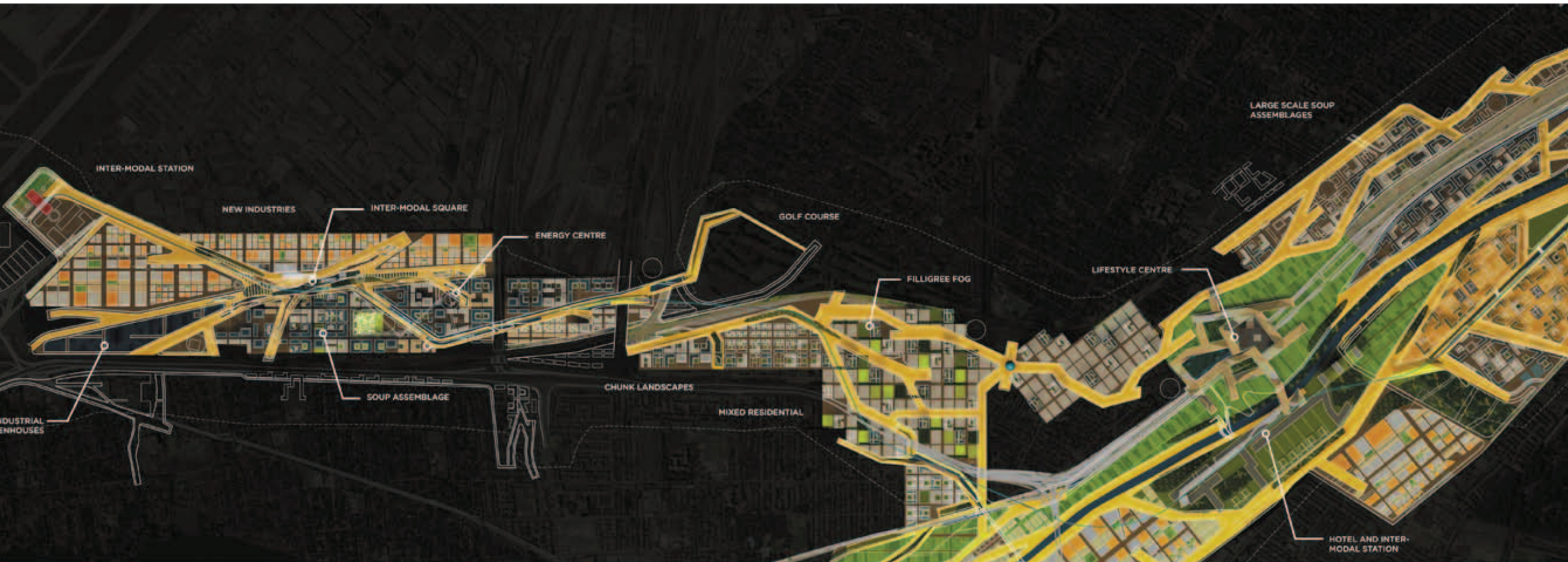
that receive honorary mentions complete the "atlas of possibilities" by stressing the importance of specific opportunities.

Finally, the jury emphasizes the richness of the visions that constitute the "atlas of possibilities" resulting from the international ideas competition YUL-MTL: Moving Landscapes. With support from Quebec Ministry of Transportation, it is the opinion of the jury that the local and regional actors involved in this collaborative planning exercise will now have a tool to follow their long term goals.



