

**KA-AU KNOWLEDGE ALLIANCE
FOR ADVANCED URBANISM**
VOLUME 8
**ENSAM SUMMER SCHOOL 2:
SLOW URBANISM**



DELIVERABLE 4.5 ENSAM SUMMER SCHOOL 2 REPORT

SLOW URBANISM

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FOREWORD // KNOWLEDGE ALLIANCE FOR ADVANCED URBANISM

KA-AU PROJECT

The increasing availability of data creates new opportunities not only for monitoring and management, but also for changing the way we describe, understand and design cities, challenging many fundamental assumptions of city design and planning professions. In order to promote the innovative education and training that emerging technologies require higher educational institutions together with industrial partners have created the Knowledge Alliance for Advanced Urbanism (KA-AU).

The group understand “Advanced Urbanism” as the sensitive integration of ICT in cities, taking in consideration cultural heritage, environmental and social dimension issues. “Advanced Urbanism” is about designing and planning processes instead of just concrete artefacts, linking citizens, business and

governments into sustainable urban business cultures. “Advanced Urbanism” requires changing traditional design and planning practices towards more open, collaborative and interdisciplinary practices.

KA-AU develops courses, symposiums and an educational and training platform, with the objective of offering participants an innovative education on planning.

KA-AU is co-funded by the Erasmus+ Programme of the European Union

D4.5 REPORT

This report describes the main findings of the First ENSAM Summer School, organized by ENSAM in cooperation with the KA-AU partners.

The First ENSAM Summer School is part of the KA-AU program WP4, Task 4.5.



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PARTNERS

The KAAU partners involved in the ENSAM Summer School are:

- ENSAM: in charge of the activity organization
- Technilum: organizing tutorials to the students and hosting the final presentation in its headquarters
- Useful Simple Project : analysing, advising and subjecting proposal for improvement
- Darts : organizing tutorials to the students

Ecole Nationale Supérieure d'Architecture de Montpellier The School of Architecture of Montpellier and through it the study field 'South Metropolises' aim to work on architecture and urban projects starting from a specific entrance point which is the interrogation of the locality as a vector of urban development. This strategic methodology deals with a continuous awakening of the Cultural heritage allied with the integration of paradigms such as "smart cities" and ITC integration in cities. Through the taking into account of the cultural heritage "Métropoles du Sud" questions the massive contribution of new technologies and their impact in the city, new governance and Metropolis con-

stitutions. Thus, what is called "smart cities" is a necessary though for architects in order that this new "intelligent city" can be able to build a "sensible" city where new shared experiences could take place.

Technilum® is a company which centred its activity on the design and the manufacturing of street furniture and lighting. Thanks to its Research and Development pole it has an expertise in "Smart cities".

It also had the initiative to create a cultural organization Lézigno, whose programme answers the interrogations on becoming a contemporary city, through the light and the interferences with architecture, art, design and landscape.

Useful Simple Projects (USP) is a consultancy company specialized in urban design and development. USP works with cities and delivery partners on major infrastructure and development projects to bring about broader sustainability outcomes. USP also run engagement programmes with urban planners, cities, universities and built environment professionals to encourage systemic,

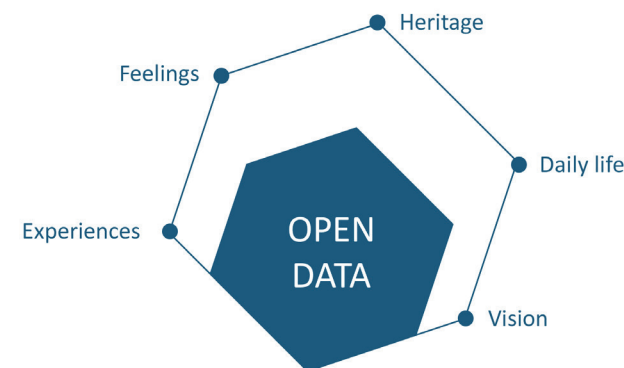
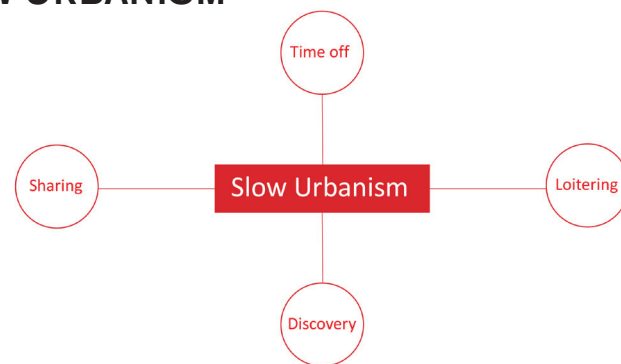
multidisciplinary and innovative approaches. USP works with clients in particular to ensure that ICT systems and data management can be used to solve urban development challenges from maintenance of assets and efficient use of resources, to community engagement and city mobility. For this project USP will partner with their sister company Think Up who specialize in building learning and development programmes for the built environment. This includes through digital platforms and experiential learning. A key part of this work is to ensure that programmes have a long term impact and evaluate programme success.

Darts Engineering develops Advanced Real-Time Systems, providing to customers ICT consultancy services, software development, system integration, customized solutions, and bookshelf services and technologies. Darts constantly invests in industrial R&D and experimental development activities in different fields. Since 2010, Darts strongly focused its R&D&I activities in two themes, core of the KAAU project: environmental monitoring and resilience of the ter-

ritory, and value of cultural heritage.

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ENSAM SUMMER SCHOOL 2 // SLOW URBANISM



MENTAL MAPS

NOTE

ENSAM Summer School 2 didn't occur during summer and was organized during regular courses season in order to exploit the ENSAM funds for students mobility. These funds have been exploited for organizing study trips in several European Cities, including also the partners cities where the students meet the KAAU partner companies. Moreover, this calendar offers the possibility for students to participate to several events organized for the KAAU projects, creating links with partners and improving their involvement in the project. It also offers flexibility to visit the partners involved through the three years.

CONCEPT

New technologies are in the centre of contemporary paradigms. Producing a new layer of connections between people, objects, places and events, these new technologies provide a huge amount of data and informa-

tions crossing permanently. Always sought and constantly informed, these data are changing the way we live, we move and meet people. That is why we introduce the concept of SLOW URBANISM. This theme aims to succeed in bringing a more sensitive eye, rather than just efficient, on the technologies that surround us every day. Therefore, the goal is to bring a primitive look at the city, sharing discoveries, pathways and unusual places. It is essential in urban planning to take into account the human aspect of the place, the SLOW URBANISM tries to connect sensitive data of the city using wireless technologies to provide a different perspective on cultural heritage and contemporary places we practice every day. Beyond a purely objective efficient, this approach aims to use the data gathered to provide personal visions that we can share with the world. It seems important to keep this part of mystery that exists in the city, keep discovering elements do not stick

to a pre-set course but to be led by the city itself.

In the same way that social networks have developed a new grid of social interactions, slow urbanism offers an alternative to the discovery of a city. Made directly by the inhabitants of a city, this initiative aims to create urban course in connection with the experiences. The places to visit are less targeted by pragmatic interests than from everyone's life experience. This provides the opportunity to be guided through a fun course, diverse and atypical.

The pathway in each city does not match the fastest way to connect point A to point B, but the journey itself has a genuine interest. Mixing interests in order to focus more on life experience to discover.

Temporality also plays an important role, these routes are proposals based on the time available that you have. A city is not discovered in the same if you have two hours or two

days. That is why these paths offer the opportunity to visit the city at your own pace. These paths, like a playlist, can be divided, assembled and exchanged to create a grid of interactions in the city.

SLOW URBANISM intended to filter information from one place to earn a quality experience that it is possible to qualify. The objective is to personify the city, with a personal vision, to share it with friends, family and even strangers. Putting People at the center of the device seems to be necessary to put technology at the service of the sensitivity of the city, it will increase the interactions between people and the practice of the city as such.

MAIN TOPICS

The theme for which the consortium was chosen revolves around key issues to be addressed, questioned and sharpened during the 3 years.

