



## **IFLA 2017**

### **LANDSCAPE ARCHITECTURE STUDENT DESIGN CHARRETTE BRIEF**

The Student Design Charrette of the 54th IFLA World Congress 2017, to be held in Montreal, is sponsored by the International Federation of Landscape Architects (IFLA) and organized by the École d'urbanisme et d'architecture de paysage of the University of Montreal, in collaboration with the Canadian Society of Landscape Architects (CSLA) and the Association des architectes paysagistes du Québec (AAPQ).

#### **Charrette Objective**

The objective of the charrette is to encourage thoughtful and innovative environmental design work by students in Landscape Architecture educational programs. The 54th IFLA World Congress in Montreal aims to demonstrate the achievement of the highest standards in landscape architecture education worldwide. The charrette invites the participation of students in Landscape Architecture programs, or undergraduate and graduate students studying landscape architecture where the university does not have a program specifically identified as landscape architecture. Please visit the Congress website at <http://www.csla-aapc.ca/events/2017-congress-world-design-summit> to view ongoing information concerning the charrette, and for details about how to register for the charrette and for the Congress.

#### **Theme**

Within the overall World Design Summit theme, “10 Days to Change the World”, the theme of this year’s Landscape Architecture Congress is “Landscapes of Power: Design for Social Justice”. The Student Design Charrette tries to build on this theme in inviting students to propose original and multi-faceted design schemes for a challenging urban site, in response to a complex and demanding program of needs and requirements. A unique opportunity for creative design!

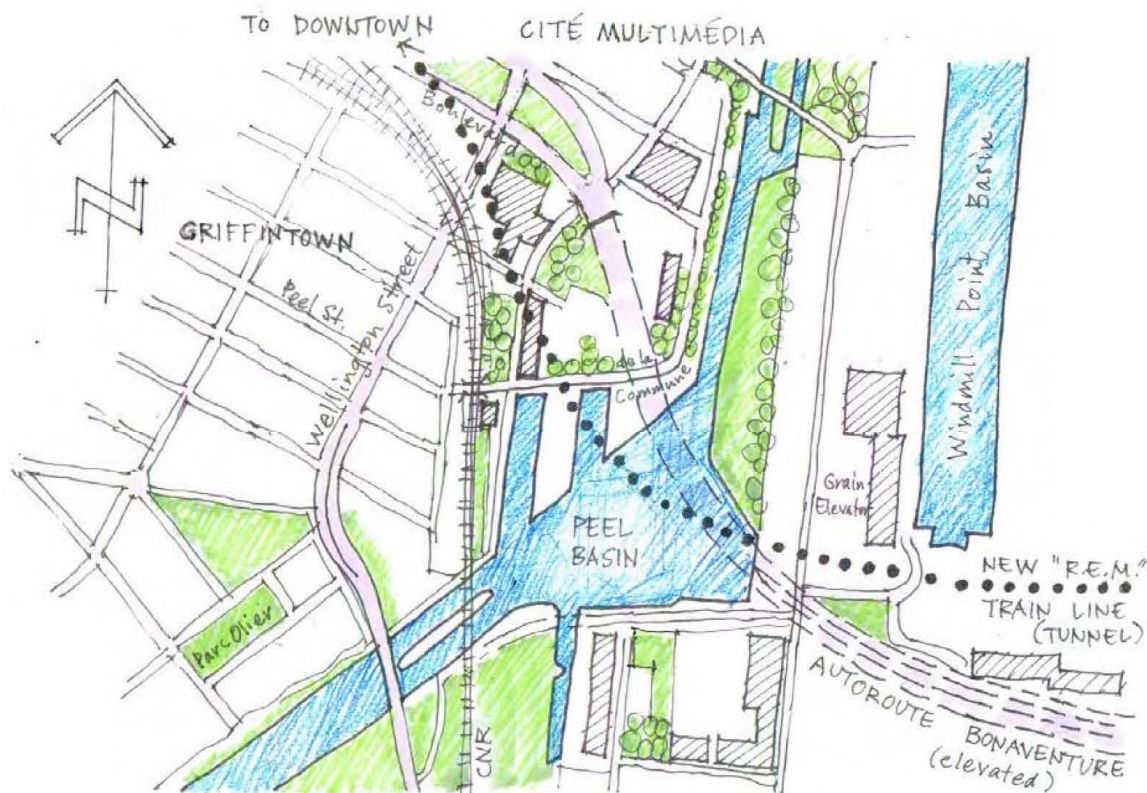
#### **Site for the charrette : The Peel Basin in central Montreal**

The site consists of former industrial land along Montreal’s historic Lachine Canal, the cradle of industrialization in Canada, that has lost its traditional vocation (see location map below). It is now being repurposed as an open space at the conjunction of several urban and natural features, including vigorous new neighborhoods and multiple transportation systems.