# WINNING PROPOSALS

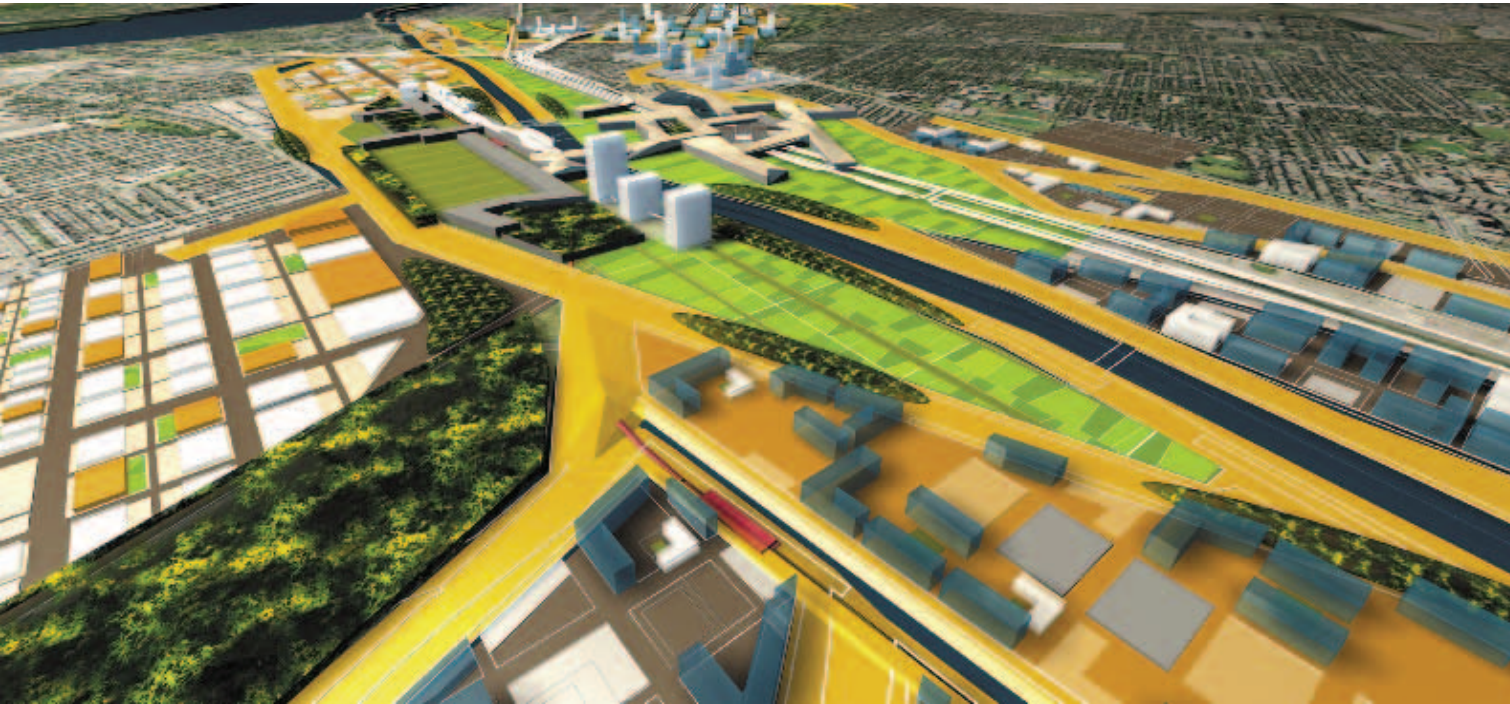




*Undercover Montreal*  
**Brown and  
Storey Architects,**  
Toronto, Canada

- **James Brown**, architect and urban designer, OAA
- **Kim Storey**, architect and urban designer, OAA
- **Stephen King**, B.Arch
- **Richard Averill**, B.Arch
- **John Duchene**, B.L.A, OALA
- **Emma Brown**, editor





*Undercover Montreal*  
**Brown and Storey Architects,**  
 Toronto, Canada

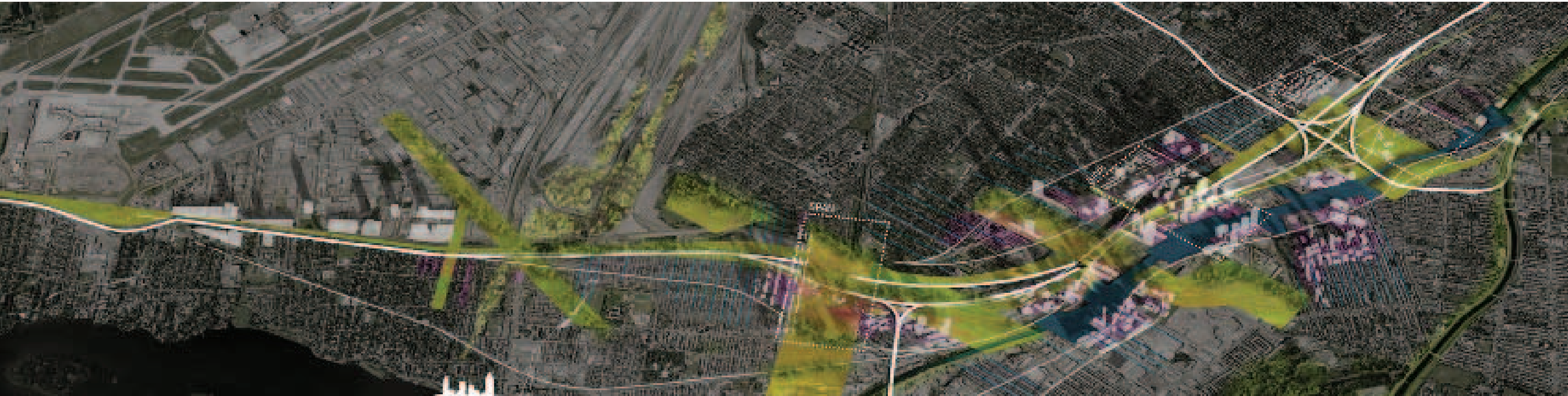
This proposal stood out for its focus on the densification of the gateway corridor. The graphic rendering of the submitted illustrations refers to the use of a regular urban grid which is coherent with the existing neighbourhoods. It also uses a variety of colors suggesting the mixed use character of the new developments which could include housing, work spaces and recreational areas. The identification of an area near the highway dedicated to the implementation of large commercial structures such as a “lifestyle center”.