- Smart City

In recent years appears many questions around what would be defined as the future of our cities becoming «smart cities», «creative cities»... Combining indifferent manner and sometimes confusion, the relationship between the massive arrival of new technologies and questioning their impact in the territory, even in the urban structure of the cities, creating «digital cities»; but also opening to a city more «green» «environmental» seeking to reduce both a sprawl, but also expensive infrastructure; it is also looking for a more just city, democratic, participatory and virtuous done. In short a great city that it seems difficult to be between the search for a new urban utopia and exploration of possi-

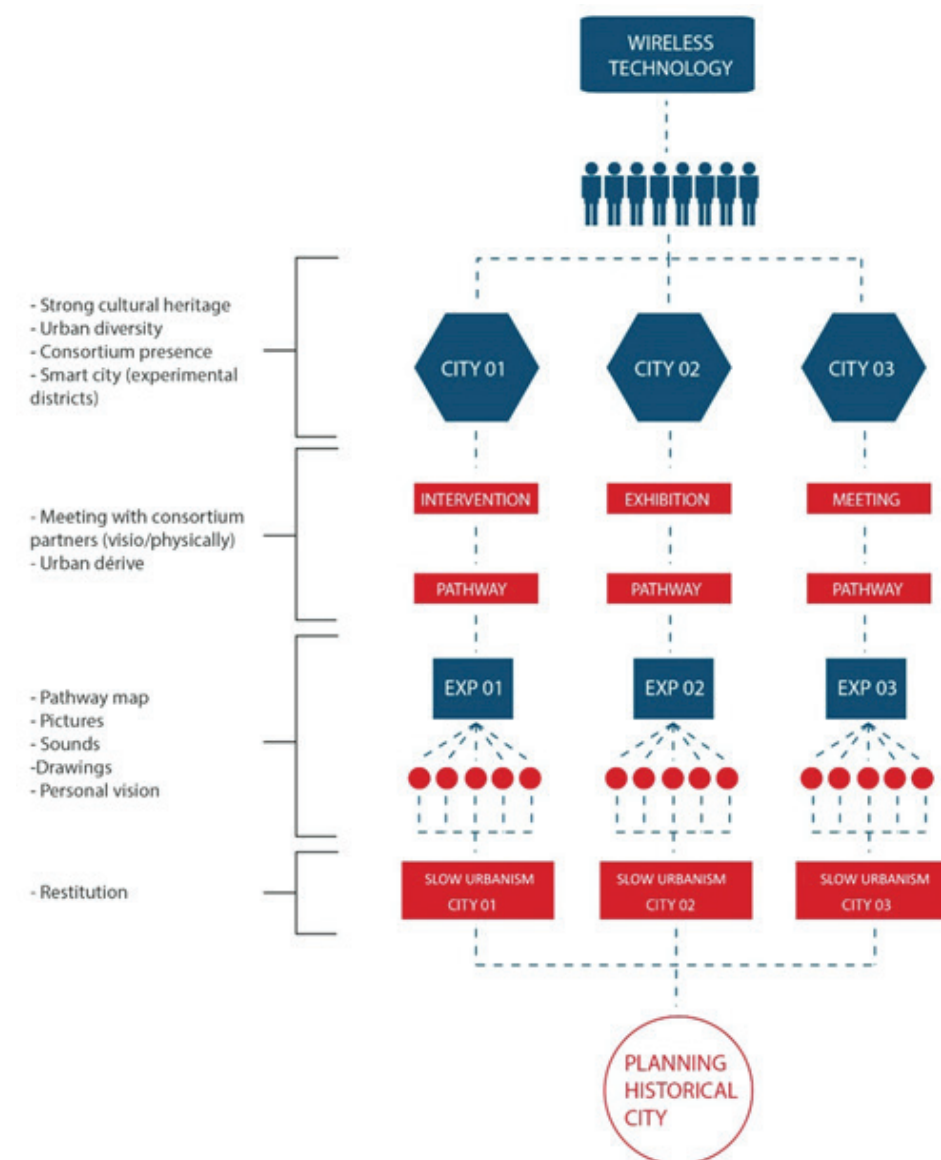
ble futures.

- Sencity (sensory city (sensor = Sensor) + sensitive city)

European cities are trying many sensors, on-line information and communication system. They become living laboratories where industries can drive new devices.

The increasing availability of data related to these sensors create new opportunities not only in monitoring (surveillance) but also in the way we design the city.

Based on this new challenge, the consortium aims to promote exchanges between the research units and industries dedicated to the development to the emergence and use of new communication and information systems specialized in urban planning. The purpose of this consortium is to seize the challenges of the contemporary city, to reconcile openness to global flows: informative, migratory they have outstanding environmental, social or cultural.



The scope of the SEN platform is devoted to the definition of what will be the cities-senses (sensory sensitive city + city) as informative and interactive as spaces and at the same time open to citizen participation, co-innovation. The combination of heritage and innovation as well as the binomial «smart city» and «friendly city» is paramount.

- Highlighting the cultural heritage in the city

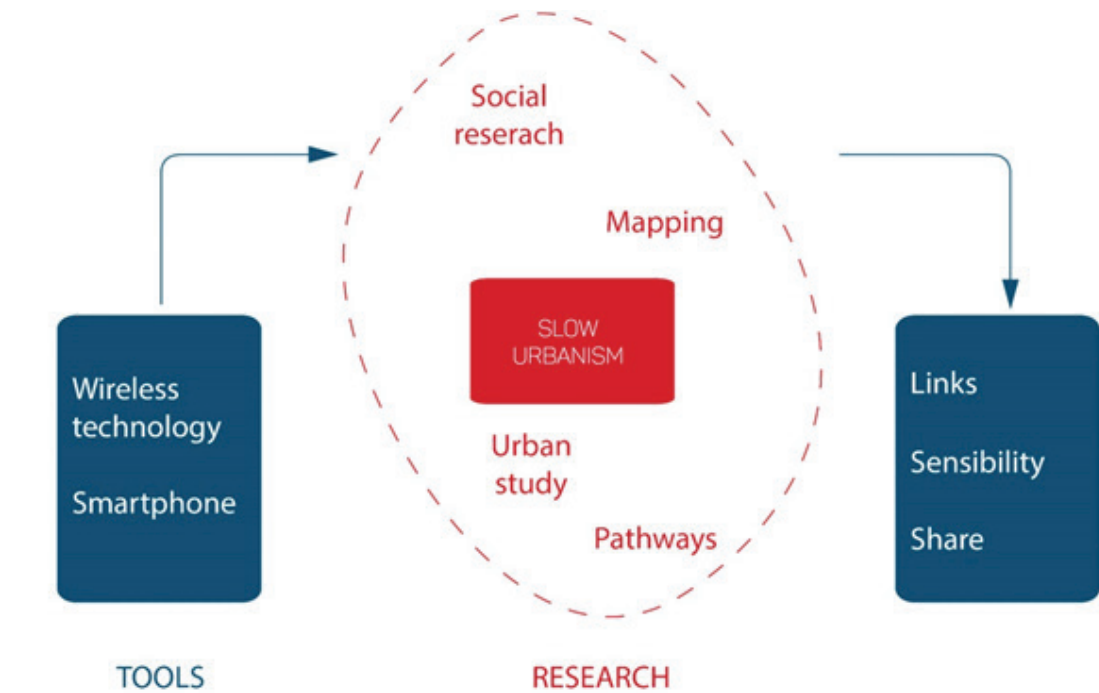
The specific entry point through which will be addressed this theme is the question of the locality as urban development vector. This strategic methodology in between reasoning with the inclusion of cultural heritage combined with the integration of paradigms that are integrating ICT into the city, or more broadly the smart city. The intersection of architectural and urban scales seem pertinent

to produce relevant knowledge in connection with the consortium.

- Urban Drifts

Drift is a way to wander in a place for his discovery, as a network of experiences and lived. It is an approach which is to move through the different moods of a space (a city, a neighborhood ...) and will be guided by impressions, for the subjective effects of such places.

Urban drift was defined by the Situationist Guy Debord in 1956. The poet and writer has used this idea in his paper The theory of error 1 to bring his readers to reconsider how they live the urban space. Rather than remain trapped in their daily routine and make every day the same trip without paying any attention to their living environment, drift urges



citizens to follow their emotions to watch urban situations in a radically new way.

Questioning the urban space based on your knowledge through a stroll inside of it, questioning the concept of journey and its transcription and finally realize the transcript of a

course and make available all are the foundations on which we will use to develop a new and innovative educational content.



