MOBILITY PILOT PROJECT

GORILLA PARK

A Sustainable Space for All

Urban park, Urban Planning, Community Planning, Fragmentation, Mobility, Sustainability

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Project Presentation

Background

In the Summer of 2019, scooters and bicycles suddenly inundated the streets of Montreal. They were seen parked in groups on the sidewalks, chained to lampposts or simply leaning against walls. Montreal already had a broad system of bike paths and docked bicycles, which allowed for a comprehensive system that identifies flows and nodes of alternative transportation. Even though there is variability, the current system is for the most part constant and mappable. However, the so-called "floating" vehicles (i.e. vehicles that do not have to be parked or docked in specific points) are permanently variable and random in space and time in the city. They are rented via online applications and can be picked up or dropped at any point. This is a trend that has taken by surprise city governments, community organizations and ordinary citizens across the world. The implications to integrate the vehicles into the system are logistical (as it is not clear where, how and when the vehicles are to be removed or replaced), jurisdictional (as there is not a clear sense of whether it is the private and/or the public sector who is responsible and accountable for the vehicles) and, most of all, systemic, because transportations systems have been historically managed on the basis of mostly constant and predictable flows. Even when urban flows are in permanent movement, there are rhythms that are identifiable. A metro or bus system, for example, is utterly dynamic but its flows and stops are constant. Taxis, private cars and bicycles, on the other hand, are random and variable. The system of floating vehicles introduces variability into a historically stable and constant transportation system. This introduces a number of dilemmas and tradeoffs to be negotiated between the two systems.

Figure 1. "Floating" vehicles are bicycles, scooters, cars or any kind of vehicles that do not have a designated place to be docked. Source: ElectroScooter in Stockholm. Own Work. Rlbberlin. Wikimedia Commons. 18 August 2019.

Interinstitutional Collaboration

This project explores urban design and urban systems solutions to address issues of shared mobility, accessibility and urban fragmentation. It is a pilot project to create a park and a shared mobility hub in the borough of Rosemont-La-Petite-Patrie in Montreal. This is to be a node of many in a metropolitan-wide shared mobility system. A shared mobility approach to city planning incorporates notions of Transportation Oriented Development (TOD) and Pedestrian Oriented Development (POD) and links it to notions of smart cities and autonomous transportation. The challenge at hand was to create a public space that incorporates these questions as well as notions of placemaking, community planning and open urbanisms.

This project is part of an urban design studio taught in the Department of Geography Planning and Environment at Concordia University in Montreal, and it takes place in the context of the first edition of the CitéStudio Montreal program, which fosters collaborations between academics, students and the city government. The laboratory course (URBS333-Urban Laboratory) has historically worked on real-life and site-specific problems in Montreal. Therefore, there is often a close collaboration with the City of Montreal, community councils and citizen organizations. We selected the case study in collaboration with the City of Montreal and CitéStudio Montreal. The students participated in planning events such as community

meetings, design charrettes, presentations and planning experiments. During the course of this one-year-long project we looked at some of the most pressing challenges in contemporary cities: urban fragmentation, accessibility and mobility, diversity and inclusion, smart cities and the democratization of planning processes. The ideas generated in this studio are published at the end of the course in Spectrum, the open-source repository of Concordia University, with the objective of opening a conversation about the site and allowing for future iterations of the project. The studio also explores the idea of Wikidesign and the approach of "adopt and adapt," which entails that the proposals discussed in the context of the exercise are open for future discussions. This approach has ensured that in previous editions of the course, the projects are later incorporated into the final designs and eventually built.

Shared Mobility Hubs as Public Spaces

The case explored was that of Gorilla Park, an irregular mostly vacant lot that is dispersed across the block framed by the streets, Saint-Zotique, Saint-Urbain, Esplanade and Beaubien. The block hosts the newly-built complex of the Artificial Intelligence division of Université de Montreal, a former factory that produced ammunition during the Second World War and several apartment buildings. The block used to be crossed by the railway in diagonal, and when this was removed a forest spontaneously grew in the site. The neighbours living around the block created the community organization, Les Amis du Parc des Gorilles, to protect this space from gentrification and deforestation and to foster community planning initiatives. After years of community engagement, they concluded that any design project should render the site "wild" (i.e. keeping the existing forest as is), turn it into a link (i.e. integrating the site in its larger context) and should consider human scale. In parallel to that, the challenge of posed by The City and CitéStudio was to test a pilot project for the development of a hub of shared mobility (pole de mobilité partage).

Open Urbanisms (Methodological Approach)

We applied the methodology of open urbanisms (De la Llata, 2015, forthcoming), which builds on community planning/design methods such as placemaking, pattern language design (Alexander, 1975, 1977, 1979) , community charrettes and peer-to-peer (P2P) urbanisms (Salingaros, 2010). This methodology has been applied through the past five years (2015-2020) to redesign a number of public spaces around Montreal. We have applied it to parks, placettes, alleyways and industrial sites, such as abandoned factories, railways and industrial yards. The studio is also in close relationship to the research collective Cities X Citizens, which concentrates in the study of public space and practical applications of the right to the city. Open urbanisms addresses the question of the city as an open system. This entails not only having spatial and material access to a site, but also considers urban space as a realm that is open for participation. That implies that the city becomes susceptible to changes and is potentially editable. The conceptual principles draw mainly

from the notion of open-source systems and wikis. In that sense, urban sites are seen as "editable" texts under permanent transformation. This approach was tested in the studio and in different community events. The most outstanding experiment with this method was the workshop, Open Urbanisms: Rethinking Public Spaces, which took place in the context of Le Monde Festival in Concordia's 4th Space. In this event, students, academics, city officials and community members participated in the co-design of the site. With the aid of recycled materials and modular cubes, the site was represented and designed in three iterations. The exercise emulated an offline version of a wikisystem (See Figure 2).

Figure 2. Open urbanisms workshop at Concordia's 4th Space. Source: Caption from time lapse video by 4th Space. Montreal, QC. October, 2019

The project was developed by five teams specialized in issues of (1) community engagement, (2) sustainability, (3) mobility and accessibility, (4) hard design (design of permanent structures), and (5) soft design (design of temporary structures). In the second part of the term, the teams were divided on the basis of sectors. In the document, you will see five posters addressing each of the five conceptual layers and then five posters tackling the site by sectors. These five teams actually worked as one team of five subteams as there was very close collaborations. The instructor facilitated discussions among groups in order to create a coherent proposal. It is worth mentioning that the last part of this project took place in the context of the COVID-19 pandemic of the Spring of 2020. Therefore, the design reviews and the synthesis of the project had to be done online.

Figure 3. A team of teams. The studio operated like one team formed of different smaller teams focused on specific tasks and approaches. Source: Silvano De la Llata. Montreal, QC. October, 2019.

Conclusions, Lessons and Design Dilemmas

Through these workshops we identified a number of dilemmas to be addressed. First, there was the dilemma of constant vs. variable. The challenge was to create a space that brought together the different versions of floating vehicles (scooters, bicycles, shared cars, etc.). The dilemma consists in the fact that the nature of the floating vehicles is precisely that they are not docked. The solution for that was to conceive a space that did not necessarily anchored the vehicles in the site but that created use "gravity." That is to say, that attracted the users of these vehicles into the space. This was achieved by designing a central placette and a bicycle bar in the center of the park (See Figure 5) as well as two entrances at the end of the diagonal cutting through the block (See more in the body of the document). Second, we faced the dilemma of "wild" vs. accessible. The neighbours proposed that the area of the forest was left untouched (i.e. wild) while, at the same time, the space had to be made accessible to vehicles with wheels and people of reduced mobility. To solve this, we proposed a raised platform made with an "Irving" grid. This rendered the space flat while at the same time allowing the trees to grow and even the bushes and plants underneath, as the sunlight can go through (See Figure 4). Finally, there was the dilemma of creating a modern space

in the context of a site with strong industrial heritage. This was addressed by taking an approach of "celebrating the current history." This entails that rather than separating the past and the present, we embrace the current new technologies as the railway (when it was a new technology) was integrated into the site.