The link that is made in this proposal between urban densification and infrastructure projects is seen as relevant because it points out towards a new funding strategy for infrastructure renewal where the profit generated by new development could contribute to the funding of infrastructure projects. Thus, the infrastructure/neighbourhood relationship would no longer be seen only in a functional perspective but also in an economical one.

The preparation of such of an urban framework strategy could allow all local actors involved in the planning of the gateway corridor to coordinate their

actions so that this territory becomes a priority area for development at the regional level.

The jury mentioned that it would be desirable, for a better understanding of the proposal by the public, that the analytical sketches, presented at the bottom of the panels, be more explicit and better explained. This would help to communicate the conceptual approach used to develop the densification strategy.



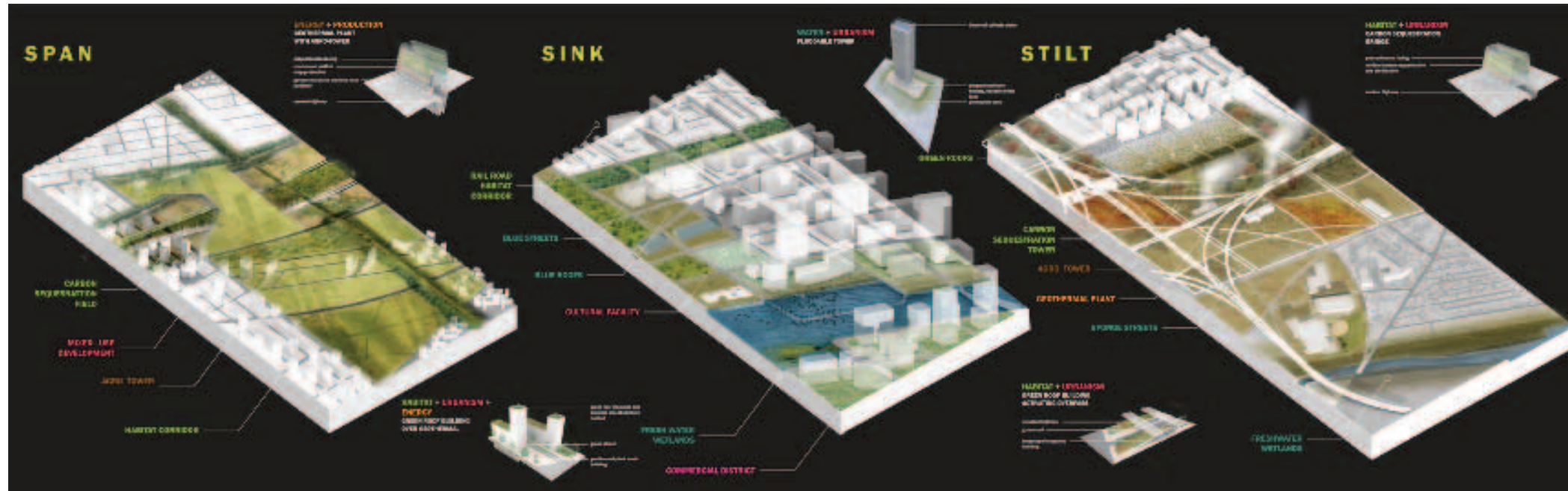
*Infra-sutures*

**dlandstudio/**

**Trollback + Company,  
New York, États-Unis**

- **Susannah Drake**, Principal, dlandstudio, llc.
- **Yong Kim**, Associate, dlandstudio, llc.
- **Forbes Lipschitz**, Designer, dlandstudio, llc
- **Jakob Trollback**, Creative Director, Trollback + Company
- **Rachelle Madden**, Executive Producer, Trollback + Company
- **Erica Hirshfeld**, Head of Production, Trollback + Company
- **Peter Alfano**, Senior Designer / Technical Director, Trollback + Company





*Infra-sutures*  
**dlandstudio/**  
**Trollback + Company,**  
**New York, États-Unis**

This proposal stands out by developing a coherent overall strategy that considers both the autoroute corridor and the adjacent territory. The contextualisation of the Autoroute 20 in the North American highway network effectively demonstrates the usefulness of the infrastructure while stressing the need to deal with the interconnection of adjacent neighbourhoods. Remaining at the urban scale rather than detailing the architectural scale, the proposal allows the development of a wide variety of strategies for the coherent articulation of a multiple of territorial issues such as public transport, hydrology, wildlife habitat, urban development and energy production. The accompanying video very well illustrates the issues raised by this analysis of the gateway corridor.