- Slow urbanism

The emergence and gradual introduction of technologies in the public sphere aiming to make the most affluent lifestyles, they should be able to offer an increased quality of life of the inhabitants of a metropolis.

Technological gain that translates into everyday efficiency must serve a gentler way of living the city. The concept of slow urbanism comes here as a concept to offer a fresh alternative to the traditional urban lifestyle.

During the Workshop each team developed its own vision of the city by targeting specific themes based on specific experiences of the city that everyone would like to share. These thematic appeal to the senses of everyone, a different vision of the city, the mystery and discovery.

These themes, initially rather vague time, have been refined and clarified throughout the Workshop. They are the result of many discussions, experiences and results of the undertaken course.

What makes these interrelated themes of SLOW URBANISM is the opportunity they offer to discover the cultural heritage of a place through places and atypical paths, sometimes known only to the inhabitants of a town. This, in a defined period of time, the authentic discovery of the true personality of a city. Understanding how people really live there.

These themes are therefore aimed to highlight human experience of the city, footprint discoveries and surprises, the goal is to be

guided to be surprised by these multitudes of events that form a rich and vibrant city.

PEDAGOGY

The educational establishment during the Workshop aims to create a new form of education. As the SLOW URBANISM wants to create a sensible way to discover the city, the City Workshop Sen must propose an agreement with the teaching objectives expressed above. That is why we propose to offer a horizontal learning.

First of all, teaching is based on speech. During this Workshop, objectives and means to achieve them are discussed together with the students. It is essential that everyone is involved and that every opinion opens a discussion that could impact on the workshop itself or on its expected. This way of working offers the opportunity for everyone to be accountable to the theme, students interested in it even outside the course itself.

Subsequently Experience Workshop is multiple. The theme is open to many areas, the workshop provides an experiential pedagogy, meetings and debates. The participation and involvement is key to the success of the Workshop and awareness of each involves a sum of diverse and fun experiments.

Students are at the heart of the SLOW URBANISM manufacturing process, it is important that the method used to define the concept so under the basis of exchange and participation.

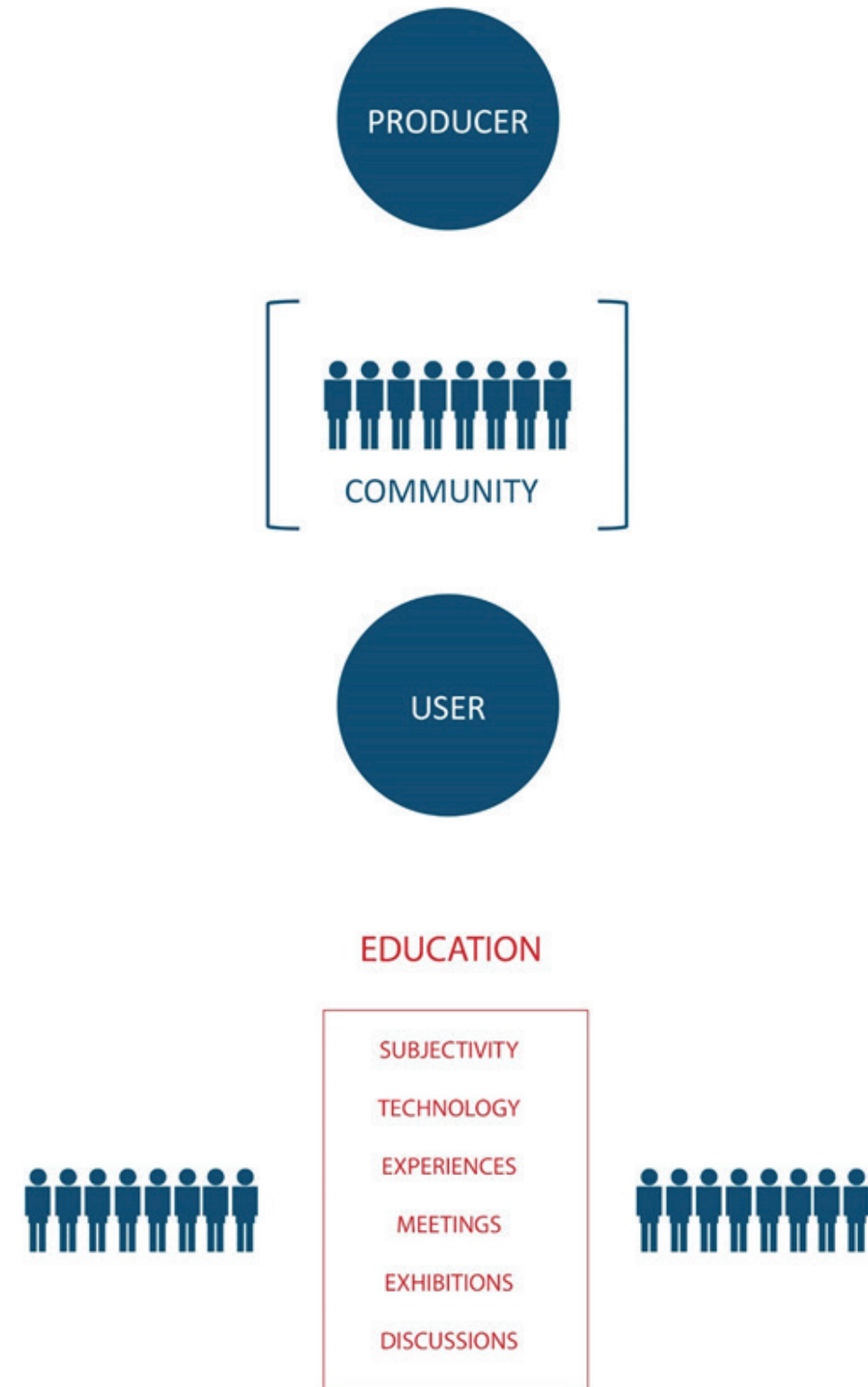
A visit will be organized for each city studied. Moments of meeting with the consortium of companies will be an opportunity to create a dynamic exchange. These moments of meetings, prepared in advance will get lit and very specific data on the concepts of studies proposed for public housing.

Through their achievements made during their teaching architecture students will be in their ability to save wandering sequence in a relevant way to quantify its own elements: time, distance, altitude... and anticipate their approach notably through the categorization of its quality.

For example: architectural, cultural, gastronomic, hybrid mode ...

The terms of expected records are outside the scope of conventional records requested architectures. Students will be asked to a transcript of their visit to the innovative and inventive. It will be different for each city and thought consistent with each course. They will be asked to adapt the tools used, the rendering modes to the concept of qualification of a specific urban atmosphere.

They will be asked to propose to bring the look on the heritage of a city in a unique way will be highlighted, it will work in an open framework to known peripheries.



ORGANIZATION

The workshop is carried by a total reflection on the question of the intelligent city, Big dated, the courses in the city and the transformation of these data for their use within the framework of architecture and town planning. This sum of information and concepts to be collected cannot be condensed in only one workshop, this is why the question of the transmission is paramount in the training and the production of elements in keeping with these various concepts.

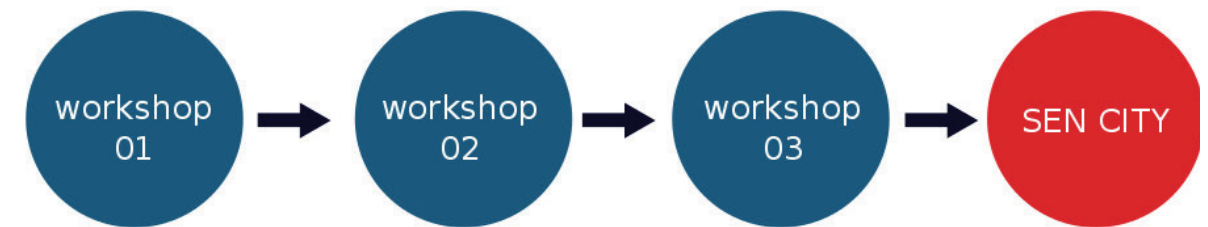
Workshop is spread out over 3 school years and as much of point of progression around this question of the city and of its future through the prism of the new technological tools. This is why the workshop wants to be evolutionary over the years, nourished by the information and the results provided by the work of the previous group. This pedagogy makes it possible to put forward from a point of view practices the question of a horizontal teaching composed of experiments, discussions and conclusions carried by the students and for the students.

