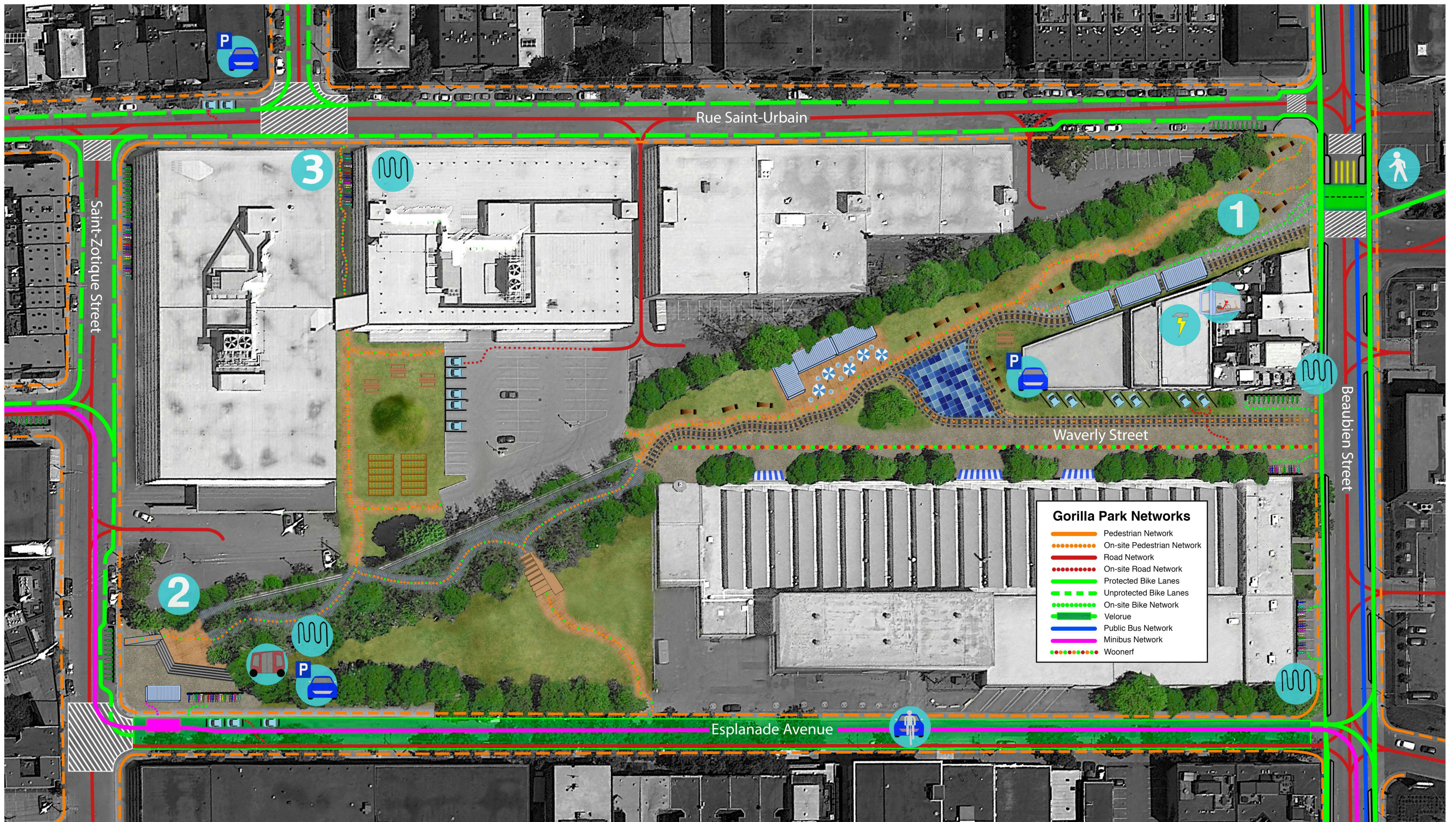


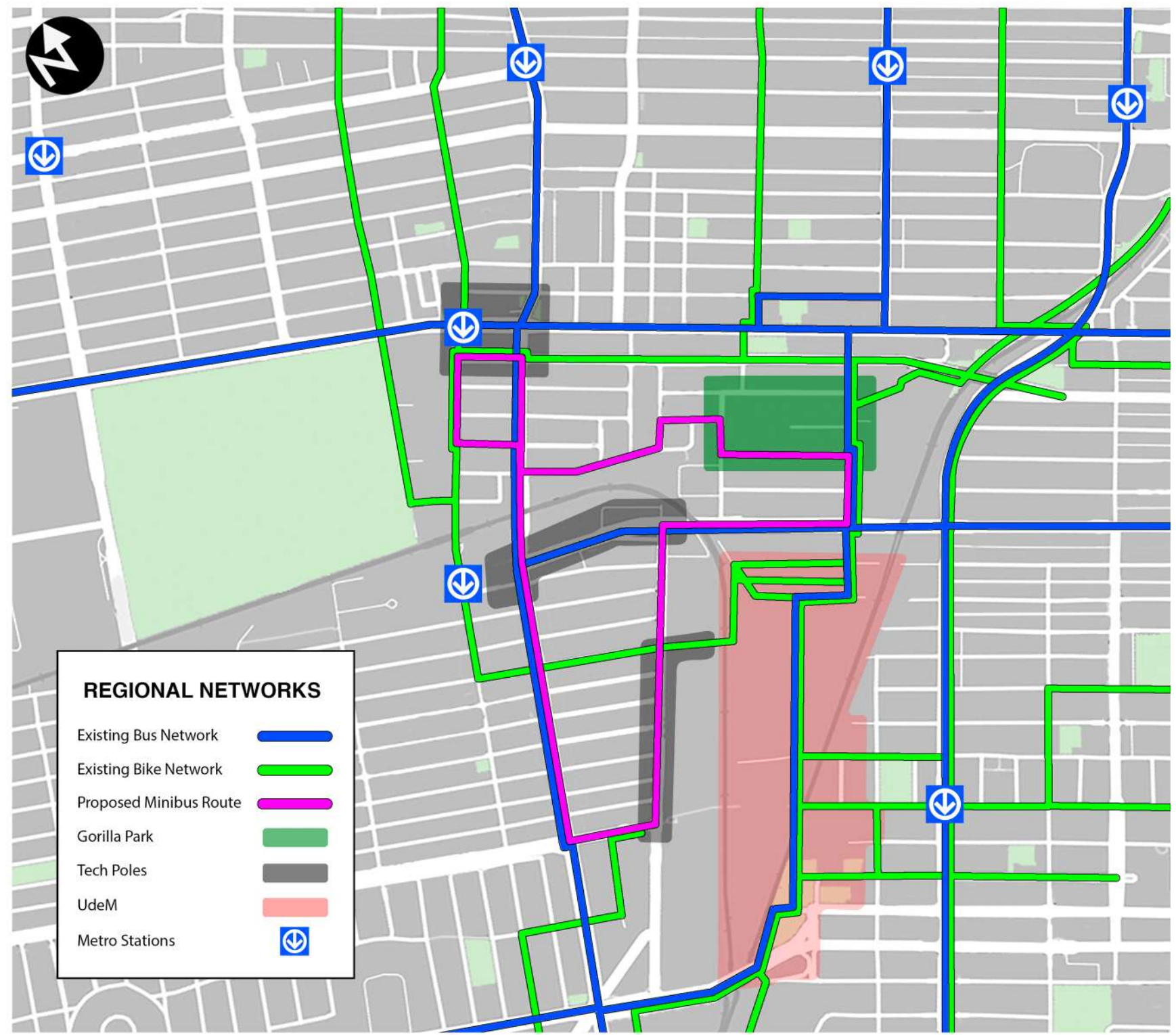
# EBBS & EDDIES

## INCORPORATING NEW TECHNOLOGIES FOR FREEDOM OF MOVEMENT



### NETWORKS

With mobility being a measure of the ease by which people may move about in an area, we consider the broader context of the neighbourhood, and the ways in which hubs of activity can be connected. The map shows the routes of various proposed and existing transit modes. After considering the impact of a pilot project involving an autonomous minibus network around the Olympic Stadium, we have drafted a route for a similar network to exist in Mile-Ex. The route will connect the four poles of activity: Pôle Castelnau, Pôle Parc, Pôle Acadie, and Pôle Parc des Gorilles.