One of the strengths of the proposal is the design of three types of north-south crossing of the motorway named “span”, “sink” and “stilt”. These three strategies were not seen as projects to be implemented, but rather as guidelines or principles to be applied where logically needed, which gives great adaptability potential to the proposal.

It was also noted that the proposal identifies areas with a high density urban development potential while still freeing green spaces. The design of the new expressions of these areas is aligned and coherent with the local character of the urban grid rather than based on the construction of iconic landmarks.

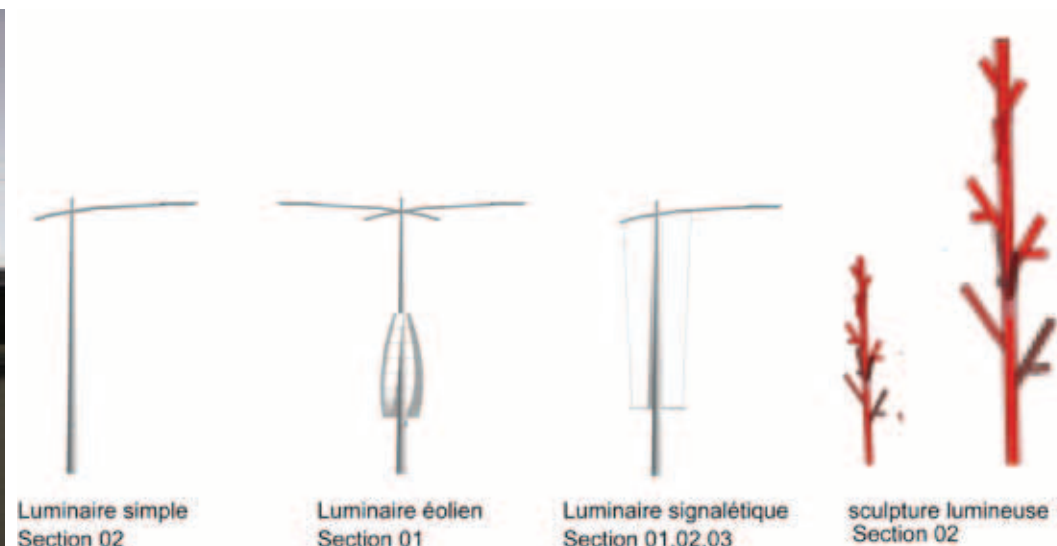
Although the works on adjacent neighbourhoods as well as the highway crossing structures are developed with a variety of strategies, the intervention on the highway itself and on the landscape is less advanced. The proposal could be improved by a better explanation of the suggested changes to the highway geometry as well as the illustration of the spatial qualities of the area beneath the elevated part of the highway.



**Gilles Hanicot,**  
Montréal, Canada

— **Gilles Hanicot,** landscape architect





**Gilles Hanicot,  
Montréal, Canada**

This proposal was noted for the identification of a new industrial branch to be introduced in the Autoroute 20 gateway corridor: the production of renewable energy. While reinventing the image of the corridor, the development of this industrial branch would provide the energy needed to operate the transport infrastructures themselves. To support this transformation, a collection of urban furniture was designed, including street lighting fixtures. Although the jury considered windmills as positive markers of the landscape, it did question the feasibility of this of infrastructure on the island of Montreal.

The jury also noted the interest of the phases of development proposed for the implementation of the vision in the corridor. These phases of development put forward a mixed-use development program which divides the gateway corridor into