The goal is then to succeed in advancing the reflection which one carries on the intelligent city and the tools which manufacture it by using the concepts and the ideas developed by the students of the year 2015 – 2016 to be used itself about it as a basis in the question

of the development of new contemporary media.

At the time of the previous Workshop we concentrated on a way of apprehending the city through courses and precise sets of themes defined by the students in the wire of their various experiments through three different cities: Montpellier, Lyon and Barcelona. These urban courses create proposals of displacements of the city according to feelings and discoveries. Was the question of the serendipity in the middle of research, how to offer a vision different from the city whereas with new technologies it is possible of all to know about a place before even going there? Coupled to personal discussions, exhibitions, research and meetings with members of the consortium it was possible to offer courses sensitive and surprising in the middle of cities which one thought of knowing.

This database is the first stage and must be used as point of hangs for the development of the Workshop 2016 – 2017. The information collected and developed by the students of the previous year is shared to offer a total panel of reflection understood in an overall diagram over 3 years.



Workshop 01

Discovering of base notions
Definition of theme
Urban experimentation
Data collect

COLLECT

Workshop 02

Deepening of notions
Needs and challenges analyze
Data transformation
Strong relationship with partners

TRANSFORMATION

Workshop 03

Definition of notions
Elements assembly
Transmission support
Proposal ending

TRANSMISSION

PROGRAM

TIME 01

MED.NET 3 – Résili(g)ence – symposium /
workshop
25 october 2016 – 28 october 2016

25 october

07h00 : Departure from Montpellier
14h00 : Arrival in Genoa
16h00 : Meeting with DARTS

26 october

08h00 - 20h00 : Lectures

27 october

09h00 - 20h00 : Lectures

28 october

09h00 - 12h00 : Blitz Workshop
17h00 : Outputs of Blitz
18h30 : Conclusion

29 october

08h00 : Departure to Genoa
15h00 : Arrival in Montpellier

TIME 02

Workshop Montpellier
23 january 2016 – 27 january 2016

23 january:

08h00 – 10h00 : Workshop presentation
10h00 – 12h00 : Skype Useful Simple

Project

14h00 – 19h00 : Projects proposals

24 january :

08h00 – 19h00 : Workshop

25 january :

08h00 – 19h00 : Workshop

26 january :

08h00 – 19h00 : Workshop

27 january :

08h00 – 19h00 : Workshop

30 january :

14h00 : Final jury

TIME 01

1. GENOA

MED.NET 3 - Resili(g)ence symposium offers the opportunity for students of being able to apprehend the various notions and concepts of the intelligent city thanks to the participation in many round tables

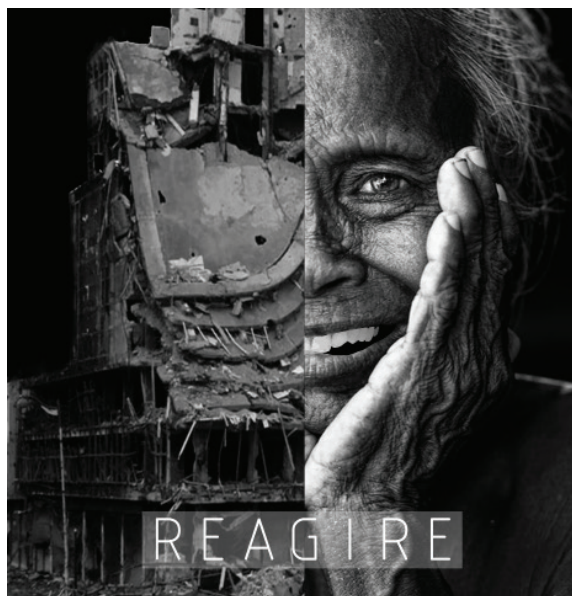
and debate. Moreover the participation in the Blitz Workshop offers a first approach of the challenges of Workshop.



BLITZ WORKSHOP OUTPUT



(EA)
ALL YOU CAN LIVE



REAGIRE



REFLECT THE CHANGE

DIGITAL RESILIGENCE FOR THE TOURISTS

DISCOVER GENOA THROUGH ITS CITIZENS



Palais
Ceci n'est pas une pipe.

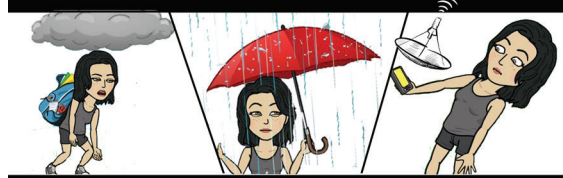


Migliaia di edifici in tutto il mondo sono a rischio inondazione.
Con l'attivazione delle linee satellitari la prevenzione di eventi
metereologici disastrosi sarebbe più efficace e veloce,
salvando delle vite.

HELPING COMMUNITY IS HELPING YOURSELF



BE A PART OF YOUR MAP



TIME 02

1. MONTPELLIER

Time 02 of the workshop was organized at Ecole Nationale Supérieure d'Architecture de Montpellier, it aims to highlight and utilization of notions and thematics approached during MED.NET 3 – Résili(g)ence, Blitz Workshop as much as the result of Slow

Urbanism workshop 01.



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OUTPUTS

TECHNILUM - LEZIGNO

Developed with ENSAM students and KAAU partners that took place since January 2017 the final presentation took place at Technilum headquarter in Lézigno, Béziers. After a visit and a presentation of the light



GROUP 01 TRAM'LIVERY

Nowadays, in our constant fight in favor of progress and efficiency, cars tend to lose the place they had in cities and particularly in downtowns.

As a matter of fact, we encounter a growing number of measure aiming to limit or reduce the cars allowed to circulate in an agglomeration, like the Crit'Air Label for example, that took place inside of Paris, Lyon or Grenoble. The goal today is to seek not only for better devices but also new means of transportation which are less bulky and are able to offer a healthier quality of life to tomorrow's cities thanks to energy efficient systems.

The question now is rather how to maintain the standard of living of a population while removing the most used mean of transport. Our approach aims to reduce the place taken on the roads by the delivery services in a town, and bring them up into the air. Actually, we are introducing a whole network of delivery drones that is based on the existing Tram lines. Small packages would be brought by flying robots from warehouse straight to a multitude of drop off points in the middle of town, close enough for people to pick them up by foot.

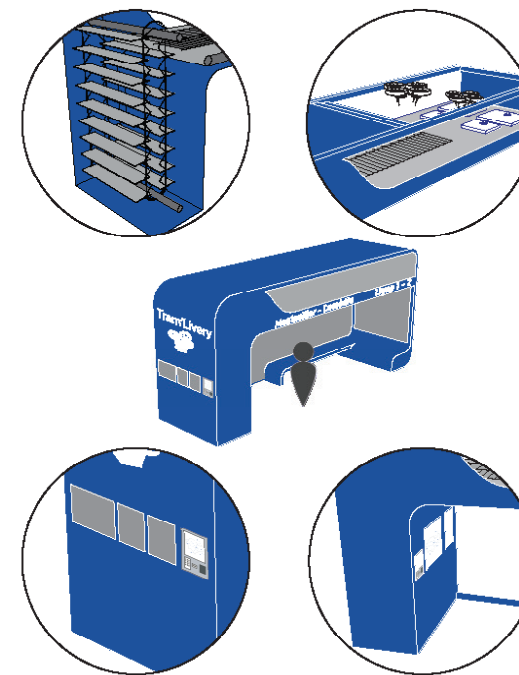
To make this project more convenient, we

came up with the idea of fusing the drone's network with the Tram's network, using the tram stops as stations where the drone would bring the goods, stay in place to recharge themselves, and where a fully automatic machine would store and deliver the packages. Moreover, the network would reach most of the city this way.