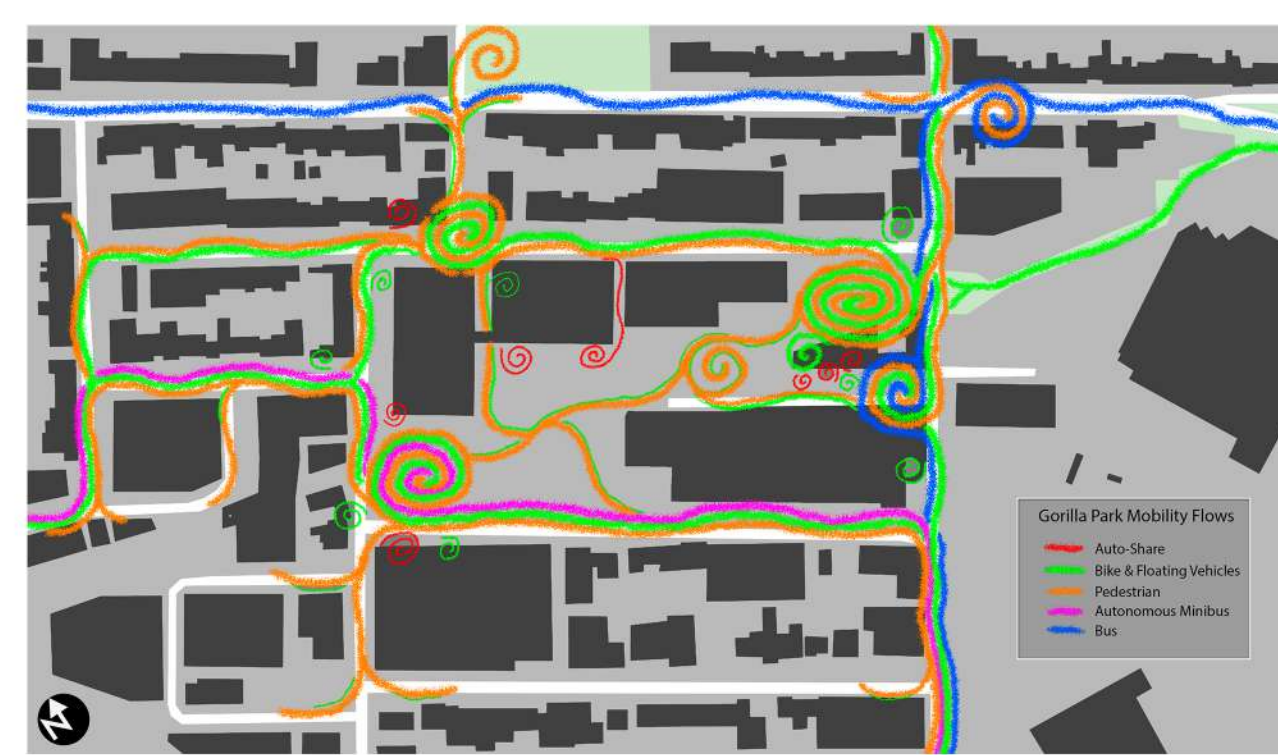
**STATEMENT OF THE PROBLEM:** Located in what was once a bustling industrial neighbourhood without a name, Gorilla Park is a virtually unused lot situated just north of the Van Horne overpass in a section of Mile-Ex known as Marconi-Alexandre. Recent development in the area, such as the new UdeM campus and several investments by the tech-sector, have proliferated the recent wave of revitalization and given Gorilla Park the opportunity for a new life. However, a challenge is presented within this opportunity. We need to create a park that adequately serves both tenured residents and newcomers, functions as a pole of shared mobility, and reflects the unique history of the space.

**CONCEPT:** The common thread of our proposals and interventions for Gorilla Park lie within the notion of mobility. In the transportation lexicon, mobility refers to the ease by which residents may move about in a given area. Mobility is a measure of movement, and movement reflects life; it is a pattern language in and of itself, and it is the way in which social relations are constructed, ideas converge, and values cross-pollinate. Our role is to facilitate that process by creating safe entrances, crosswalks and pathways for pedestrians and cyclists, establish effective transit routes, and integrate various transportation modes—with special emphasis on those of which are sustainable. In recognizing that the issue of mobility deals with a broader network of systems and flows, the scope of our study expands beyond the park boundaries.

**OBJECTIVE:** Our broader vision for the space is to establish Gorilla Park as a hub of activity, flows, and movement. In addressing the opportunities for Gorilla Park within the theme of mobility and its many facets, we have identified several key focal points. First, we want to establish an efficient mini bus route that effectively connects the four poles of activity in the area. Second, we want to designate a space for various new technologies of shared mobility (i.e. Lime Scooters, JUMP Bikes) that is organized and accessible. Additionally, we want to create an elevated crosswalk to allow safe access for cyclists and pedestrians on Rue Beaubien. Lastly, we want to encourage sustainable and active forms of transportation by providing attractive, convivial, and secure bike locking stations.