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PRELIMINARY SITE PLAN OF PEEL BASIN SITE

Located one kilometer south of Montreal's downtown area, the site is centered on an enlargement of the Lachine Canal as it abruptly changes alignment. The waters of the Canal extend between three former industrial quais; a steep grassy slope on the south side, crowned with a row of deciduous trees, closes the view in that direction, while, to the north, a main railroad line running into Montreal's Central Station terminates the vista. Other boundaries of the visual space centered on the site are created by solid and robust industrial buildings and related elements, large and small, giving the site a strong sense of place and a unique identity. Through a narrow passage under the railroad, the site is connected to the booming Griffintown neighborhood, a former residential area for factory workers and now an upscale condominium and coffee-house district; while along the Canal to the East, the funky and creative Cité Multimédia has become a centre for Montreal's burgeoning high-tech sector, housing start-ups and established firms in ingeniously repurposed red-brick factories and warehouses.

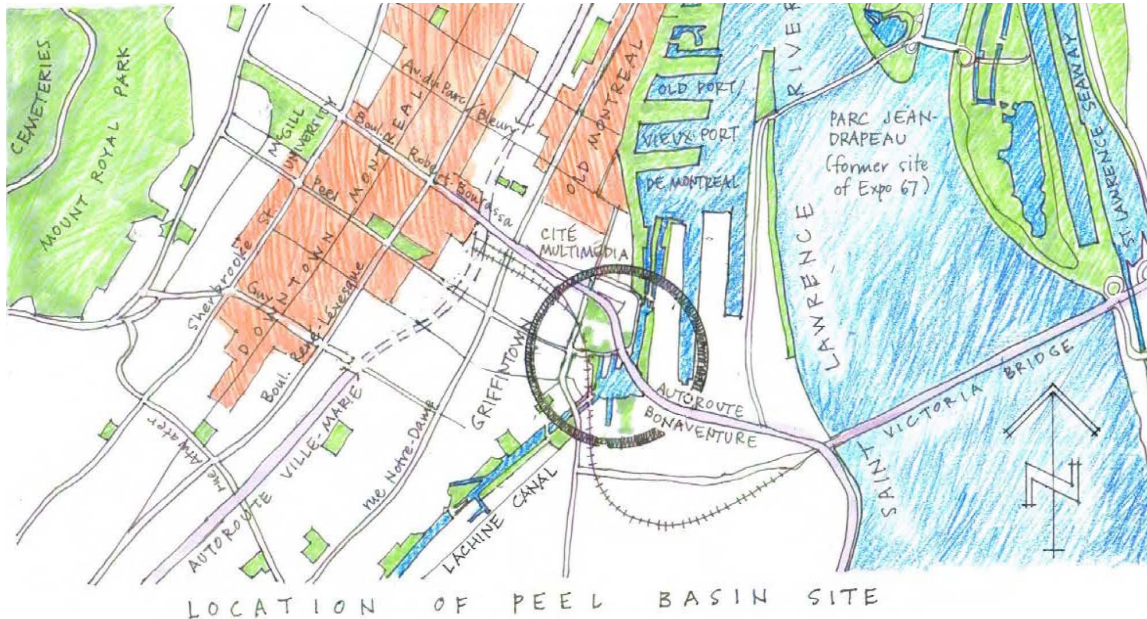
While there is at present little automobile activity at ground level, part of the air-space above the site is occupied by a giant curving freeway, l'Autoroute Bonaventure, that sweeps majestically towards the downtown area without paying any attention to the space below. This is an accidental juxtaposition that occurred when the site was at its nadir; but perhaps it offers a unique opportunity. In its current configuration, the freeway descends to ground level just beyond the site, and continues to its final rendezvous with the downtown area in what will soon be a splendid urban boulevard, opening up an extensive new public space for active users.



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The next phase of Montreal's transportation evolution is also destined to impact the site: plans for the new electric commuter railroad – the "REM" - have located its key Griffintown station directly below the Peel Basin, with two vertical access points or "édicules" located within the site area.



LOCATION OF PEEL BASIN SITE

The site itself, owned by Parks Canada, has been secured with minimal intervention; but despite its lack of development, it is already the locus of many recreational activities, including fishing, jogging, and bicycling. The presence of rows of trees and other natural elements provides a counterpoise to the site's burly industrial ambiance, and water is the inescapable center of visual interest in the space.

Through their designs for the chosen site, students are invited to address the Congress theme "**Landscapes of Power: Design for Social Justice**" by exploring one or more of the following ways in which it can be interpreted:

- The power of landscapes and landscape architecture to respond to critical natural disasters and environmental threats – drought, flooding, storms, climate change, etc.; and to positively influence social change.
- How particular landscapes express economic, social, and political power, in positive or negative terms; and how they can be transformed to respond to current models of social and economic progress. The site of this project was an expression of the economic power structure of the nineteenth and early twentieth centuries, and the traces of that era are still clearly readable in the contemporary landscape. Today, a strategic, centrally-located site of this nature faces an inevitable transformation that will express a new economic and social reality. Students are encouraged to imagine what the character, configuration and symbolic message of this new milieu will be.



