

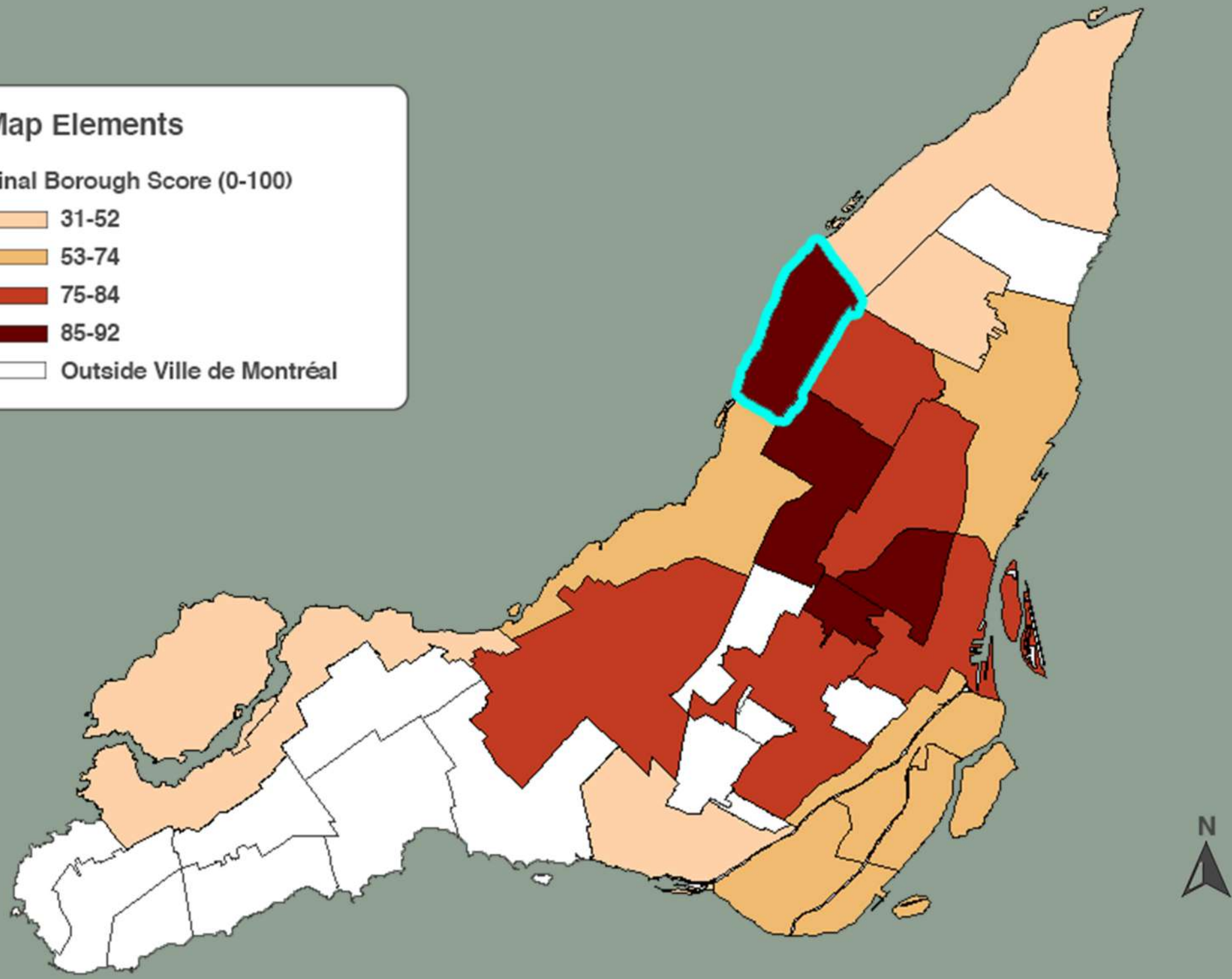
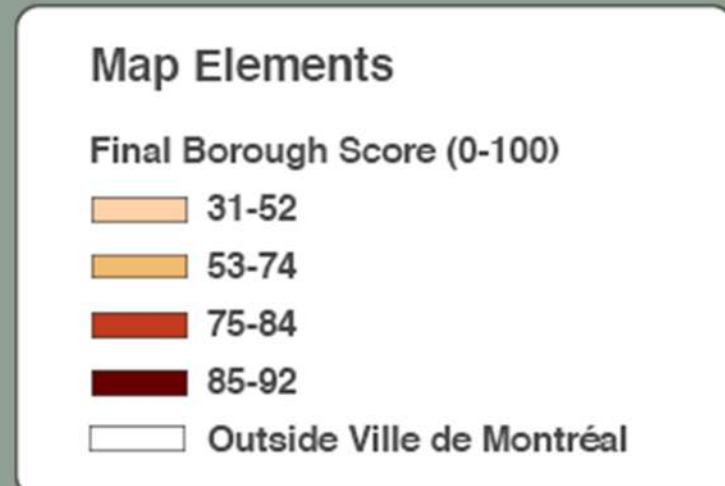
# From Fringe To Hinge