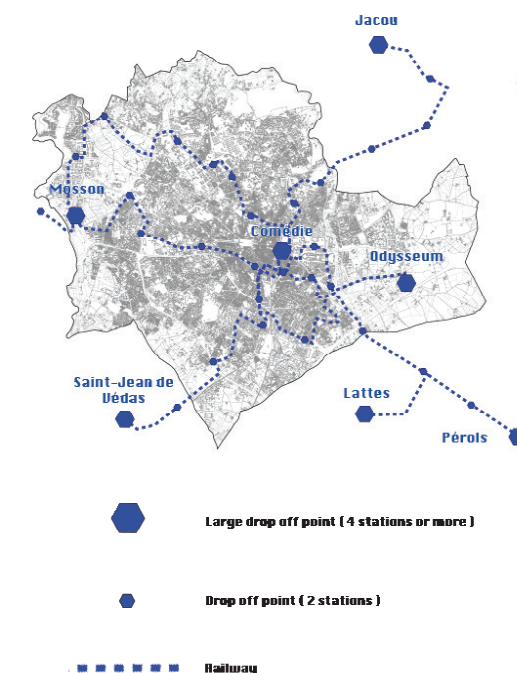
To prevent the drones from being a nuisance in the city's sky, we decided that they would only fly above the railways, thus making it easier and safer for them to circulate. Inhabitants would have an easy access to the stations as they would be disposed up to a few tram stops, so they can be accessible in minutes. Furthermore, they would have access to customer services via a smartphone app or a website to make their order, check it's situation, choose where to receive it, and scan a code to pick it up.

It is a convenient and fast system that use rather energy efficient transportation devices.

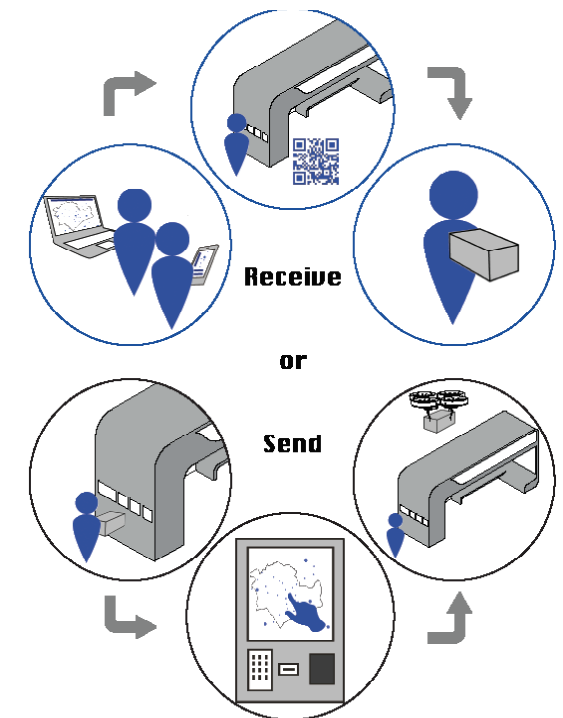
The drones are supposed to be fully automatic, and while the programming work would be quite large, the actual on site modification aren't that difficult to put in place.



Tram'Livery Station's details



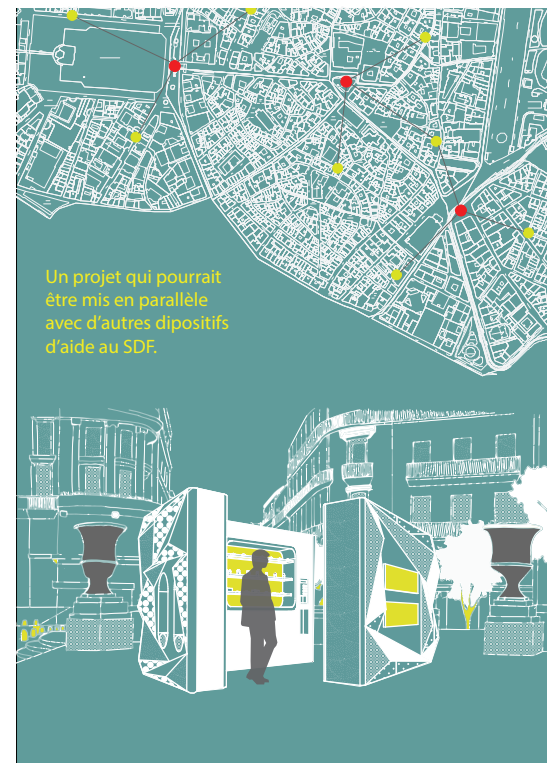
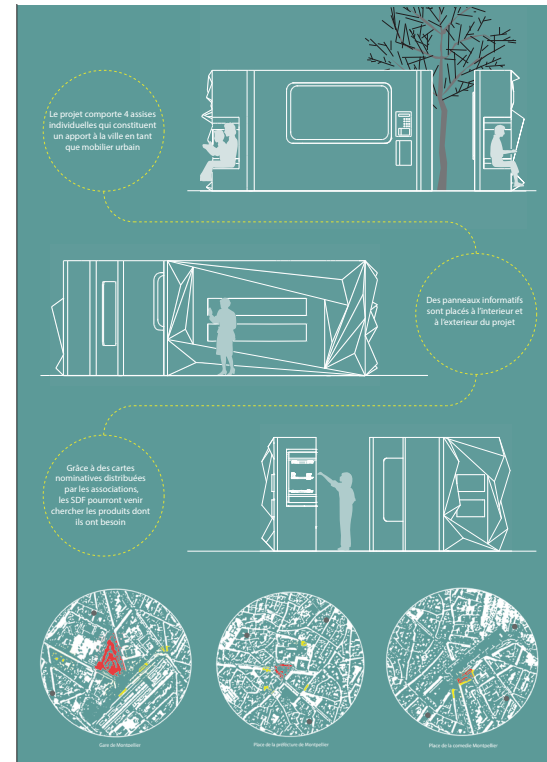
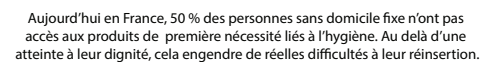
Tram'Livery Installation at Montpellier



Tram'Livery User's experience



Tram'Livery



GROUP 02
50 PERCENT

Nowadays in France, 50 percent of the homeless people have no access to hygienic basic goods. Despite the loss of dignity it's a real difficulty they have to deal with in their social interactions and their search for a job.

The aim of the «50 percent» project is to provide a place to obtain, stock and give back those products to the homeless. Furthermore it could be a place to socialize again in the urban context.

However it appears to be useful to purpose an alternative of giving voluntarily with no interest to maximize the amount of donations. Therefore in exchange of a donation, the persons who are willing to help will receive a promotional code of the partner shops.

The project is composed by two modules, one in front of the other, in order to create privacy for the beneficiaries. Each module is equipped by a slot machine to allow people to donate or use the machine whenever they want , day or night, in regard of the quietness they need.

All the products can be taken thank to a card given out by the charity organizations of the city.

Also in order to improve the project, the exterior of the module is equipped by seats situated in alcove back lighted with led in order to create different atmosphere and a place to

socialize around. Moreover There's absolutely no differences between the slot machine to give and the one to take back in order to create another opportunity for the people who suffers of a lack of consideration because of their homeless conditions to meet the people helping them.

Finally, the «50 percent project is not thought to give the possibility to take a shower or to use discreetly the provided products on site although it can eventually be related with other project of urban module dedicated to allow people to take a shower or so on in less visited districts of the city.

In order to conclude, the dual objective of this project is to provide a solution of a problem which is a real obstacle to the homeless' reintegration into society and to raise awareness about the cause of the homeless people whose percentage is increasing since about a decade.