Figure 4. Wild and accessible. A raised "Irving" grid was proposed to achieve transparency to let the plants grow and a flat surface on which wheeled vehicles can run. Source: Early sketch of raised grid promenade by Silvano De la Llata. Montreal, QC. 2019 (See plans further in the document).

Figure 5. Gorilla Park's Placette. Source: Lazaris, C; Ercolano, D; Vargas Medina, O; Wu, Y; Toth, S., 2019. Montreal, QC. 2020. See more in section Form Follows Flows in the body of the document.

A dilemma entails that you have two problems juxtaposed in such a way that when you solve one of the problems you exacerbate the other. The city is full of them. We go to cities to look for surprise and spontaneity, while we have a need for safety and stability. We crave for a sense of belonging and historical memory, but we also look for relentless modernity. Urbanity gravitates between such extremes. Moreover, it entails living between those extremes. Therefore, even though we can never fully resolve these urban dilemmas, we can conceive a city that is co-created and subject to constant change. The city is made of iterations, adaptations and reinterpretations. This project (any project, aware or not) is but an iteration in the never-ending process of city-making. Even a built space is never really "finished" as citizens can always reconceive and remake the space. This is where balance lies. Being aware of the processes of adoption and adaptation of ideas is what gives exercises like this an afterlife in the collective intelligence process that city entails.

Silvano De la Llata, PhD
Project and Studio Coordinator
Montreal, Quebec. 2020

Iterations by Conceptual Layers (First Semester)

EFFICIENTLY GREEN
A Sustainable Approach to Park Design

Gorilla Park intersects the neighbourhoods of
Rosemont, Parc-Extension, Mile-End and Outremont.

Social Unity **Good Materials** **Wild Vegetation** **Waste**

Concept

Our main concept for the site is to bring efficiency to park design. We want to encourage an environment of sustainable mobility. Thereby, focusing on the social, economical, cultural and environmental aspects of sustainability, through the eyes of movement. The goal is to create an environment that will entice individuals to use the space by making it versatile to the varying activities and demands of the population**.**

Objectives

Our group is proposing to create multiple paths with permeable pavement that leads to a central area in which people can congregate. This path will be surrounded by greenery, such as trees, flowers, shrubs and native vegetation. This will be used as a protection from the wind and an improvement of the aesthetics of the area. We are attempting to plan holistically by looking at cycles and externalities. For instance, our vegetable garden will help support low-income housing by producing fresh ingredients. The plants from the garden will in turn be fertilized by food scraps from passerbys, as well as garden cuts. A rain water barrel will be put in place for watering needs and on-site tool cleaning.

Approach

Our project is guided by the concept of efficient sustainability. We plan to achieve an efficient mobility pole for Gorilla Park by focusing directly on all four pillars of sustainability: cultural, social, environmental and economical. Each one of them will ensure a future for the space, allowing it to evolve according to changing needs and values. Social efficiency will create access to all age groups and cultures in the community; and therefore create unity. Economic efficiency will be supported by long-lasting materials and various events, actively retaining profit. Cultural efficiency will be achieved by encouraging collaboration between the users of the space and preserving the sites heritage, along with its value to the surrounding residents. Lastly, Environmental efficiency will be assured with, long-lasting materials, the promotion of active travel and an increase in greenery on the entire site.

Statement of the Problem

Currently the park is not being utilized to its fullest potential. The activity on the site is restricted due to the presence of nearby residential, commercial and industrial complexes. This park is also at the intersection of a mix of cultures and neighbourhoods. Private parking also presents a threat to the area. One of the main challenges in redesigning the park is creating a connection point that is sustainable in nature and welcomes every person in the diverse neighbourhood, by bonding both the city of Montreal's mobility objectives and the resident's desire for a welcoming leisure space.

Methodology

There were several methodologies used when interpreting the site. Firstly, we physically visited and surveyed the site and surrounding areas. We then decided which intervention and patterns could be introduced into the park, which was shown through sketches. There was also an open planning experiment at Concordia's 4th Space that inspired our ideas. This led to many debates between and within the different teams regarding which patterns should be used and where necessary interventions should be placed. Christopher Alexander has been the main inspiration for the conceptual use of patterns. Furthermore, we made sure that all the patterns worked with each other and made logical sense in their placement. The initial poster was based on a week-long charette to present our final ideas. We then digitized our work through SketchUp, AutoCad, Photoshop and Canva.

Perspective Drawing

Overall view of the park with several of our interventions. It shows solar panels, different types of vegetation, waste disposal, cyclist café, vegetable garden, boardwalk, solar powered lighting, and permeable pavement. While Quebec has clean sources of power with hydroelectricity, to avoid ambiguity as to who's paying for the electricity, solar panels provide an opportunity for energy to be produced within the site. All of these interventions are linked with economical, social, environmental and cultural aspects of the park. This perspective is based on the collaboration with the other groups, especially the communal eating containers and the shared mobility containers dispersed throughout the site. It also shows how there is native plants throughout the site.


Boardwalk Surrounded by Greenery

Creating an access point for different users of the park. The main material used is metal to ensure year-round durability. Solar powered lighting is also present throughout. Overall, it creates a path through the trees and vegetation, conserving the site's wild aspects.

Vegetable Garden

It is a space designed to bring the community together and preserve the heritage of the italian community which is situated in the neighbourhood. Moreover, the vegetable garden's surplus can be given to the café in order to prevent create waste.
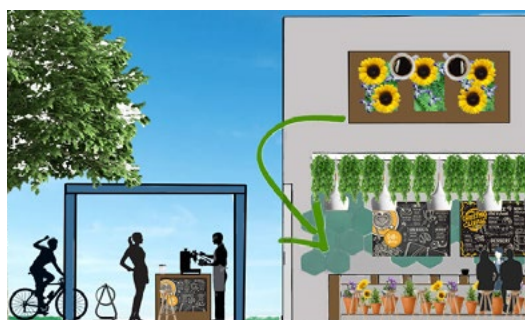
Café

The café takes into account the economical aspects of the park by hosting events which retain profit that will be reinvested into the site. Also, it is designed to allow for cyclists to stop by. In regards to sustainability, the café will take into account the efficiency and durability of the materials being used.

Permeable Pavement

It is set to create a sustainable path throughout the park. It allows water to be filtered through the gaps in between the pavement which makes the pathway more durable during rain, and snow. Moreover, it doesn't require intensive labour to maintain it.

Mobility Container

This container is an ideal way to combine sustainability as mobility along with mobility as sustainability. This is a design inspired by the mobility group. We aim to encourage greenery on the exterior of the container.

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Diagonal Section View of Gorilla Park:
This section view covers the linear stretch of the park from the corner of Esplanade and St. Zotique to the corner of Beaubien and St. Urbain. The presence of recurring shipping containers, materials and moveable seating unify the space along the horizontal plane and allow for versatility.

A Little Bit About Gorilla Park
Nestled in between the neighourhoods of Mile-End, Mile-Ex, Parc-Extension and La-Petite-Patrie, Gorilla park, for all intents and purposes, does not currently exist. Today, it is nothing more than a mostly hidden forgotten space between buildings of large scale, used for parking dozens of cars. The space's history is rich, yet little remains in its environment to signal to its identity as anything more than a paved expanse of placelessness. Gorilla Park needs an established identity within its diverse context, and that identity needs to combine usefulness as a node of well-integrated urban transportation, as well as a place of leisure and natural environment for the surrounding communities.

What is Our Goal?
Our objectives for Gorilla Park are centered on using non-permanent design as a medium for creating a sense of place within the park, as well as creating a useful node of modal change for public transportation. The park should offer incentives for people to enter and remain in the space, and we seek to achieve this goal by creating a multitude of moveable and interactive designs which allow the user to make the space their own.

What is Our Vision?
The leading concept in our design of the Gorilla Park space is to allow the individual user to interpret the space as their own through movable and interactive design. Our vision is that these individual experiences in the space will flow into and alongside each other, creating an overarching and unifying sense of place for the surrounding communities.