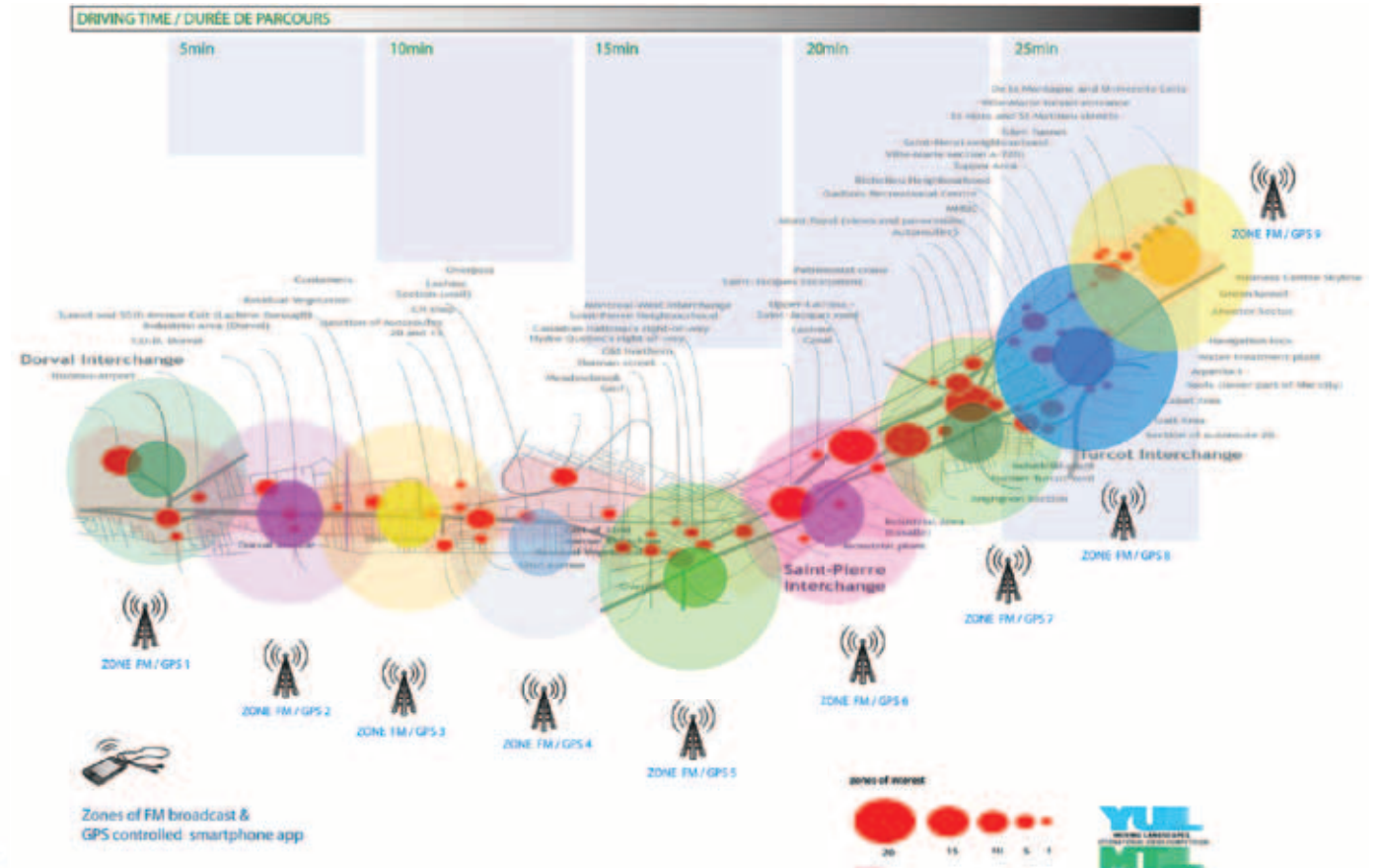
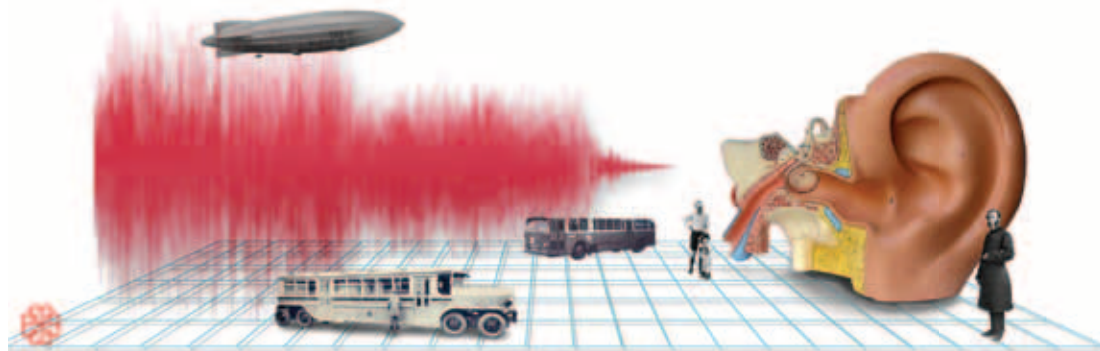
three sections: the first emphasizes the presence of an industrial area dedicated to renewable energies along Norman Street and the second develops a high density urban neighbourhood over the former Turcot rail yard and around the Angrignon Boulevard. The realism of the ideas proposed in this redevelopment program was appreciated by the jury.

The jury remarked that the proposal would be enhanced by the deepening of the urban design elements that translate the spatial characteristics of the development program. It would be useful to better define the urban form that would demonstrate the adaptation of the development program to the local context of Montreal.