GROUP 03 TIMELAPS PAVILION

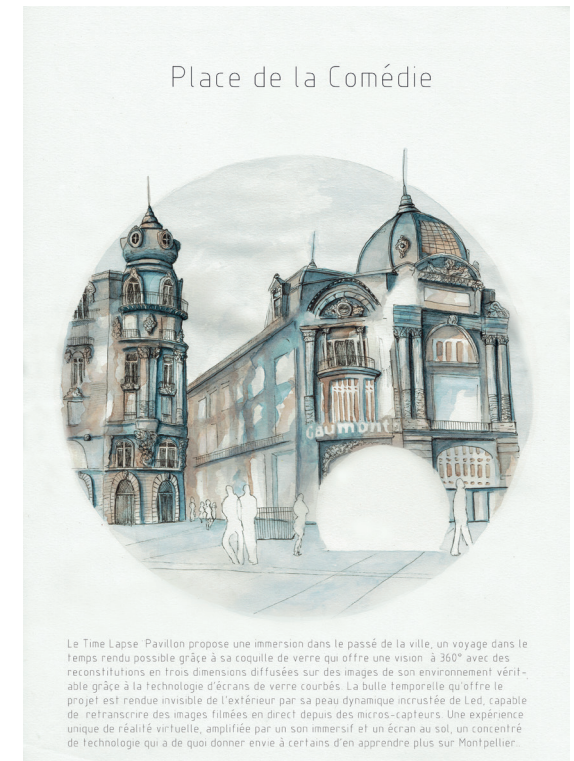
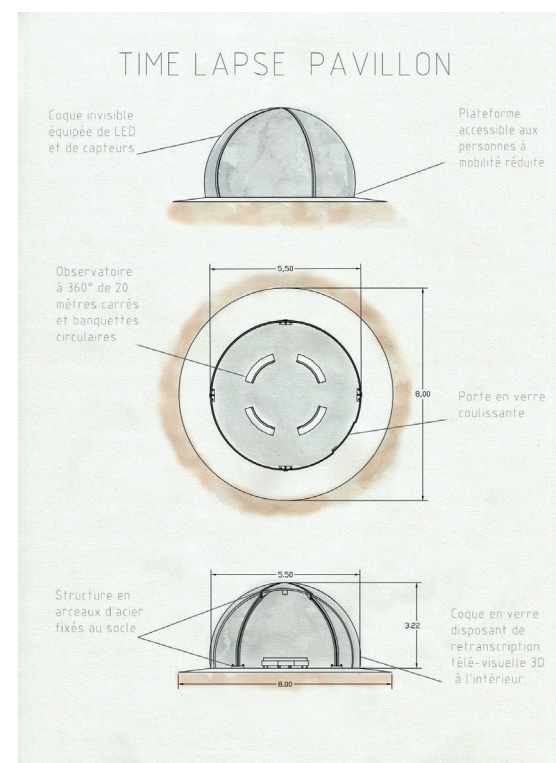
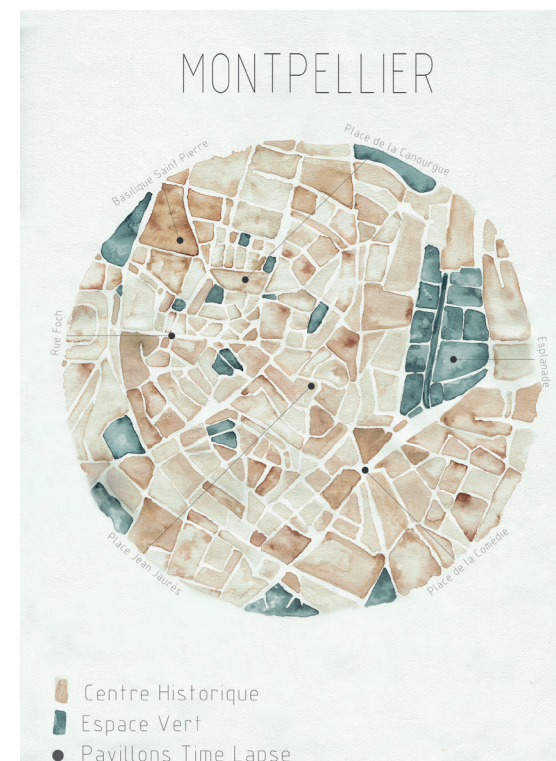
It's while walking through the streets of the medieval city of Montpellier, by looking at the contrasts and mix architecture, that you quickly observe the need for more indications and information points. And so you can pass in front of the Tour des Pins without acknowledging its legends, or drink a coffee on Jean Jaures Place without even knowing that a thousand years ago you should have been in a church at the exact same location. It's by making this observation that you can notice, as citizen of Montpellier, the depth of our ignorance. We don't know well enough its history and the events that built its spirit. It's in this optic that we wanted to bring a useful tool to learn and acknowledge the rich past of this city so we can feel and appreciate it at its very best.

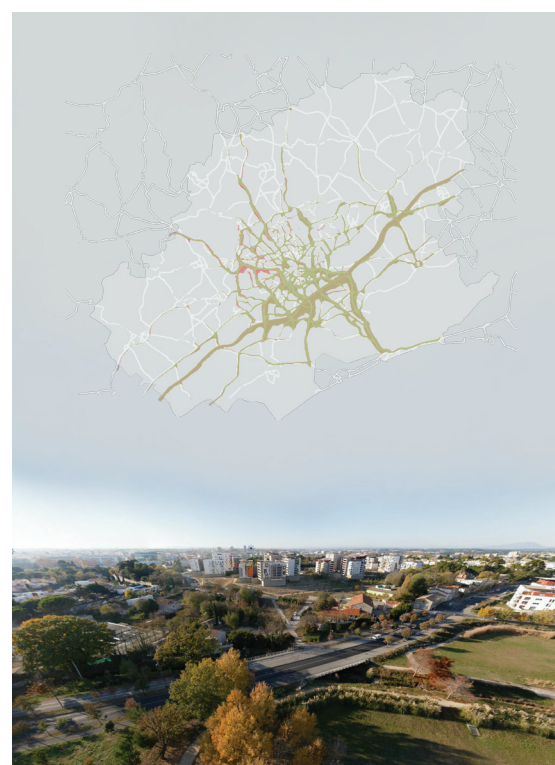
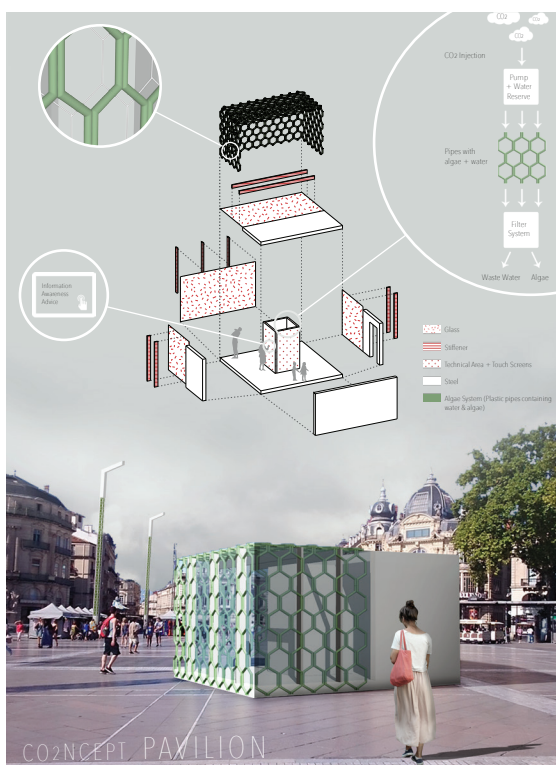
We wanted to develop a concept that can adapt to every city, focusing on strong urban identity, on the most visited sites, or testifying of a concrete period that had mark the city. This places are usually economically and culturally rich. Habitants are proud but have sadly no locations tool, nor information that could help them to discover the city on an

historic aspect.

We conceived a sober and singular pavilion in order to provide to walkers a time bubble. This project proposes a complete immersion in the city at the different era that shaped it. Its spherical shape allows a 360 vision of the city from within the glass dome while staying invisible from the outside. The tinted glass creates a better integration in the environment so the project stays visible, as it reflects, without denaturing the site where it's implanted. Provided with curved glass screens, transcribing of 3D reconstitution of the place at the selected era, the project aims to valorize the architectural heritage of the city. A jump back in time that allow to imagine the history and the development by a concrete, direct and educational way.

An approximately sixty-five feet square pavilion that find its place and utility as well on a public place as on a street or inside a building. By its formatted structure of 4 glass area supported by 2 steel arches, it can be disassembled, transported and cleaned.





GROUP 04 CO²CEPT

Co²CEPT is a project focused on the problem of air pollution. In Montpellier, pollution is mostly concentrated around the roads. The goal was then to find a way to diminish this phenomenon on this part of the urban space.

In the course of our research we found that there were systems reducing CO₂ from the air through the action of algae. We have therefore sought to link this type of system to an urban furniture device that can be placed along roads and highways. The most obvious was street lamps because they have a fairly simple infrastructure as well as a punctual treatment along the roads.

Here is the description of the device: a pump sucks polluted air (CO₂ from cars / factories ...) This air is then integrated into tubes in which an algae + water mixture circulates. The circulation of this liquid favours the absorption of the CO₂ by algae. The algae exposed to the sun (transparent plastic tube) will then produce photosynthesis in order to accentuate the process. Moreover, Chlorella is used: a freshwater green microalga which contains a very high concentration of chlorophyll. In addition, the street lamp would be equipped with sensors to measure

air quality. Algae need to be renewed about every 6 weeks. The street lamps are therefore connected to a common pump (by an underground network) ensuring the evacuation and the renewal of liquid.