What Inspired Us?
The approach we took with our re-interpretation of the Gorilla Park space was highly influenced by our interpretation of the activist group "Les Amis du Parc des Gorilles", who represent the needs and priorities of the local community in regards to the park. As per their interests, they use three words to describe the future they want to see in Gorilla Park: wild, linked, and scaled. Our design kept these concepts in mind, as we sought to bring nature back into the space, allow for a natural transportation link to develop, and create a sense of the human scale between the large buildings.

This is How We Did It.
To have a better understanding of the space and how it can benefit its users and attract new visitors, we have undergone a process that includes open urbanisms, tactical urbanism, and attending community meetings with various stakeholders of the project. In Concordia's 4th Space, we practiced "open urbanism" by creating a physical and interactive representation of the park and our proposed designs. This interactive planning exercise unfolded in three separate iterations, where community stakeholders were encouraged to participate and express their ideas and concerns about the project. We have also attended a "Les Amis du Parc des Gorilles" community meeting where we got a better sense of how the neighbourhood utilizes and envisions the space.

WELCOME TO THE JUNGLE
Curating place through adaptive design in Gorilla Park

St-Zotique O and Esplanade Entrance & Boardwalk:
This entrance to Gorilla Park is readily accessible for everyone. The pyramid stairs and adjacent ramp on the north end of the site create a flow from the street to the gridded boardwalk. The arch and bus stop have been inspired by the containers located throughout the park. With the addition of solar panels on the roof of these, any lighting in this corner will come from a renewable source.

Entrance on Beaubien and St-Urbain:
Creating an entrance room for Gorilla Park through continuing theme of containers and the addition of a space to sit and enjoy. The corner entrance to the park through Rue Beaubien Ouest and Rue St-Urbain is framed by shipping containers used for bike storage and charging stations for shared mobility modes. It highlights the historical essence of the previously industrial neighborhood, while adding some wilderness throughout the seated walls and greenery.

The Placette:
Provides modularity through its ability to function as a single unit or be subdivided to meet individual needs. The focal points of this space are communal eating with scattered tarp coverage, an open shipping container that provides shelter, and the open space of the placette where any form of activity may take place.

Open Air Gallery:
In a community that has well established itself as an art hub, the open-air gallery will aim to offer a display for the local artists in the area. Their placement, adjacent to the parking lot, encloses the space while engaging the community.

Moveable Tables and Chairs:
The moveable seating will allow people to individually interpret the space in gorilla park. The majority of seats and tables will be placed around the placette, as this space will be designated for communal eating.

Climbable Geometric Gorilla Statues:
A symbolic structure of the park that may be used for play. The gorillas will bring thematic continuity throughout the entire park, as well as provide a dynamic, fun environment for the children of the community

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CREATING A PLACE TO SHARE

Designed with you in Mind

Statement of the problem:

The site of Gorilla Park is a very challenging one to revitalize. The park is located directly adjacent to two sets of train tracks with very different neighborhoods surrounding the area, leaving Gorilla Park fragmented. Gorilla Park itself has several obstacles too. The block that Gorilla park is located on is scattered with private property with large industrial buildings on the block. The remaining public property is rather bleak, with gravel scattered around it and few trees providing cover. The land shape is also less than ideal as it is a thin, long strip of land running from the northwest corner to the southeast. Currently, these characteristics leave Gorilla Park as an abandoned place in the community, causing it to become an eyesore. Despite all of these negative factors, Gorilla Park still has good potential, and if designed carefully, could become a focal point to the surrounding neighborhoods.
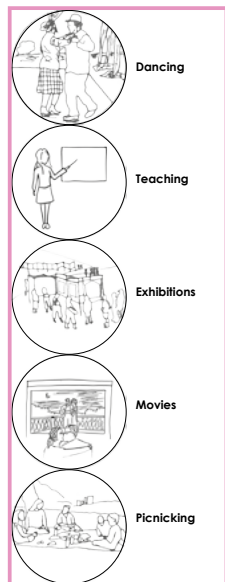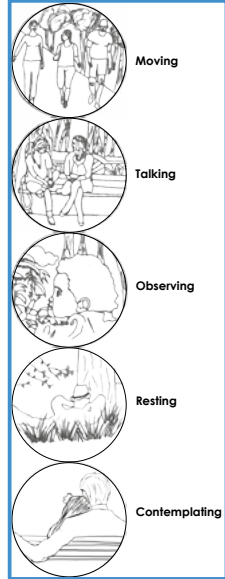
Objective:

As the team of community engagement, we want the existing community to feel intimately connected to the park. The plan is to build with the existing identity of the community in mind, by accommodating both Biophilia and daily life (Salingaros, 2011). Using the 2016 census tracts we selected all sub census tracts that intersect with Gorilla park at a 300 feet distance (Alexander, 1977). We learned that the surrounding community have roots outside of Canada, mainly first or third generation immigrants, with many having earned their post secondary diplomas or certificates. In terms of economy, the median salary is slightly less than 50 thousand dollars annually. Almost 80% are between 15 and 64 years of age and almost half of the community are families with children. In terms of mobility, 86% commute within the census subdivision where 43% take public transit and 27% take other modes such as walking, biking etc (Canada, 2016). Using this information, will facilitate creative patterns that complement the existing infrastructure, rather than modernizing the entire location.

Approach:

Our approach is to complement the existing infrastructure, and not impose anything radical – avoid modernity. We will remain sensitive to what is existing in culture, history and ecology. We adopted the approach of Place making and used Christopher Alexander's philosophy of letting the community design by implementing technological tools and incentives for the community to recreate the park. In addition, referring to Alexander's timeless way, our design can serve as a platform for communities to build off, forever adapting to the comforts of new visitors (Alexander, 1977, 1979). We also aim to merge multiple disciplines together by integrating diverse opinions into a cohesive vision (Project for Public Spaces, 2007).

Methodology:

Considering the diversity in cultures around Gorilla park and its forecast of economic growth, open urbanism will critically direct every design intervention. The first approach was to individually research and develop an album with our own personal designs, and arguments. We then brought them all together, constructively criticizing each other to form the best ideas. We visited the park and stood at different angles for long periods of time to immerse ourselves in our ideas and designs. During Charrettes, we will inquisitively challenge the critics to our ideas to provide detailed understanding as to why some are not developed. Our methodology is to be gender neutral and use triangulations, which is to bine overlapping functions into small places (Alexander, 1977). Open urbanism, the concept of having open data, open thinking, and open markets, will be merged with Tactical urbanism, the creative use of temporary structures. Both types of interventions will be built with technology, social infrastructure, soft design and sustainability.

Moving

Talking

Observing

Resting

Contemplating

Dancing

Teaching

Exhibitions

Movies

Picnicking

Concept:

By combining everyday activities with episodic, we aim to make one cohesive adaptive park. In the center of the park there will be a placette where large activities can happen such as the Nomad installations, festivals and so on. When activities are not going on it can be used for everyday activities. The projector can be used for teachers to teach, artists to exhibit art or movies and songs. The dance floor is also adaptable to serve functions like yoga, martial art courses or simply lectures to teach or train people about new skills. The pattern intends to inspire collectivity to reimagine and reinvent the public space.

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Class: URBS 333 - Fall 2019
Date: November 26, 2019
Project location: Rosemont-La Petite-Patrie

The Industrial Jungle
A Foundation for the Community

GORILLA PARK

The MIL Project is an agreement signed between La Ville and MIL Montréal. The project, currently in progress, consists of renovating an area in Outremont, with Gorilla Park being one specific area of interest. We are aiming for sustainability and we are banning automobiles to create a pole of shared mobility.

Gorilla Park was the former home of a railroad that is now an urban forest of full-grown trees. However, earlier this year (2019), its private owners – Olymbec – have decided to bulldoze the south side of the park to make space for active transport pathways.