**APPROACH:** A central tenet of our philosophy lies with the idea that freedom of movement is a fundamental human right, and that mobility exercises that right. While this idea is typically associated with movement on a larger scale, such as freedom for migration or international travel, we posit that it is the small scale, piecemeal initiatives (such as these interventions) that support this wider philosophy. The changing dynamics of the Mile-Ex neighbourhood currently present a mosaic of economic statuses. Low-income residents struggling to stay in the neighbourhood, new UdeM students who will be working less or not at all, and tech-professionals making higher incomes all have the same basic need to move about within the area. By supporting these needs, our interventions address social inequalities related to both economic status and physical ability.

**METHODOLOGY** The methods we've used to conduct this charrette include several visits to the site, documentation of the area with photographs and written observations, a mobility survey that circulated among business owners and employees at Gorilla Park and the surrounding area, and an interactive planning activity involving local residents and professionals in an iterative dialogue. In an inductive process, we've established our planned interventions by drawing from concepts related to peer-to-peer urbanism and Christopher Alexander's notions of pattern language. Alexander described design patterns that can be identified within cities that collectively form a language. With the interventions that we propose, we seek to contribute to existing patterns (safe crosswalks, bike storage) as well as establish new ones that can contribute to Montreal's language of design patterns (designated spaces for modes of shared mobility). Peer-to-peer urbanism is a decentralized approach to urban design which involves various stakeholders (or peers) in a bottom-up fashion. Just as we've received input from stakeholders during the planning activity in the Fourth Space and have communicated with our colleagues on their plans for Gorilla Park, we intend to produce results that reflect the desires of all individuals and groups involved in this process.



### FLOWS

With an aerial perspective of Gorilla Park, we can see the movement of different modes of transportation. The colours allow us to visualize the ebb and flows of the STM bus, the minibus, the bike lanes, and pedestrian foot traffic. The park is itself a hub of activity, an eddy where people are drawn to and are able to interact with one another. Notice the points of which pedestrians and cyclists are drawn into the park. These nodes—as we call them—need to be carefully designed, as they are the entry points of the park and provide visitors with their first impression of the space.

### SHIPPING CONTAINER

Recent innovative technologies surrounding modes of shared mobility have presented a new challenge related to their organization across the city. The use of shipping containers as designated spaces of storage and charging for electric Bikes and Scooters should encourage the use of these modes, while enhancing the appearance of Gorilla Park. The choice of a shipping container as the design for designated station of shared mobility is based on its practicality, its stylistic continuity amongst the proposals of our associates, and the way it reflects onto the unique history of the site. Moreover, the container would serve a dual function; in the absence of scooters and bikes during winter seasons, the containers could be used to store park furniture, such as tables and chairs.