The collected algae are not lost, they can be used by various companies. These algae can be used as combustible biomass or even as raw material for various cosmetic and food products.

The data collected by the sensors can also be resold to different actors: municipality, research, citizens.

To make the process more efficient, this device can of course adapt to different types of urban furniture. It can go as far as adapting to a building facade.

Thus, thanks to the web of street lamps plus the action of the well-informed inhabitants, the rate of pollution may therefore evolve downward in the years to come. Indeed, CO²CEPT would reduce by 2.6% the CO₂ concentration in the air. Knowing that it is only a prototype, the system can be readjusted, amplified to be more efficient.

GROUP 05 INTERVAL(S)

Cities tend to exclude cars more and more from their center. Thereby, public transport networks are more frequently used and they are dedicated to be redesigned. Using public transport come down to move inside a network of stations and to wait for reaching the destination, which causes a real waste of time for users services.

The problematic being at the heart of the city of tomorrow, the project Interval(s) give an answer which enhance the experience of regular users and tourists, Montpellier city-wide. Tramway being the major transport network in Montpellier, this project turn to the matter and would be carried out in others means of transportation.

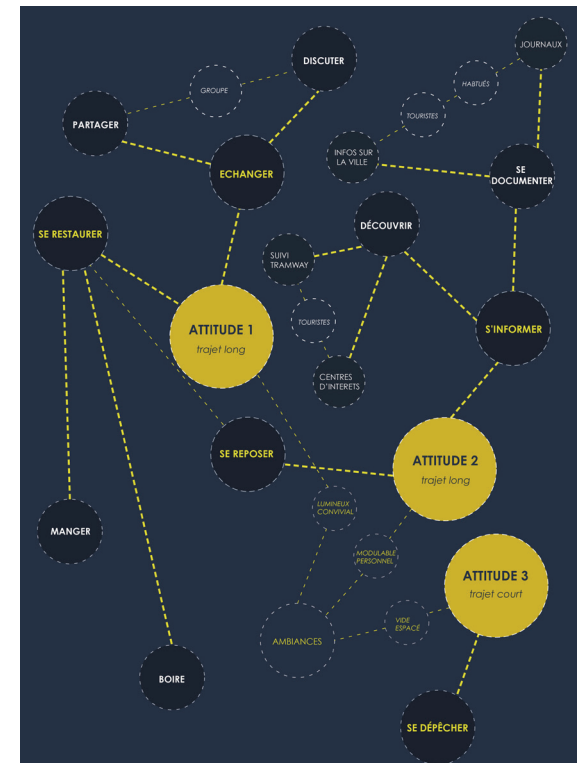
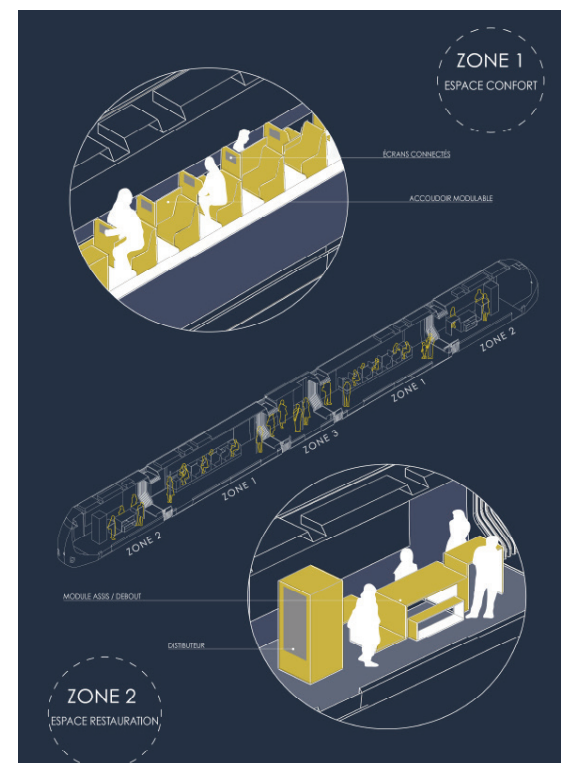
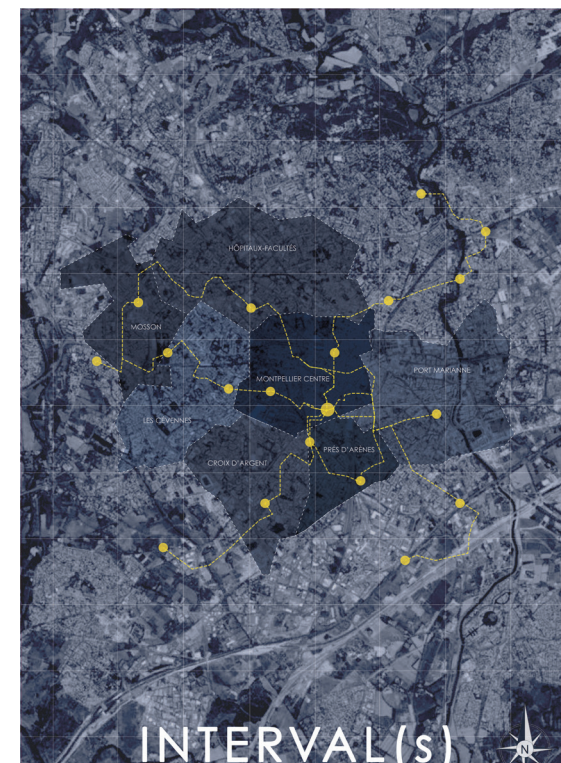
The project works according to the travel time of service users that may be short or strong. Three areas have ensued from this ob-

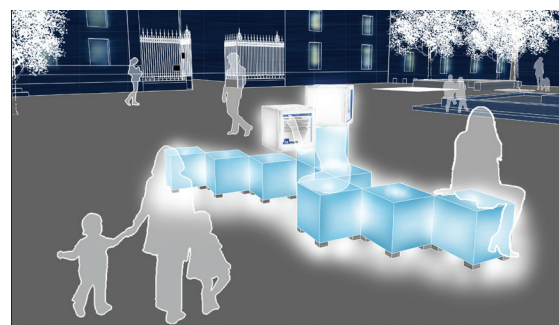
servation : two areas for long rides and one specific for shorts rides.

The first area is a dedicated space for service users looking for comfort and information about the city. It's composed of base modules specifically designed to integrate a connected screen for each seat. This screen shows an interface on two functions: the city exploration and the information.