STATEMENT OF THE PROBLEM

Gorilla park presents a few challenges::
- The area that we have to work with is very linear
- Limited space, intervention would be costly
- The Friends of Gorilla Park wish to preserve the parks history
- We want to re-use as much material as possible
- The park needs to have a strong presence of greenery

METHODOLOGY

Patterns of stair seats, placette, woonerf, boardwalk and the stationary caboose were all implemented in coherence with the themes of Gorilla Park. LED stair seats represent the A.I. future of the converging boroughs as new technology and business continue to exponentially change the future of Montreal itself. The placette is designed with contradicting geometric shapes illustrate the imperfect outline of the park itself. A placette dominated by a large circular patch of green is juxtaposed against the texture of pavement, allow the community to come together harmoniously in its epicenter. The woonerf on Waverly plays homage to the Industrial Era of the Park; composed of clay bricks and train tracks guiding people into the park. All the while a steel-grid boardwalk will be raised in order to respect the unforgiving topography of trees and greenery from the corner of Saint Zotique and Esplanade Ave. to the placette. Lastly, in coherence to the raised boardwalk, additional LED stair seats alongside the boardwalk, near Esplanade. A stationary caboose placed near Beaubien will be shaped to also honor the industrial railway history of the area, the station will also act as either a cafe, restroom and mobility station for the residents to gather and socialize.

APPROACH

Our approach is placemaking creating nodes of activity, space and meaning. Since all of our structures and ideas will be permanent, we tried to keep it as open as possible so that people would feel comfortable to use the space suitable to them rather than a universal way to interact with the space. Due to the topographical limitations and in order to maximize the space, we have decided to use interventions that alter the topography such the raised boardwalk and steps leading to a placette with a circular patch of greenery in the center.

CHALLENGE

The challenge for Hard Design was to implement more space in an area with such limited topography: there was no perfect canvas. In order to avoid gentrification to which urban planning has always had difficulty with, we designed in coherence with the historical values Gorilla Park already represented. Themes of industrial railways, the jungle atmosphere and newly A.I. had to harmoniously come together in uniform with the urban flow of the park. All the while leaving room for other interventions of Soft Design, Mobility, Community Gathering and Sustainability to flourish with the simplicity of our patterns.

OBJECTIVE

The objective of our designs and patterns were to create a foundation of space for the community's values and events. Textures of clay bricks, pavement, steel, trees and greenery play an important part in our design in order to represent the chronological passage of the park. Elevations are implemented in order to add more space for dynamic transformation and open connectivity throughout Gorilla Park. It was important to designate a center of node for all mobility and community gathering. As it was equally important to design with the themes of industrial and jungle in order to attract people into the park itself.

Boardwalk Jungle
Walking One With Nature

LED Lights
A.I. Illumination

Placette
Centre Of Activity

Caboose Station
Accomodating the Community

Industrial Woonerf
Following a Brick Road

Boardwalk will be a metallic grid-like mesh in order to improve its sustainability. Normal wood will rot over time; normal metal will eventually rust. Making a grid will allow rain and liquids to fall through and slow down the process of rusting. We want the railing along the boardwalk to be similar to an actual rail-way track, although the issue with that is that the contrast between the metallic walkway and the wooden slats in the railway is stark and quite frankly is an eye-sore. The plan then is to stylize the railway so that it still carries the same spirit while also matching the style that we've decided for boardwalk. There will be steps about halfway so people can opt in/out of the boardwalk should they please. It will have steps and ramps to accommodate various transportation methods

The theme of stair seats is scattered throughout Gorilla Park. LED lights are added with either every step or second step to illuminate these areas seamlessly. In order to avoid protruding lamps that would seem too invasive in design, LED lights are also designated the bottom of every tree. Creating a safer space at night since shadows behind the trees are avoided through this design. The illumination of lights has a plethora of positive benefits and the ability to change color will keep them festive if wanted. Benefits include further designating the pathway, lighting up the walkway at night (thus making it a safer space, and the potential benefit of boosting moral by using colors of festivities during the holidays.

The placette will be the heart of the park. It will be slightly raised, with three steps (featuring stair seats) leading up to the main platform (ramps will be put down for those using alternative modes of transportation). The main platform will have a large patch of grass for the community to picnic in its center. The trees we plan to feature will be illuminated around the base with strong LED lights, with additional LEDs being featured in the planned seating areas, stair seats and benches. Since this placette is designed to be the main activity-hub of the park, it is crucial that it is both accessible to any and all modes of transport and that it remains well lit at all times of day, in all seasons.

The caboose, cascading in red steal to illustrate the once vibrant industrial heritage, is now repurposed as a space of potential interventions. Forgoing its past utility as the crew cart, it shall now be utilised as a community gathering space. Since Montreal has four seasons, the caboose station shall be enclosed to withstand the harsher and colder months. Movable tables and chairs can be scattered around the station to accommodate communal eating, in addition to a small uni-sex washroom, creating a sense of place. Also, to address the rising issue of 'free-floating' vehicles (like Lime, Bird, Bixi, Jump), the nearest sidewalk will have a conveyor belt for leading the free-floaters to a charging hub located within the repurposed shipping crate. We want to marry the past, the future and emphasize the 'wildness' of the park. A rusty and industrial looking caboose would be reminiscent of the past, with vines growing up it to add greenery and a 'wild' feel. Thus, creating a space for shared-mobility between pedestrians and active transportation.
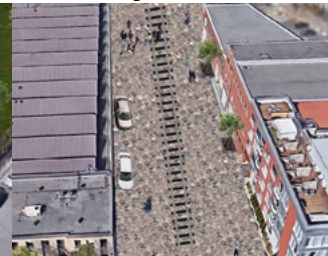
A woonerf styled layout will be implemented on Waverley Street to make it a pedestrian priority street. Natural barriers will be implemented to organically reduce the speed of vehicles. The street will be fabricated with clay bricks, to pay homage to the Montréal's historical industrial era and the theme of trains. Utilizing a colorful street will garner attention and curiosity, enticing folks into the park. This idea is partially inspired by the work of Bjarke Ingels. Patches of trees will be placed along the Eastern end with garage-space for cars placed between the trees. The Woonerf ends in a cul-de-sac with yet more trees. Continuing the theme of trains and industrialism, decorative train tracks will be placed along the street in the style of streetcar rails to allow for cars to drive on the street and so pedestrians don't trip. Waverly will lead people from the car priority Beaubien Street to the central Placette in Gorilla Park.
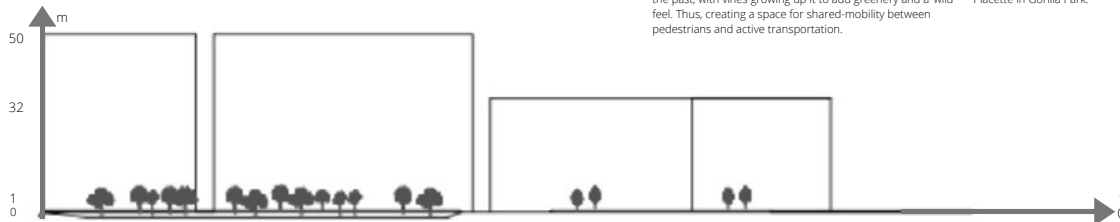
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EBBS & EDDIES
INCORPORATING NEW TECHNOLOGIES FOR FREEDOM OF MOVEMENT

Rue Saint-Urbain
Saint-Zotique Street
Waverly Street
Beaubien Street
Esplanade Avenue

Gorilla Park Networks
- Pedestrian Network
- On-site Pedestrian Network
- Road Network
- On-site Road Network
- Protected Bike Lanes
- Unprotected Bike Lanes
- On-site Bike Network
- Velorue
- Public Bus Network
- Minibus Network
- Woonerf

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 projected 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.