## Completing communities through inclusive, productive and entrepreneurial fringe space

### The Project

Our project is a two-step process that promotes equity and agency in the urban landscape. First, it presents a framework for identifying areas most suitable for the expansion of public space. As such, it guides the viewer through a methodologically tight GIS analysis that balances physical expansion potential with the socioeconomic profile of Montreal Boroughs. Second, it presents a multifaceted approach for completing communities through the transformation of fringe sites (e.g., surface parking) into inclusive, productive and entrepreneurial space.

### Final Score per Borough in Ville de Montréal

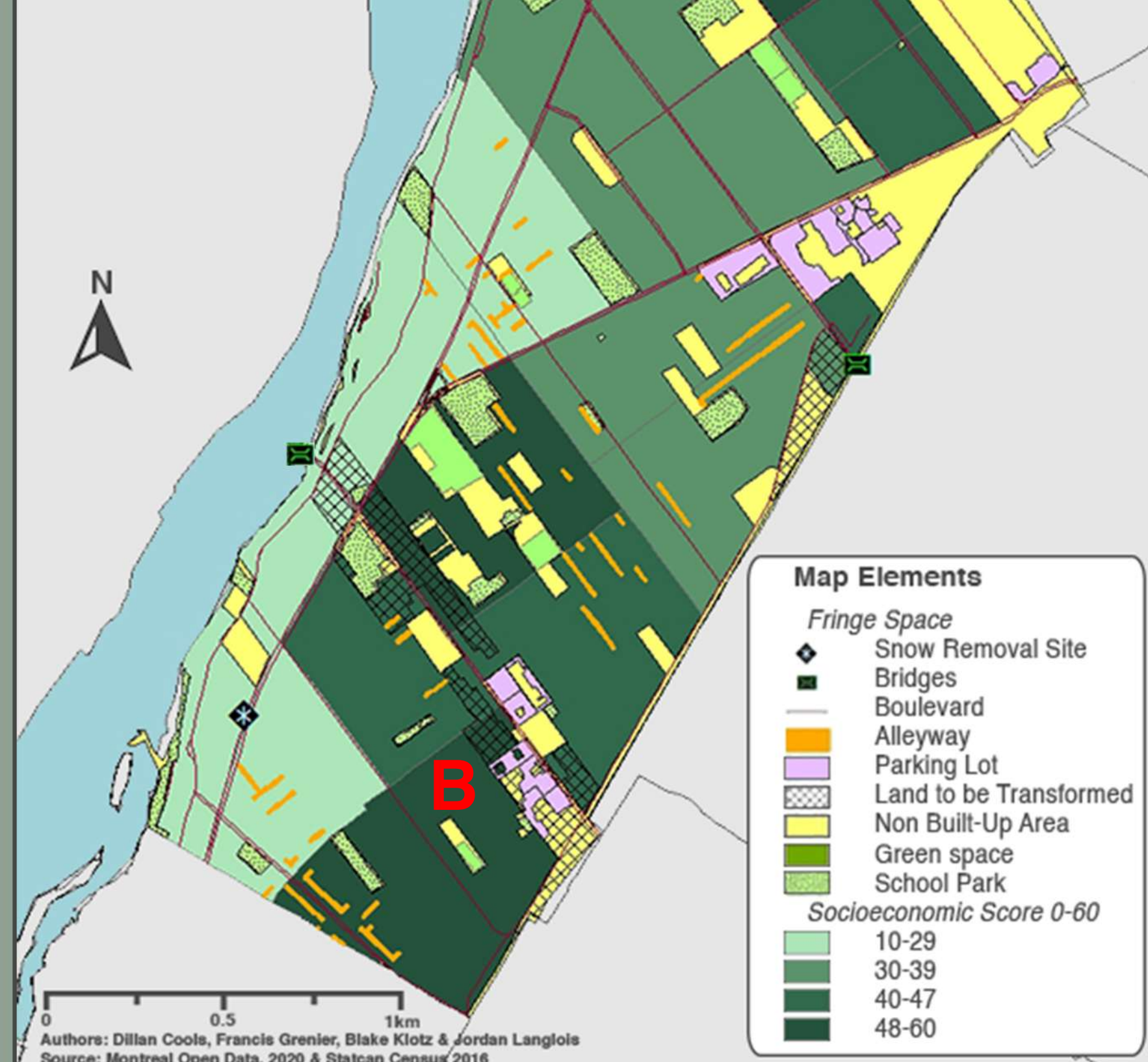


Authors: Dillan Cools, Francis Grenier, Blake Klotz & Jordan Langlois  
Source: Montreal Open Data, 2020 & Statcan Census 2016