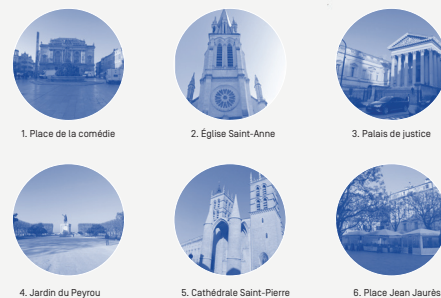
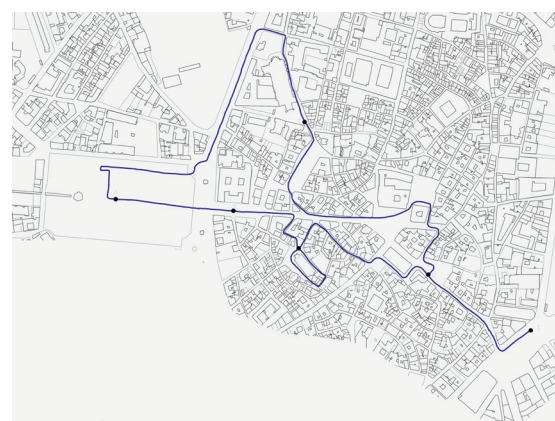
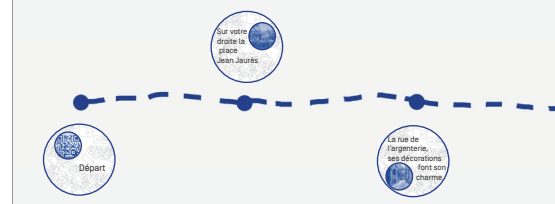
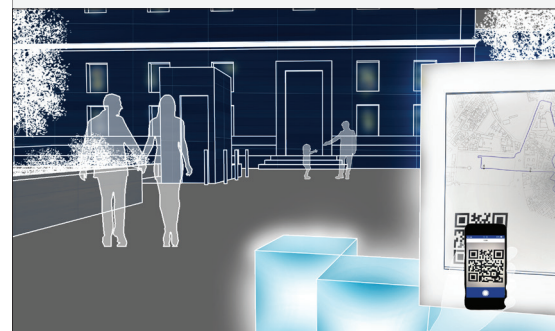
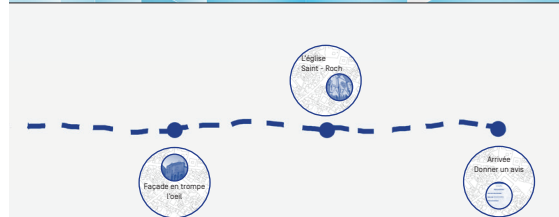
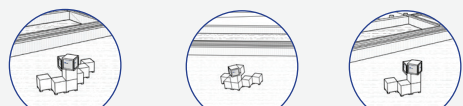
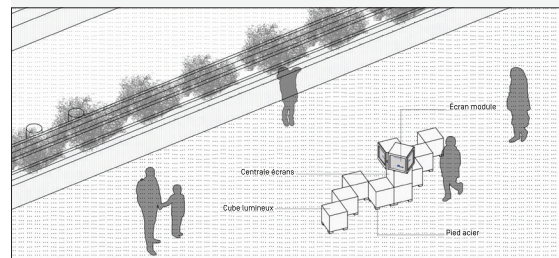
The second area is a place of conviviality, integrating a «high-table»/«low table» module as well as a catering space. This module allows service users to exchange and discuss.

Interval(s) reinvent public transportations by offering to service users an experience that suit to their travel time.





CONNECTMTP



DARCIUS HISTORIQUE

GROUP 06 CONNECTMTP

For this project the objective is to discover the city. The aim is to make the city more accessible. Today everybody is connected through smartphones and computers. The trend of the younger generation is to get the best information off the Internet. So this project is designed to make the city more interactive. Exploring is often associated with finding out about events. So the objective of this project is to combine exploring with activities and events. To demonstrate this project we use the example of Montpellier.

The aim of this project is to create an application that connects with landmarks. This application allows you to find your location. With this application you can search for locations with the help of keywords such as : shopping, restaurant, Church or view. This journey must begin at one point and finish at another point. The new concept is that the citizen can discover their location. So with this concept people find a landmark with a keyword. This principle is essential for the application to function. To begin we create one or two starting locations.

After they find their location, people must give their opinion about the journey. With this opinion you can hopefully choose the best route.

During this route you receive notifications about the events near you, now or later on. These events are set up by promoters. For example for publicity, a restaurant can create

an advertisement on the application. This advertisement will be displayed on the screen of phones near the restaurant. We can use the same thing for concerts or empty dressing rooms. To communicate their events, promoters must pay. The project is financed with this money.

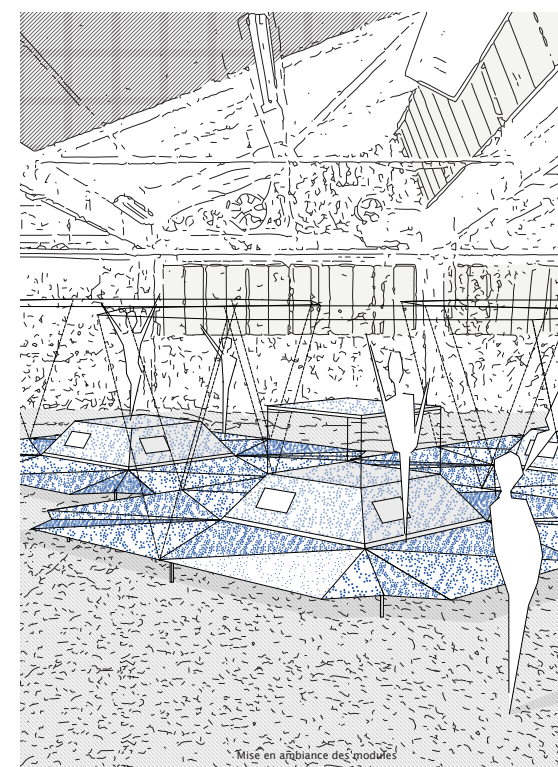
In this project, to search for an event you are obliged to go to a landmark. These landmarks are in the most attractive parts of the city. In Montpellier we can put one landmark on Comedy Place and Peyrou Garden. These landmarks are shown by a white cube. In the night these cubes reflect blue light. This light attracts people. A cube group is made up of 50 centimeter per side. Depending on the location you can have more or less cubes. In the cube you have three monitors. On these monitors you can choose locations or look at events. To start, visitors are attracted to the landmark and then are introduced to the application. At the landmark you can sit down. The problem with this project is the participation of Citizens because without them there is no application. So to solve this, we will have a competition. The evaluation of locations after travel allows you to evaluate the user. In terms of evaluation we will have a winner. The winner wins a dinner or something else offered by the promoters of events. It's a way to get publicity for promoters and reward location designers.

GROUP 07

KEAPPS +

To build our project we start with an observation: in the city, there are many existing places that are not used daily, disused or waiting to be renovated... So we decided to exploit these places to give the inhabitants the possibility of creating very varied events (concert, meeting, exhibition ...) more easily, and spontaneously. The project called KeApps + connects a mobile application or tablet and real modules that will create the necessary devices for the various events. The application linked to the modules consists of several pages. The first is registration or connection to the totally free application funded by the advertising. The second is the choice of the place where the person wants to organize the event. The third page concerns the event in particular, it allows to choose the number of people invited, the date but also the type of event. These questions will make it possible to read on a fourth page the number of module allocated as well as the place where one can come to recover it. Thus the person can retrieve his module (s) through a scan code by scanning directly on the module screen with his mobile phone or tablet. The pyramid-shaped modules are arranged in groups of six in very attractive and accessible areas of Montpellier such as the Place of the Comedie, the Antigone district ... This allows everyone to come and pick them up and, if you want, easily transportable in the tram with their wheels of 20 cm high, handles and reasonable size. They are available 24 hours before and 24 hours after the event which gives the

user a time to appropriate the premises with the module and bring back the installation. The 48h of interval also make it possible not to block the module during a too great lapse of time if it wants to be reserved by another person. The material used is the radiant Plexiglas which offers a colorful and shimmering design thanks to the light decomposition properties. The structure is totally folding and consists of triangular plates on top of each other. Thus the module is opened with the 4 folding handles that will also serve as foot to the structure. After unfolding the first 4 faces, one discovers a seat with a luminous band or it's installed inside a sound equipment, sockets, a battery ... Thus at night, the module is illuminated by the almost translucent properties of the Plexiglas. One can then unfold the 3 other solid faces to create the scene and the vertical tubular face on which one can hang cables to hang works, luminous spots ... From the central seat one can draw a table if necessary. Each module grouping is linked to a triangular Plexiglas terminal of 5 cm thickness. The terminal will serve as a signpost to the project. In this terminal will be integrated a screen which also allows to know how many modules are available to the station concerned and to reserve them. In addition, the terminal will display pictures of places and events that have already been organized via KeApps +. It will also be the interface for the distribution of advertisements that will be used to finance the project.



5

CONCLUSIONS AND RECOMMENDATIONS

This event organized by the École Nationale Supérieure d'Architecture de Montpellier offered a precise and graphic vision possibilities that offer microarchitectures to reveal places. Various practices were put ahead, that they are assistances with the people in a difficult situation, knowledge interactive on the history of the studied places or the question of the treatment of air. The sets of themes put ahead during this workshop make it possible to target important paradigms of our contemporary company. The developed projects considered each one certain solutions, temporary or perennial, to mitigate a request, a lack or a need. The fact of returning these solutions physics gives the opportunity of being projected in these microarchitectures and of evaluating the relevance of it. The various answers given by the students are precise while giving way to a future trend of these concepts. It would be then interesting to vary the proposals to

give certain answers of an urban nature and to confront these problems with architectural elements which make our town planning with the daily newspaper (solar frontages, roofs, protections...). These proposals are thus a base of reflection to think of interventions on a large scale.

6

CREDITS



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