REGIONAL NETWORKS
- Existing Bus Network
- Existing Bike Network
- Proposed Minibus Route
- Gorilla Park
- Tech Poles
- UdeM
- Metro Stations
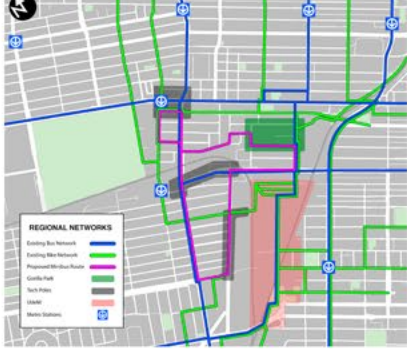
STATEMENT OF THE PROBLEM: Located in what was once a bustling industrial neighbourhood without a name, Gorilla Park is a virtually unused lot situated just north of the Van Horne overpass in a section of Mile-Ex known as Marconi-Alexandra. Recent development in the area, such as the new UdeM campus and 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 charette 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 four planned interventions by drawing from concepts related to peer-to-peer urbanism and Christopher Alexanders' 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 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 the ebb and flows of the 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-Urban 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 emphasis 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 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 which go around the main area 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 Velorue where cyclists have priorities over cars.
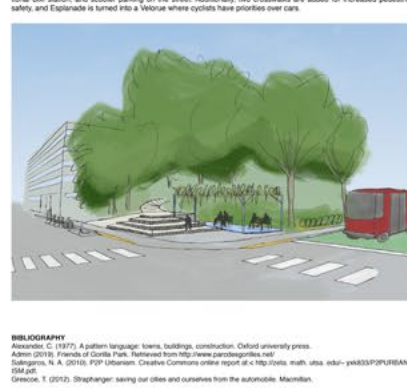
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THE MOBILIST
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Jordan Langlois, Kristopher Adam Poteet & Michael Tomizzi

Iterations by Sectors (Second Semester)

Public Spaces and Mobility Hubs
An Active & Sustainable Pilot Project

(Site plan labels): Rue Saint-Zotique · Bike lanes · Mobility Hub · Board-walk · Tree Nursery · Art wall · Rue Esplanade · Parking dividers · Presence of rail · Rue Saint-Urbain · Central Placette · Staired seating · Community Garden · Cyclist Café · Woonerf on Waverly · Canopy entrance · Rue Beaubien

Statement of the problem:

Currently, Gorilla Park is not being utilized to its fullest potential,. This park is located at the intersection of a mix of cultures and neighbourhoods. On one end, there is one of the richest neighborhoods of Montreal, Outremont. Then there is also the poorest neighborhood of Parc-Ex. With the new Université de Montréal campus nearby, there are increasing development pressures in the area. Around the park, there are residential, industrial and instutitonal uses. There are different people continously using the space, whether it's workers at the AI Insittute, artists or residents. This site has a rich history of activism and heritage based on the First World War. As a result, there is a need to mix technology with history. There are also needs to make sure that this site allows for accessibility. Currently, there is a bike path that ends on Beaubien and leads to nowhere. The space needs to be reconfigured for all users, and all modes of transportation.

Bike Elevator

Concept:

To mend a fragmented space, the best thing to do is to bring people together. This pilot project is an attempt at a mobility hub. We aim to integrate all forms of transportation, whether it is bus, bike, scooter, automboile, but most importantly pedestrian. For this to be successful, we need to actively involve citizens and make a space that is accessible and welcoming to all. This is applicable all times of day and all times of year, making it a 24/7 park 365 days of the year. We aim to create a versatile space that varies based on the demands of the population, and which may be reproduced in other areas through our guidelines. We wish to create a space that is based on technology, accessibility, greenery and the concept of community. This park and mobility hub is expected to be a sustainable project in the sense that the materials is durable and lasting. Part of this is that throughout the park, we will have permeable pavement.

Glass · Cobblestone · Cor-ten
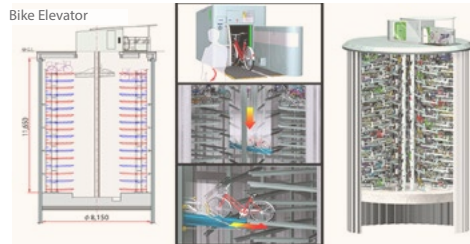
Materials to be implemented in Gorilla Park

Grass · Wood · Concrete
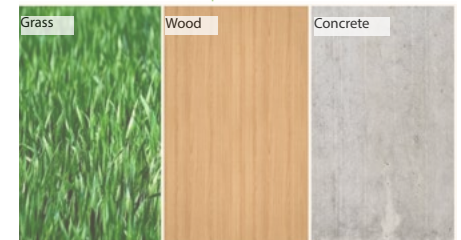
Objective:

Our main objective is to create a mobility hub pilot project. As a result our interventions are applicable to Gorilla Park, but generally they can be applied to other future mobility poles. We aim to create spaces where people can wait for their rides. Campus. We aim to bring together collective transportation and active transportation while encouraging various last-mile transportation options. As a result, there are stops for automated buses fully integrated in the park and there is bike and scooter parking options. To embrace the theme of technology, there is an underground bike and scooter parking elevator that works with a smart phone or OPUS card.

Methodology:

Last fall, we visited and surveyed the site. From here, we sketched and graphically designed interventions through Photoshop, Pixlr and Autocad. After presenting our ideas to our classmates as well as the city, we adopted a new vision based more on mobility as opposed to our original concept on sustainability. From there, we looked at worldly examples that dealt with renovating under-utilized spaces, like New York City's High line. We attended a public consultation session in early February that aimed to create a vision for the fragmented and divided space. We also guided our interventions based on a survey that envisioned the future of the park, and a group brainstorm on our view of the future park.

Approach and Process:

Our project is guided by an iterative process. We used a holistic view that incorporates the themes of sustainability, community engagement, soft design, hard design, and, most importantly, mobility. We aim to have active community participation in the organization of the space, whether by providing open spaces for people to enjoy or increasing the links with the corporate organizations. We want to create participatory planning to include all of the closeby residents' perspectives for the site into our plans. They will create the space throughout art installations in the alleyways. Our 3 guidelines below illustrate our goals for the park.

Mobility Hub

**Cyclist Café**

Alleyway & Parking Lot Dividers
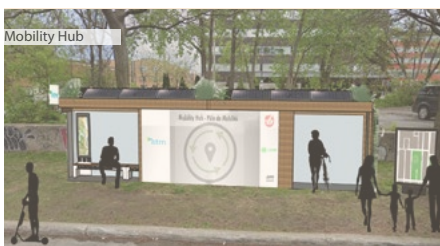
1. Encourage and promote replicability

Our first recommendation for Gorilla Park is replicability and this will be achieved through mobility. The mobility hub provides a protected area to wait and a secure bike parking station that is available to all. The structure equipped with solar panels acting their main source of energy as well as plants throughout the structure, maintaining the green and wild aspect of a park. With the solar panels, these structures can easily be installed with or without the electrical grid.
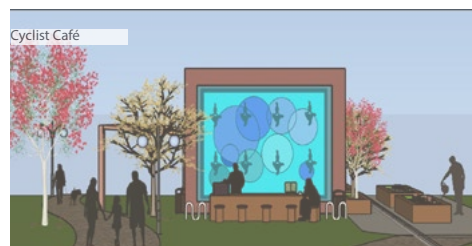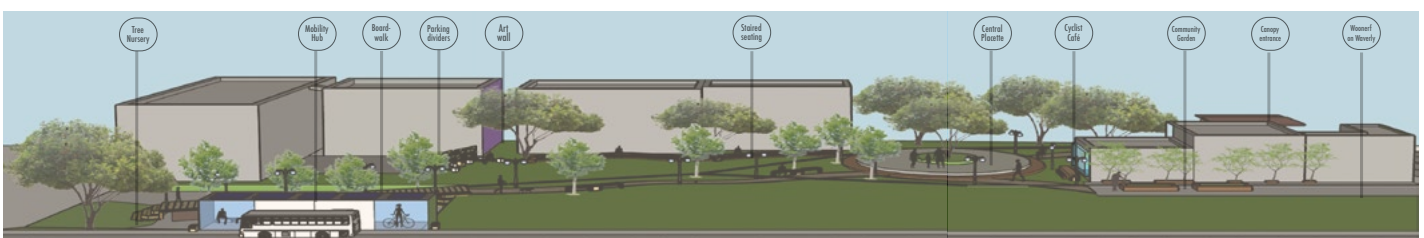
2. Encourage cohesion

Cohesion is an important goal, the park should invite people in and encourage them to stay. This applies to all users, whether it is cyclists, scooter users, pedestrians, bus users and drivers. By providing a cyclist café, citizens have a shared location where they can come together and socialize. Furthermore, easy accessibility and mobility through the park promote use and bring more people in who desire to utilize the space. We also aim to seperate the cars from the pedestrians through greener parking lot dividers as illustrated in the alleyway photo above.
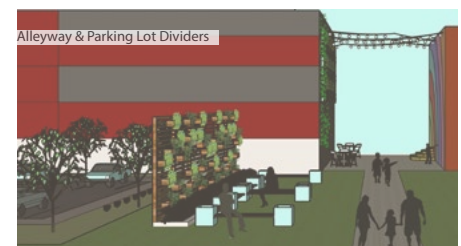
3. Use process as an outcome

The local area surrounding Gorilla Park has a large artist community. Esepcially, considering the artists that are already occupying the abandonned factory on Waverly. Therefore, process and outcome are vital as the local citizens should be involved in creation of their space and by doing so they are proud of their borough and the park. Art walls like the one pictured above will allow individuals to express themselves as well as aid in creating an identity for their municipality.