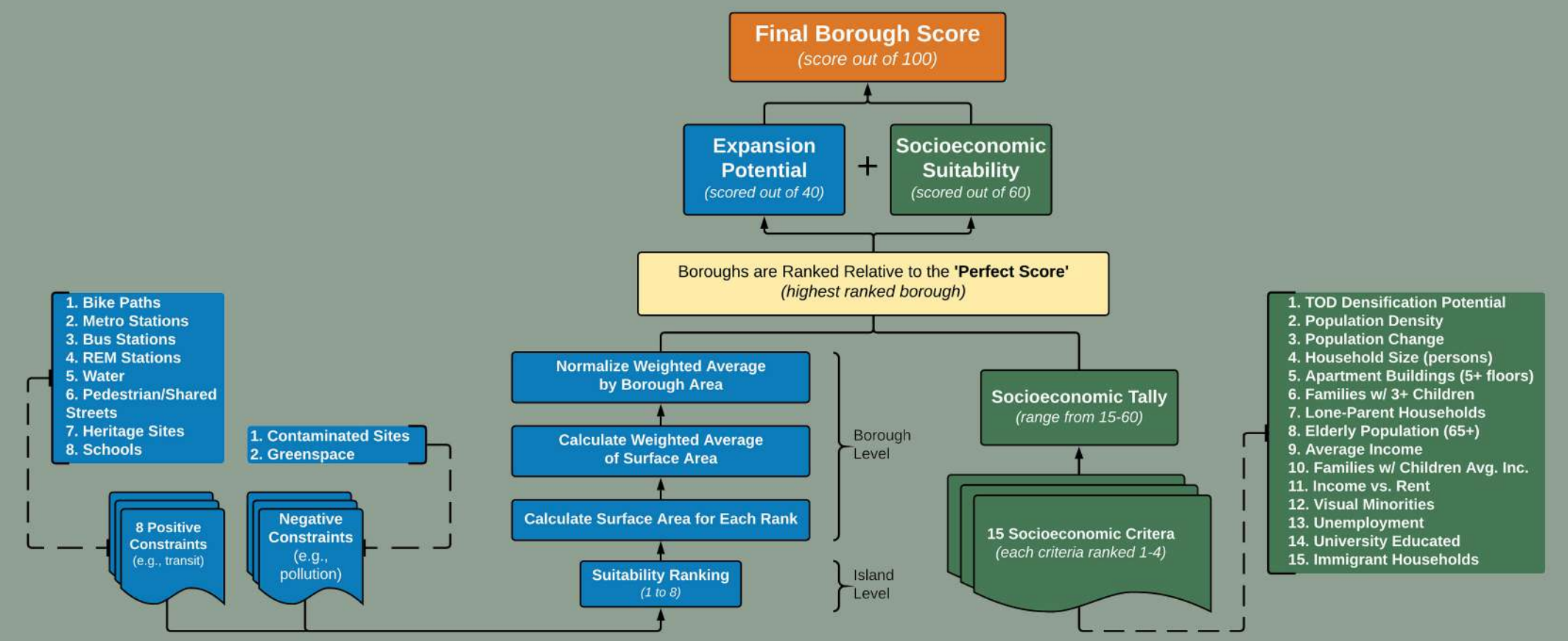
### Outcomes

Our analysis resulted in the identification of the Pie-IX corridor and the northeast neighbourhood as priority zones within Montreal-Nord. We have identified a continuous strip of land adjacent to the northeast neighbourhood consisting of greenspace, schoolyards, and non-built-up areas. In the spirit of increasing access within underserved communities (e.g. isolated, low socioeconomic status). We propose a public corridor that integrates existing public space by repurposing fringe barriers into sites that serve the community's needs (e.g., access to affordable and nutritious food). We also suggest pop-up infrastructure along Pie-IX that reclaims car infrastructure, enables local vendors to benefit from increased economic activity and measures potential for further semi-permanent or permanent infrastructure that can offer long-term opportunities. Lastly, we propose the creation of productive and