A blurred landscape with a green field in the foreground and a blue sky with clouds in the background. The image has a motion blur effect, suggesting it was taken from a moving vehicle. The colors are vibrant, with a strong blue and green palette.

**MENTIONS**





**Andrew Forster**  
**Push Montréal,**  
**Montréal, Canada**

An honorary mention is given for the elaboration of a proposal that seeks to implement a sensory experience into the corridor using a technological platform based on sound such as “podcast”. This could be achieved at low cost and within a short time, even during the reconstruction period of the interchanges, to provide a better sound experience to road users.



**Catalyse Urbaine,  
architecture et paysage,  
Montréal, Canada**

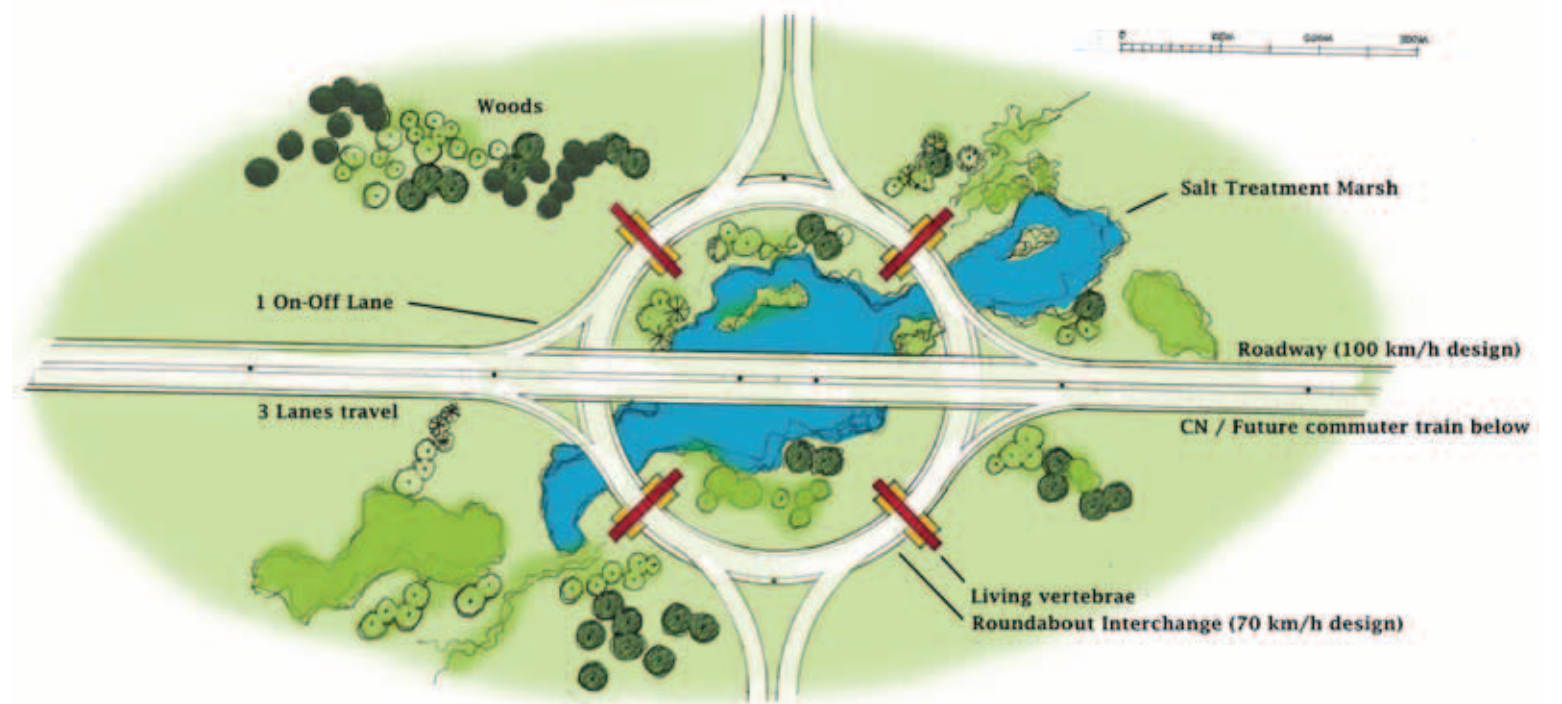
An honorary mention is given for the reuse and greening potential of the existing overhead structures of the Turcot interchange - after its reconstruction. Channeling this idea, this proposal creates elevated walkways within a green network and gives a new function to structures that will become obsolete in the current terms of the interchange reconstruction. Despite the technical constraints implicit in the proposal, its potential for implementation should be considered.