(Section labels): Tree Nursery · Mobility Hub · Board-walk · Parking dividers · Art wall · Staired seating · Central Placette · Cyclist Café · Community Garden · Canopy entrance · Woonerf on Waverly

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Case study of Gorilla Park - Located at the heart of Alexandra-Marconi in Montreal
Sustainability Through Mobility - Melissa Bell, Aaron Bensmihen,
Giuseppina Buonamici, Isaac Choueke, Sahithiya Kannathasan, Anne-Marie Lortie
URBS 333 - Urban Laboratory - Winter 2020
Professor Silvano De la Llata, Ph.D.
TA Sepideh Shamati

Section View of the boardwalk, along the diagonal of Gorilla Park

Northwest corner entrance of Gorilla Park, on Rue Saint-Zotique O. and Esplanade Avenue
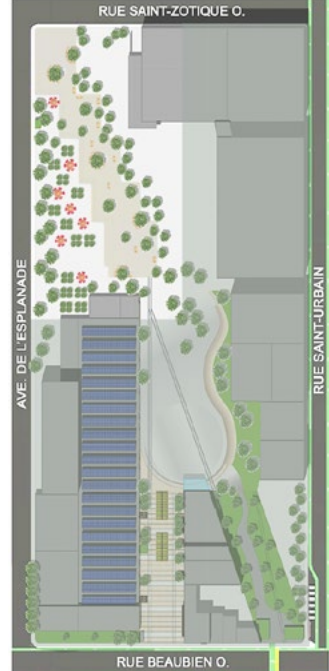
Aerial View of Gorilla Park

REVIVING THE JUNGLE
Regenerating Natural and Social Life in Gorilla Park

A BIT ABOUT GORILLA PARK

Nestled in between the neighbourhoods of the Mile-End, Mile-Ex, Parc-Extension and La-Petite-Patrie, Gorilla park, for all intents and purposes, does not currently exist. Today, it is nothing more than a mostly hidden forgotten space between buildings of large scale, used for parking dozens of cars. The space's history is rich, yet little remains in its environment to signal to its identity as anything more than a paved expanse of placelessness. Gorilla Park needs an established identity within its diverse context, and that identity needs to combine usefulness as a node of well-integrated urban transportation, as well as a place of leisure and natural environment for the surrounding communities. This is what we aim to create through introducing our interventions; the boardwalk, bus stop and tree nursery,

WHAT IS OUR GOAL?

Our objectives for Gorilla park are centered on the northernmost extent of the space, where the park opens onto Rue Saint-Zotique O. and Esplanade Avenue. As one of two main entrances to the park, this space will serve as an inviting and approachable point of interest for newcomers and regulars alike. The redesign of this area of the park focuses on enriching the individual's experience with a sense of a natural urban oasis, while also serving as an important node of urban mobility. Our goal is to restore life in the current 'dead zone' in between parking lots. The boardwalk intervention serves to work with the site's topography by offering an accessible pathway, while leaving the ground cover relatively untouched and inviting nature to grow 'wild' under the gridded walkway.

WHAT IS OUR VISION?

The leading concept in our design of Gorilla Park is that of regenerative design, where physical and social space can move beyond the homeostasis of "sustainable" design, and into creating a net-positive impact on the urban environment and those who live and work within it. Our vision is for this space to be welcoming and to reinstate a sense of community in the area. The boardwalk is accessible along its entirity. There is ramp access at both extremities, and the walkway is lined with broad stairs providing opportunity for seating and spontaneous gatherings. The tree nursery program initiative is aimed to engage community members and and green the space by utilizing it for growing trees, from seedling to sapling, for redistribution in the surrounding neighbourhoods and greater region.

WHAT INSPIRED US?

The approach we took with our re-interpretation of the Gorilla Park space was highly influenced by the activist group "Les Amis du Parc des Gorilles", who represent the needs and priorities of the local community in regards to the park. As per their vision, they use three words to describe the future they want to see in Gorilla Park: wild, linked, and scaled. Our design of the park's northern corner seeks to enhance these values, with both permanent and temporary interventions emphasizing natural regeneration and intermodal connections of transportation on a human scale. Especially important is our consideration of the many layers of design in Gorilla Park, including hard design, soft design, mobility design, as well as consideration for both sustainability and community engagement.

THIS IS HOW WE DID IT

Through our process of the design and re-interpretation of Gorilla Park, we have explored and applied various methods of both physical design and philosophical analysis of the urban space. Among these, the concept of "iterative design" was especially applied to the development of new ideas, as rapid-representation techniques allowed for the quick evolution of the physical space through the generation of multiple, layered iterations. From a more philosophical perspective, the Socratic method was used to create momentum in moments where progress was frustrated. As a whole, we were able to apply these methods to a strong basis of pattern language design in order to create a holistic plan for Gorilla Park, consistent across both physical space and ideological grounding.

The green minibus bus stop and dedicated underground parking for floating vehicles and tree nursery viewed from Esplanade Avenue

Tree seedling grow-shelves along the back of the pilot minibus bus stop and designated floating vehicle underground parking.

Northwest corner entrance of Gorilla Park, on Rue Saint-Zotique O. and Esplanade Avenue

DESIGN INTERVENTIONS

The main challenges presented by the focus area are its inaccessibility, lack of safety and a sense of place. Our interventions are intended to bring life to the space through rendering it accessible, inviting, and enjoyable, both to pass through, and to spend time in. The boardwalk intervention serves to work with the site's topography, offering an accessible pathway, while leaving the groundcover relatively untouched and maintaining the 'wild', industrial aesthetic of the park. The ramps on the extremities and stairs along its entirety ensure accessibility to all. The minibus bus stop and underground bike parking form part of the mobility hub and serve as a 'link' to the wider community and make Gorilla Park an attractive destination. The underground bike parking will serve as a secure storage for nearby employees and visitors of the park. The tree nursery program, utilizing available space to grow trees for redistribution across the wider community, accompanied with a map showing the relocated trees nurtured in the park, aims to increase community engagement in the area and bring light to sustainability through the idea of regenerative design. This intervention will also enhance the space to increase pedestrian accessibility, reduce vehicle parking and maintain a 'human scale' in the park.

Visual of core values in behind the design process

Section view representing the site's topography

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5.   Les Amis du Parc des Gorilles (2018). parcdesgorilles.net

FORM FOLLOWS FLOWS
A place for unplanned & habitual encounters

Statement of Problem:

Gorilla Park has several problems regarding a park redesign. The first is the physical nature of the park. Located behind large buildings and in a long skinny shape, limits the possibilities for Gorilla Park. A second challenge is the various stakeholders. The stakeholders for Gorilla Park have a wide variety of needs and wants, with the people in the AI buildings wanting vastly different things than the residents located near the park and the Friends of Gorilla Park. Creating a park that all the stakeholders will be satisfied with is a top priority when reconceptualizing the park.
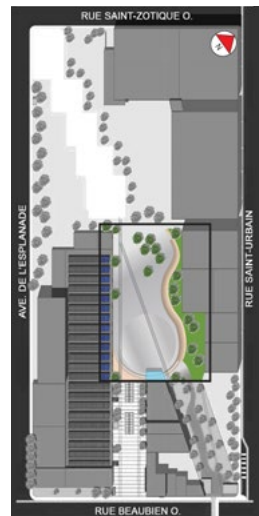
Approach:

"Genuine places at the neighborhood scale have order, structure and identity, all of which are created, wittingly or not, by the people living there" (Fainstein & DeFilippis, 2016, p. 518). This quote will provide guidance in understanding that our design is limited to become a stage or platform for those visiting the park. We cannot think that we could create identity or as William Whyte says "place". We can only facilitate it using pedestrian scale design that allows people to interact in a variety of unplanned ways, or at least contribute to a space of habitual encounters (Stevens & Franck, 2006). Another factor is to include a timeless method. A park will not always serve the same community and function, instead in time it is meant to evolve and flow in and out of the process of redesign. This process, viewed as collective creativity, is to reform and re-form. Where "reform" means to rethink old methods and "re-form" means to form again and again as time needs it to (Pena et al., 2018).