entrepreneurial spaces within both priority zones, with interventions such as microbusiness infrastructure, that will help broaden business opportunities, strengthen the local economy and provide services and amenities needed for a complete community (see Image 1).

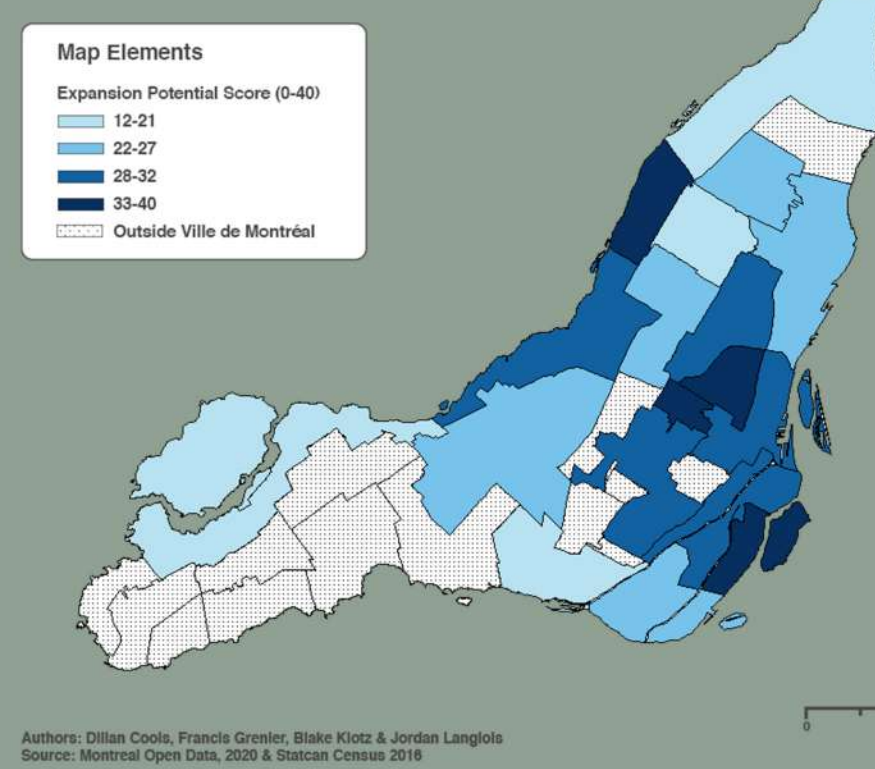
### Fringe Space Identification and Socioeconomic Score per Census Tracts for Montreal-Nord



A) Montreal's Bus Rapid Transit will soon stop along the Pie-IX corridor, a largely commercial zone consisting primarily of strip malls, surface parking and non-built-up area. This car-dominated environment is at odds with the future influx of transit users.  
B) The northeast zone is a densely populated low-income residential area home to a large visible minority population and has relatively high rates of unemployment and lone-parent families. The built form is dominated by low-rise apartments with blueprints that leave little room for greenspace or amenities.