**Clément Boitel,**  
**Paris, France**

The jury awards an honorary mention for the evocation of the industrial character of the gateway corridor territory perceived by the reuse of containers. The visual presence of the containers along the autoroute refers to the rich industrial heritage while underlying the creative potential of the reuse of these structures. It is thus an effective response to the identity issues outlined in the program of the ideas competition.



**Dennis A. Winters,**  
**Tales of the Earth,**  
**Toronto, Canada**

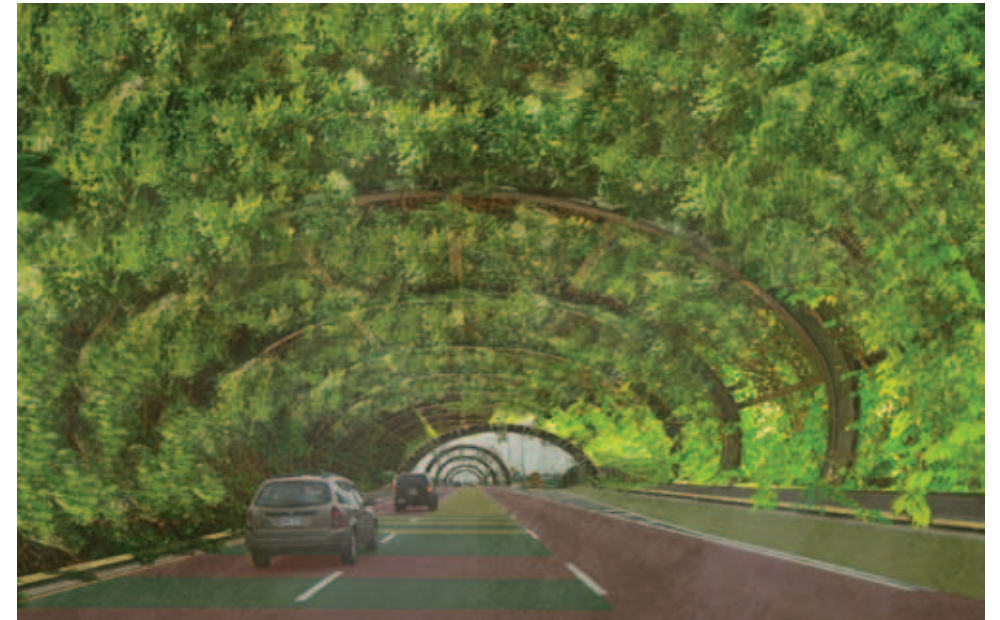
The jury awards an honorary mention for the design of an alternative model of interchange which combines high performance in terms of traffic flows and minimal impact on the environment. This type of interchange could be considered in future transport infrastructure projects. Moreover, the jury welcomes the idea of locating filtering marshes and green spaces in the heart of the interchange.





**Efœ Arnaud,**  
**Clermont-Ferrand, France**

The jury awards an honorary mention for the attention given to the improvement of the railway based public transport infrastructures located within the gateway corridor. Each station becomes the pretext for the development of local urban projects. This proposal thus underlines the potential of public transit lines both regionally and locally.



**Superlandscape,  
Padova-Palermo, Italy**

The jury awards an honorary mention for the development of a greening strategy that alters the landscape perception from the autoroute. Although technically difficult, the conception of structures that allow planting would provide more user-friendly image to concrete structures. Other concerns, however, should be coupled with such a strategy as the decrease of vegetation during winter and thus the use of other complementary strategies to make the infrastructure vibrant all year long.





**Gerwin De Vries +  
Alexander Herrebout,  
Utrecht, Pays-Bas**

The jury awards an honorary mention for the elaboration of a green spaces creation strategy, evoking Mount Royal and based on the use of excavated soil during the reconstruction of the autoroute. The proposal therefore leads to the creation of a new topography on the island of Montreal reusing the waste of the infrastructures projects and referring to the symbolic character of the mountain.



**Ghazal Jafari et Ali Fard,**  
**Toronto, Canada**

The jury awards an honorary mention for the conception of inhabited bridges over the autoroute. These structures are designed to exploit the different speeds in which the gateway corridor is used. At the faster speed of cars and trains, the structures become illuminated landmarks. At the slower speed of cyclists and pedestrians, the bridges become animated by hosting a collection of small buildings that can accommodate different commercial and public functions. Furthermore, the inhabited bridges solve the division created by the transport infrastructures by reconnecting neighbourhoods.





**Thibodeau,  
architecture+design,  
Montréal, Canada**

The jury gives an honorary mention for introducing water in the landscape of the gateway corridor. The ideas to dig up the Saint-Pierre River at the foothill of the Saint-Jacques escarpment as well as to develop an open system for rain water collection and filtration are two strong elements of this proposal. Furthermore, the designs are developed without nostalgia and incorporate contemporary features such as a storm sewer waterfall.