Objective:

The objective for the design of the Placette is to preserve the energy that enters it. "The space would need to enable the product of countervailing flows of random events to become common" (Schrodinger, 2001). In addition, to serve the randomness of these events by enabling it to be transformed by those who visit it. We aim to connect people to nature and address "the everyday need for social contact" (Fainstein & DeFilippis, 2016, p. 504).

Method:

"Defining social groups freezes the experienced fluidity of social relations by setting up rigid inside-outside distinctions among groups" (Fainstein & DeFilippis, 2016, p. 390). In other words, when making design decisions, we cannot be biased and focus on the common groups. Normalizing one group will marginalized or silence another (Fainstein & DeFilippis, 2016). People flow in and out of different groups depending on the time, mood or place. Therefore, we instead researched episodic and common behaviors of humans to include in the design process. We wrote down our philosophies and key points we wanted to include, so we don't get lost in the design process. We naturally went through multiple series of inquisitively questioning each others' ideas, critically and constructively. We formed a sort of idea meritocracy in our group, where the most believable ideas would be incorporated into the design.
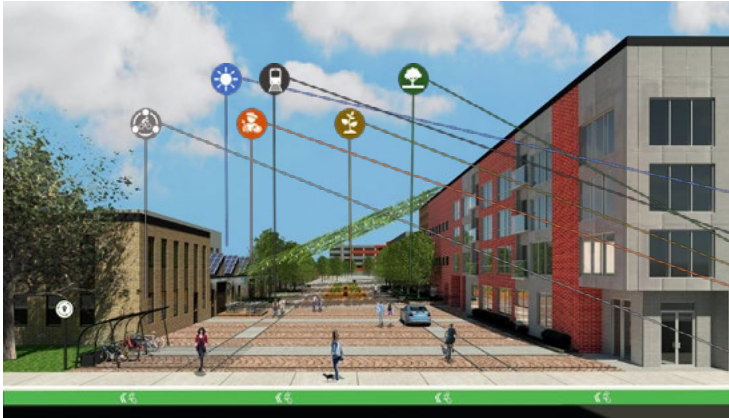

Concept:

The center space will be opened, with dense stone tiles fitted together. As the pattern of the ground stones approaches the edges of the park, the stone tiles will begin spreading, allowing natural vegetation to grow in between. A rail track like pattern will be implemented into the ground pattern, symbolizing the historic industrialism of the park. Adjacent to the center will be a 3D mural in a glass box extruded from the blank wall at the center of the park. It is structured to represent, symbolically, technological innovations that are being produced in the neighborhood defined as an innovation cluster. At the base of the glass box is a form of bar seating, designed to facilitate social interaction with access to selected beverages. On the ground, we "extended" the step seating by paving the ground with a different colored material, illustrating continuity, and delivering a cohesive feeling of the Placette and the entire park.

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REVIVING WAVERLY
Engaging The Community Through A Woonerf

SECTION OF WAVERLY

WHAT IS OUR GOAL?

The goal of our project is to create a woonerf on Waverly St. that will become mainly pedestrian priority. In addition, Waverly will become the center of many activities all-year-round for the residents of Rosemont, as well as others.

Presently, Waverly street is a clash of industrial and modern design. The street itself is cracked and neglected and cars are parked on either side which limits the mobility and makes it less attractive to pedestrians. Therefore, it would be best to make Waverly pedestrian friendly. Grey materials and textures do not illuminate a safe space, and it is unappealing to demographics of all ages. Therefore, it would be best to illuminate this space with brighter colors and/or textures, as well as adding greenery in the space. Lastly, Waverly currently acts as designated parking space, which prioritizes vehicles. Therefore, the removal of these parking spaces would increase mobility on Waverly.

WHAT IS OUR SOLUTION?

A combination of concrete, steel sleepers and burgundy cobblestone are chosen as materials for the woonerf. There will also be raised beds made of burgundy cobblestone as the foundation for maple trees and wild weeds to grow, outlining the perimeter of the woonerf.

Introducing this design, the woonerf is a Dutch-style street designed to accommodate all styles of mobility, but with a heavy pedestrian prioritization while still allowing for cars to have access. The natural resistance of the cobblestone pattern discourages automobiles and bikes from speeding along whilst providing an aesthetically pleasing space to walk through.

Iterating from a macro-perspective of Gorilla Park to eventually focusing solely on the designated area of Waverly. This allowed us to finally understand the urban flows of the community; to not manifest new flows, but to solidify a safer and appealing environment to foster more community engagement. The issues of grey and dull materials in combination to a disconnected community are apparent and prime issues of the space. The solution of the woonerf begins with the methodology of an all-inclusive space for mobility, demographics and activities.

PLAN VIEW OF WAVERLY

Based on the three pillars of economic, social and environmental prosperity, Waverly's woonerf during the summer illustrates a vibrant lifestyle to promote numerous community interventions. Restaurants, coffee shops, neighborhood artists and even daycare professionals are invited to promote their business through an inclusive concept of open garages and patios. Movable chairs and tables can create an organic transformational space, allowing people to congregate and communicate independently. Vines cascading above and throughout your walkway symbolize the unionship between local professionals and residences inhabiting the condo. To further unite a variety of demographics, a community garden is shared amongst all residencies. Acting as a platform for environmental education, psychological well-being and healthy dietary needs, a community garden can establish relationships between the seniors and youth in creation of a common activity.

Summer vines are replaced with sweeping solar-charged LED lights to illuminate the space during colder months. A vibrant lifestyle of community activities continues throughout the woonerf with an annual winter market. As garage doors and patios close, a sequence of winter huts reconditions the space where the community garden was once placed. Local craftsmen, artists and even a cabane-à-sucre are encouraged to sell their homemade goods as a place of destination during these festive times. Industrial hanging lights are optionally changed into Christmas colors, accompanied by holiday decorations such as garlands, ornaments, and a grand Christmas tree at the end of your winter walkway.

Sleeper Station for Inclusive Mobility

The goal for the site has always been to create a hub for mobility and different transportation methods while also remaining true to the site's industrial past. With no indication of a bike or other small forms of transportation, a *sleeper slab remains* flush and hidden until sensors anticipate a vehicle. A rectangular-shaped slab, designed with one slot in the middle, projects vertically up from the ground to lock the vehicle in place. Finally, to ensure no vehicle is stolen, an interlocking system of panels holds either a bike or scooter inside the slab. Different modes of small vehicles are identified through the same A. I. sensor scanning system to uniquely hold and secure transports in place. Sleeper Station apps and individual membership can unlock your vehicle digitally with convenience and effortlessness. With this concept, owners may rest at ease knowing their mode(s) of transport are secured and travel lightly without any need for locks.

Tree Seat Spots

Originally implemented as raised tree beds, the pattern of seat spots can also be romanticized as benches established all year long. The park will act as a hub and activity nodes, no seats for relaxation are needed. The act of sitting is also the practice of observation and encourages moments of serendipity between strangers. Within the woonerf, seat spots are texturized with burgundy stone and project by 4 meters in length. The width of every seat spot vary according the garage doors, but all lay at 0.45 meters in height. By building raised seat beds surrounding trees, during rainy days, the natural canopy of these trees can act as an umbrella. In summer, benches near trees create shade to protect against the heat.