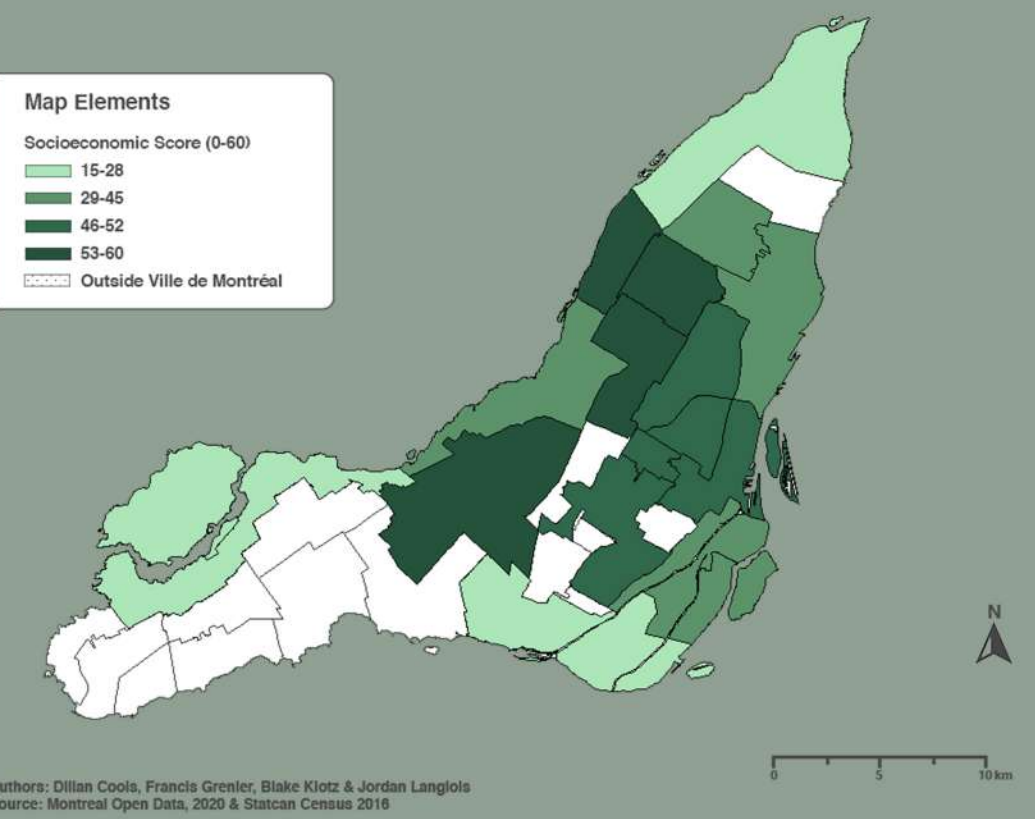


### Physical Expansion Potential per Borough in Ville de Montréal



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Source: Montreal Open Data, 2020 & Statcan Census 2016