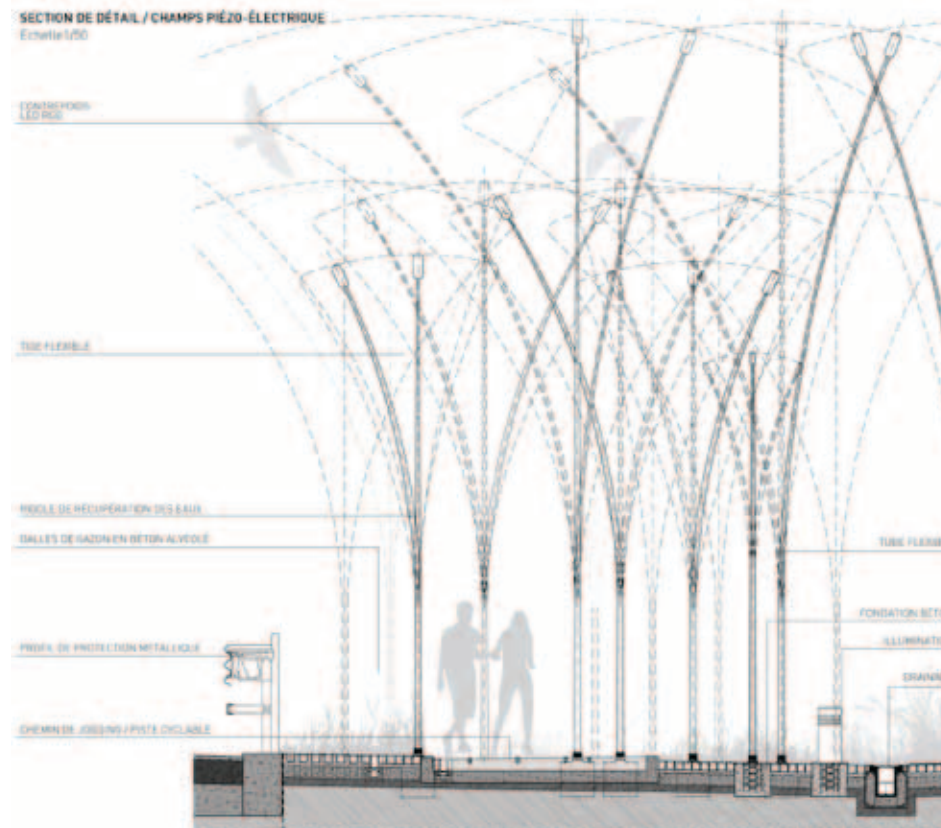
**Yvette Vasourkova,**  
**MOBA Studio,**  
**Prague, République Tchèque**

The jury awards an honorary mention for the proposal of a radical strategy to green up the industrial areas of the gateway corridor. This proposal is therefore referring to similar experiences in other North American cities such as Detroit, where some already urbanized areas are in the process of returning to agricultural uses. Although such a strategy seems far from the Montreal urban development context, the proposal could be deepened by a more detailed analysis of local greening opportunities.



**ANNEAU CENTRE CLIMATIQUE (Cascade en été, Brouillard en hiver)**

X-Ambiances) explore le potentiel de l'eau comme matière performative capable de construire une esthétique d'images fluides et floues. Et c'est justement ce caractère insaisissable qui en fait un élément contemporain urbain. Comment l'eau pourrait-elle se transformer en élément de design paysager, de transformation urbaine, de changement politique et de production spatiale? A une époque de paradigmes instables et de régimes incertains, l'eau pourrait bien se transformer en métaphore appropriée de la condition de l'imprévu.



**zerOgroup +  
Fabrica de Paisaje,  
Sao Paulo, Brésil**

The jury gives an honorary mention for the poetic character of the proposed structures and the conception of sensitive environments in the gateway corridor territory. Two particular elements held the attention of the jury: the presence of water by the construction of a waterfall above the highway and the design of street furniture such as lighting fixtures. This last element illustrates the potential of street furniture to create new experiences in the gateway corridor.





# PRODUCERS AND PARTNERS

The YUL-MTL: Moving landscapes international ideas competition is a production of the Chair in Landscape and Environmental Design at the University of Montreal (CPEUM). Initiated by the ministère des Transports du Québec, the international ideas competition was conducted in close partnership with the Autoroute 20 gateway corridor working group, consisting of representatives from the cities, boroughs, regional planning agencies and provincial departments involved in the urban development of Montreal.

For this project, CPEUM has worked in collaboration with the Bureau du design de la Ville de Montréal.

Université  
de Montréal



chaire en paysage et environnement



# ACKNOWLEDGEMENTS

The CPEUM would like to thank the Canadian Centre for Architecture and the Consulat général de France à Québec for their cooperation.