Sustainable Solar Panels to Power the Youth

Balancing the growing demand for sustainable park designs, lies the solution of solar panels as part of the woonerf. Presently, slanted roofs sequence the top of the industrial building along Waverly. In order to utilize the set given urban form, solar panels can be implemented as a design narrative for the park; not only to efficiently power the hanging industrial lights along the woonerf, but also to sustainably benefit the local business and community centres established within. A.I. educational tools are used to teach children how sustainable efforts and modern technology can be combined.

Art Graffiti to Represent Gorillas Park

Urban art graffiti is the canvas for timeline representations of the neighborhood, by local artists, and community members. The beige bricks along the industrial building act as the perfect background for a mural to portray key aspects and chronological events of Gorillas Park. From its historical VIA Rail foundations, to wild weeds and its morphology during the de-industrialization period, and finally the evolution of the space today and future prospects. The graffiti mural will bridge the gap of demographics and incorporate historical resilience in the most artful urban form.

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CANOPY FOR COMMUNITY
AT THE CORNER OF AESTHETICS AND ECO-DESIGN

Image 1: Global Perspective

GENERAL INFORMATION //////////////////////////////

Statement of the Problem
Situated amidst a maelstrom of urban development projects, Gorilla Park is the site of a former railway in the Marconi-Alexandra district of Montreal's Mile-Ex neighbourhood. While the brownfield site laid dormant for several years after the Canadian Railway Company transferred the ownership of the land, both residents and planners from the Rosemont-La-Petite-Patrie borough have recently taken interest in revitalizing the space by establishing a city park. While various organizations and agencies are currently drafting design plans for Gorilla Park, our team aims to contribute to the project by offering our unique set of design concepts and perspectives that reflect both the parks' industrial history and its currently emerging AI thematic.0

Objective
In recognizing the opportunity to bring life back to the space, our team intends to present a set of integral design solutions as prospective ideas to be adopted by the borough of Rosemont-La-Petite-Patrie and implemented in the parks' construction. Our objective is to apply the planning and design knowledge we've obtained throughout our studies, incorporate philosophies related to social inclusion and ecological preservation, and draw from the advice and desires of local residents to ultimately present a park design that will serve the community best. 0

Approach
The central tenets of our philosophy are largely shaped by notions of social equity and inclusion, mobility and accessibility, and environmental responsibility. We believe that since the design of public space both reflect and influence the values of the time, we must be conscious of the implications of our project. More specifically, we believe that the benefits of the park should be evenly spread among the population, so we seek to design a neutral space that appeals to as many social groups as possible; we want to provide inclusive space, so we follow "8-80" design principles, incorporate access ramps for the disabled where applicable, and support the homeless through innovative hard design; we want to encourage and support mobility by providing sufficient bike racks and constructing a crosswalk; lastly, we recognize and address issues related to environmental responsibility by integrating eco-design principles.0

Concept
Through the thorough consideration of how to effectively design a park and which of the various design elements are required to do so, the concept of our charette is to establish the park as a focal point of community space with opportunities for encounter. More specifically, we intend to apply eco-design concepts to construct aesthetically attractive structures which will draw passersby into the space, provide shelter from the elements, and provide places to wait. The park should ultimately enhance local flora and fauna and reflect community life.0

Methodology
The methods used in the conducting of this charette include a site visit for surveying (photography and measurement) and in-class exercises involving auxiliary tracing and rapid representation techniques. The process was iterative and followed the Socratic method, and our team drew from concepts related to tactical urbanism, open urbanism, and Christopher Alexander's notions of pattern language. In addition, the charette included correspondence between the various groups within the class to support thematic and conceptual cohesion.0

Map of Gorilla Park
An aerial view of Gorilla park highlights the focus area, located at the southern entrance of the park on the corner of Rue Beaubien and Rue Saint-Urbain.0

MAIN TAKE AWAYS //////////////////////////////

1
Centripetal Landmarks
In the spirit of Christopher Alexander's notions of pattern language (1977), our team intends to identify the canopy structures as a new emergent pattern to be replicated across urban areas: centripetal landmarks. Unlike the many older landmarks found in public squares and plazas which represent some sort of historic, religious or civic symbolism, centripetal landmarks are strategically placed and consciously constructed to attract the attention of a viewer and draw them nearer. The structures offer an attractive aesthetic that catches the eye of the viewer and invites them to the space.0

2
Reintegration of Nature
The principles of ecological design and environmental sustainability which have captured the minds of many urban designers, planners and architects have inspired our design team with equal enamor. While the benefits of ecological design are manifold, its imperatives are even more apparent in the design for public parks, as they are inherently supposed to offer natural elements to urban areas. Anywhere possible, our team has sought to incorporate such principles. They can be found in our design materials, repurposed wood and 100% recycled corten steel, and the dual functions of our structures: water collection mechanisms from our green roofs which are directed to both a small wetlands area and tree nursery within the park. Additionally, the green roofs reduce the urban heat island effect and encourage biodiversity.0

3
Safe Mobility
With mobility being one of the primary focus of this project, our design team seeks to establish Gorilla park as a mobility hub, including the different shared modes of transportation, as well as promoting safe mobility through our design interventions. The much-needed crosswalk on Rue Beaubien allows safe passage for residents to enter the park in place of what is currently a hazardous location for cyclists, pedestrians and cars. Additionally, protected bike lanes offer an added element of safety for passersby. Parking spaces reserved for shared automobiles located next to BIXI bike racks further reinforce the park as a hub of mobility and tie in our principles of promoting environmental sustainability. Lastly, the smaller canopy structure offers a covered parking/charging station for either privately owned bicycles or all the different forms of floating vehicles available in the city (scooters, electric bicycles, etc.).0

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PROJECT INTERVENTIONS

Global Perspective
The elevated perspective of Gorilla Park, shown in Image 1, provides a comprehensive view of the design proposals. The corner of Rue Beaubien and Rue Saint-Urbain is a particularly important section of the park because it functions as a major entrance to the space and has the responsibility of not only attracting passersby to the park, but drawing them into the interior. Present in the image is the previously designed crosswalk, protected bike lanes and reserved parking for shared automobiles, as well as our new design concepts, which include a canopy structure for visitors to gather and socialize, a smaller structure that functions as a pole of shared mobility and a walking path. The materials to be used in the construction of the canopies–and replicated in other various structures throughout–include corten steel, wood, and polycarbonate, and the structural design was inspired by the Gestalt theory, in which viewers subconsciously unify various visual elements into a whole (Wertheimer & Riezler, 1944). The structures, which are physically detached yet visually contiguous, serve a dual function: the rooftops are spaces of vegetation that reduce the urban heat island effect and encourage biodiversity, which borrow from the principles of ecological design. The larger canopy collects rainwater that is directed to a small wetlands area within the park, while the rooftop vegetation of the smaller structure is collected and stored in a cistern to be used at a tree nursery within the park.

Water Cycle
The first image below shows the back of the structure where the collected rain water is stored. The second one illustrates the wetland area next to the main structure. Additionally, the water collected would be used towards the tree nursery located on the north side of the park.

Main Structures
A perspective view of the entrance to our focus area shows one of our primary design proposals. A cantilevered canopy constructed from corten steel offers both aesthetic appeal as well as a place with opportunities for social encounter. The structure provides shade and seating for people to simply rest or sit and wait for the bus. In recognizing the need for the space to function as a mobility hub, our team has designed a smaller, complimentary structure adjacent to the canopy to serve as a pole of shared mobility. Visitors may use the space to dock their bikes or charge shared transport modes (scooters, bikes, etc.).

Pathway
A pathway extending through the park provides an attractive place for visitors to walk and be surrounded by ample greenspace and flora. Running parallel to the path will be an excavation of the former railroad tracks that once traversed the site and gave it its unique industrial character. Part of the inspiration for its design was inspired by the New York City Highline's design, which involved the repurposing and redesigning of a formerly abandoned railway viaduct (n.a., 2020). Additionally, the path will be lined with consciously designed benches that function to provide shelter for the city's homeless, which was inspired by the initiatives of a B.C. based non-profit, Raincity Housing (raincity housing, n.d.).

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