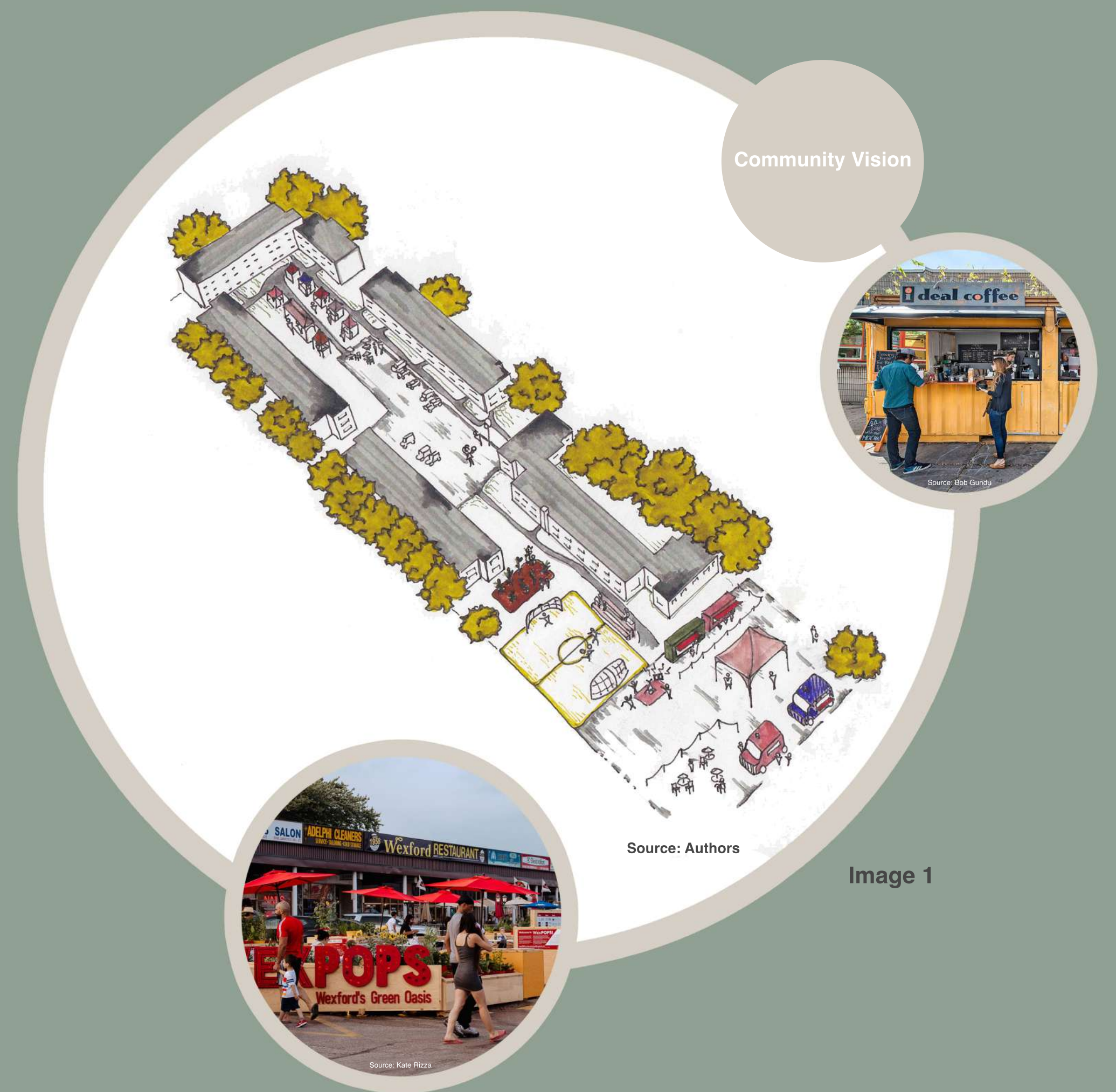
### Socioeconomic Ranking per Borough in Ville de Montréal



Authors: Dillan Cools, Francis Grenier, Blake Klotz & Jordan Langlois  
Source: Montreal Open Data, 2020 & Statcan Census 2016

### Methodology

To select a suitable borough, we measured expansion potential using proximity to positive and negative constraints (e.g. features we want to be near or afar), which resulted in ranked surface areas across the island that we processed at the borough level into a Physical Expansion Potential Score. Next, we conducted a robust socioeconomic analysis using 15 criteria that warranted expansion (e.g. density) while also indicating unequal opportunity (e.g. income, education, visible minority) and calculated a borough level Socioeconomic Suitability Score. The two scores were aggregated into a Final Borough Score used to identify our most suitable boroughs. Lastly, we narrowed our scope to identify priority zones at the census tract level, located underutilized space within these zones and proposed our vision for community-reinforcing interventions within this space.



Source: Authors

Image 1

### What is new and distinctive about your project?

We propose a framework for public space expansion that re-interprets recent zoning by-laws in other cities to match Montreal-Nord's built form. For instance, in Toronto's post-war Tower Neighbourhoods, where massive lots and dated zoning laws limit access to amenities, the new RAC Zone by-law has allowed 500 sites to become complete communities. This means the construction of temporary, semi-permanent or permanent on-site structures that could house daycares, libraries, groceries or many other important services. While Montreal-Nord's built form is quite different, the northeast zone situated on the borough's margins shares problematic characteristics. It is a densely populated low-income residential area with a built form dominated by low-rise apartment buildings that cover a large percentage of their lots and leave little room for greenspace or other amenities. We have previously identified this area as a food desert and propose that our public corridor include community-based entrepreneurial spaces where vendors sell affordable food and/or integrated programming with community organizations where food is grown and donated.