### Design objectives and criteria

1. Propose a long-term plan for the transformation of the site, in conformity with new models of social and economic progress.
2. Respond to sustainable development issues (recycling, water conservation)
3. Consider biotic issues – biodiversity, resistance to urban conditions
4. Respond to historic character of site – traces / references / overlays
5. Demonstrate appropriateness, originality and innovation in design

### Charrette Location, Organization and Schedule

The charrette will be held at the following location :

Room 1150  
Pavillon de la Faculté de l'aménagement  
Université de Montréal  
2940 chemin de la Côte-Ste-Catherine  
Montréal (Québec) H3T 1B9

The charrette room has been reserved from Friday, October 13 to Sunday, October 15, 2017.  
Detailed schedule is as follows :

#### Friday, October 13

- 1:00 pm – Charrette launch by the Vice-Rector of the University of Montreal. Brief presentations by Paul Lewis, Dean of the Faculté de l'aménagement; and Franck Scherrer, Director of the School of Urbanism and Landscape Architecture, followed by a few words Hans Polman, Chairman of the Stichting Nava Polman-Gerson Foundation, IFLA Student Charrette Awards Sponsor.
- 1:15 pm – Instructions re site, program and schedule for the charrette, by Nicole Valois and Ron Williams. Team formation.
- 1:45 pm – Visit to charrette site at Peel Basin by bus.
- 4:30 pm – Bus returns to Faculté de l'aménagement.



Saturday, October 14

- 9:00 am – Begin work in atelier.
- 12:30 pm – Lunch (will be provided by CSLA and AAPQ).
- 1:30-5:30 pm-Charrette continues in atelier.

Sunday, October 15

- 9:00 am – Continue work in atelier.
- 12:30 pm – Lunch (will be provided by CSLA and AAPQ).
- 1:30 pm – Charrette continues in atelier.
- 5:00 pm – Submit all Charrette drawings and documents, and thoroughly clean up atelier, which must be vacated shortly after 6 :00 pm to prepare the space for another event starting the following morning.

Monday, October 16

- 10:00 am – Judges meet to review design proposals and decide on winners.
- 2:00 pm – Announcement of winning schemes and exhibition of design proposals.

**Eligibility**

The Competition is open to all undergraduate and graduate students of Landscape Architecture, including those studying landscape architecture in university programs that are not specifically identified as Landscape Architecture. Many individuals from a particular school may participate; they will be assigned to different teams during the charrette to encourage a maximum of inter-school and international collaboration. Relatives of members of the jury may not participate in the charrette. Each student team will be provided with an experienced landscape architect as a professional adviser; this person will help out their group as a “facilitator”, but will not be involved in the design work, which is reserved for students. Students are prohibited from contacting any member of the jury prior to or during the competition process. Please direct any inquiries to [executive-director@csla-aapc.ca](mailto:executive-director@csla-aapc.ca)



## Entry Fees

An entry fee of \$ 30.00 CDN is required for each participating student. This entry fee is required to be paid at the time of registration. To register, please visit the event web site: <http://csla-aapc.ca/events/2017-congress-world-design-summit>)

## Jury and awards for Student Design Charrette

The entries will be evaluated by a three-member international jury of landscape architects chaired by Dr. Bev Sandalack, Landscape Architect, Professor and Associate Dean (Academic), University of Calgary. Professor Sandalack is the Chair of the IFLA Competitions Committee.

The jury will award the following prizes, provided by the **Stichting Nava Polman-Gerson Foundation** of The Netherlands, to the three best design proposals, in their judgment:

1st Prize     \$ 1,500 US

2nd Prize     \$ 1,000 US

3rd Prize     \$ 500 US

Winners will be announced and will receive their prizes at the IFLA Gala dinner. They will also receive an Award Certificate issued jointly by IFLA and the NPG Foundation.

## Organizing Committee

The local organizing committee for the Student Landscape Architecture Design Charrette consists of Nicole Valois, professeur titulaire at the School of Urbanism and Landscape Architecture of the Université de Montréal; Ron Williams, member of CSLA and AAPQ; and Raquel Peñalosa, IFLA Americas President, CSLA Delegate, and AAPQ member. The committee will be assisted by a number of other local members, including a Technical Committee.

## Charrette Evaluation Procedure and Exhibition

Entries may be submitted in hand-drawn (sketch) or digital form (JPEG or PDF), or a combination of both. Format of entries is to correspond to two exhibition panels of A1 format. The jury will carry out an evaluation of entries in digital form, at A3 format (approx. 11" x 17"), and/or full size according to the criteria identified above. Students should therefore ensure that their drawings and graphics can be understood when viewed at various sizes. Projects will be displayed during the Congress in an exhibition.



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## Submission Requirements

All submissions must be in English, which is the official language of IFLA, and of the 2017 IFLA World Congress. They should be primarily graphic, consisting of plans, elevations, sections, diagrams and sketches, but should also include a short explanatory text of some 250 words. It is hoped that the charrette submissions can be published in printed form as a permanent record of the ideas presented.

Direct any questions regarding the competition to: [executive-director@csla-aapc.ca](mailto:executive-director@csla-aapc.ca)