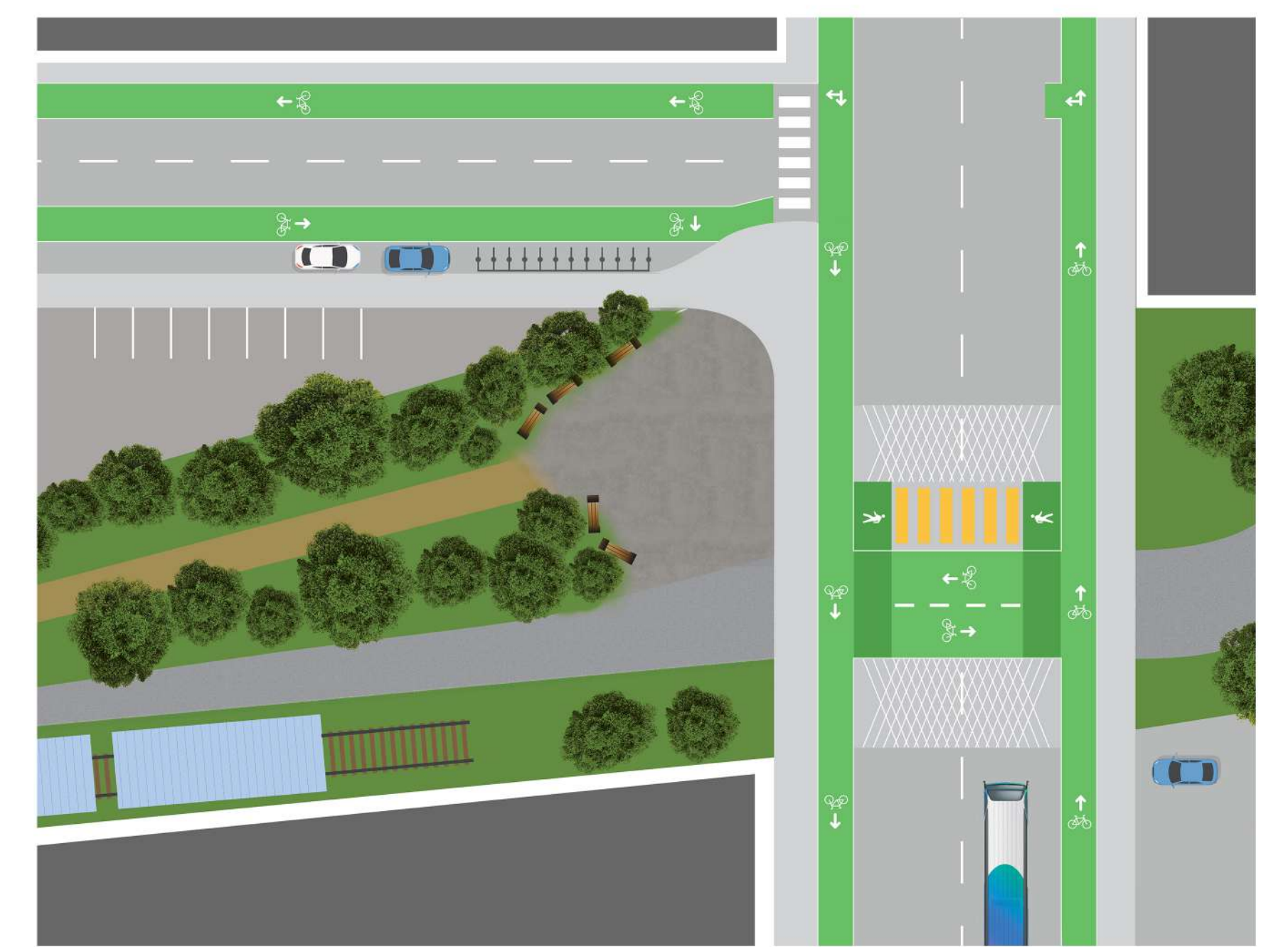
### SIDE ENTRANCE

The pathway between the Element AI building on Rue Saint-Urbain is an important point of entry, in which passersby leave the bustle of the street for the calm, amiable setting of the park. As it stands, the pathway creates little curiosity as to what exists on the other side. In our proposals, we seek to emphasize this point of entry by implementing a crosswalk facilitate pedestrian access and visually emphasize this path. In the alley design would be improved by improving the lighting, adding vibrant art, places to sit among other attractive features. As pedestrians pass through, they are met with a community garden, and a verdant, landscape of flora. This juxtaposition from grey to green invokes a pleasant sense of shock and awe.



### CROSSWALK

This intervention is viewed as critical and proposes the reconfiguration of Rue Beaubien on the southern edge of the park by the implementation of a raised crosswalk. At present, the bike path from the former railroad tracks dead ends at Beaubien, creating a hazardous outpour of pedestrians and cyclists onto the street. During a visit to the site at rush hour, we observed and documented a high volume of dangerous road crossings as pedestrians and cyclists threaded bumper-to-bumper traffic. What we propose is a raised crosswalk that would effectively thwart traffic, allow safe passage for non-motorists and reduce confusion among all different road users. The raised design creates a physical obstruction to vehicles and acts as a safety measure that helps reduce the risk of accidents. The crosswalk would separate pedestrians from cyclists with clear physical demarcation. Globally, the crosswalk would help with the linkage of existing and projected cycling paths together and with the park.



### NORTH ENTRANCE

The northern entrance located at the corner of Saint-Zotique street and Esplanade avenue is an important node of mobility that serves many functions. First, it is as an entry point to the forest walkway through wide stairs—and a ramp for universal access. Second, it serves as a connecting point where people can simply wait and relax. In that sense, the physical design plays a more integrated approach, the stairs are wide enough so people can sit and a shipping container is incorporated with a green roof and without its walls. This expands the industrial theme throughout the main areas of the park while preserving the more natural feeling. Third, as a node of mobility it features a proposed mini-bus stop, bike racks, an additional Bixi station, and scooter parking on the street. Additionally, two crosswalks are added for increased pedestrian safety, and Esplanade is turned into a Velourie where cyclists have priorities over cars.



**BIBLIOGRAPHY**  
 Alexander, C. (1977). A pattern language: towns, buildings, construction. Oxford university press.  
 Admin (2019). Friends of Gorilla Park. Retrieved from <http://www.parcdesgorilles.net/>  
 Salingaros, N. A. (2010). P2P Urbanism. Creative Commons online report at: <http://zeta.math.utsa.edu/~yxk833/P2PURBANISM.pdf>  
 Grescoe, T. (2012). Straphanger: saving our cities and ourselves from the automobile. Macmillan.