



Temporary Street Design Projects in Montréal

Bureau
du design

Handbook of Best Practices
for Design Quality

Service du
développement
économique





Project pictured on cover: Summer pedestrianization of Rue Ontario, borough of Mercier–Hochelaga–Maisonneuve, design by PXP – Design intégré, 2023
Photo: Raphaël Thibodeau

Project pictured on this page: Summer pedestrianization of Rue Wellington, borough of Verdun, ground artwork by Melissa del Pinto, produced by MU, 2022
Photo: Olivier Bousquet

Contents

Introduction	04
Typology of temporary street design	12
Quality Vision – 125 Best Practices to Inspire Action	32
Quality Operation – 70 Strategies for Taking Action	130
Summary	174
Appendix 1 – Checklist	182

Introduction

Temporary street designs: seasonal initiatives that transform our experience of the city

For the past 10 years or so, Montréal has been experimenting with various approaches for the temporary activation of its public spaces. These seasonal “refits” function as open-air laboratories, where community spaces are reclaimed and people’s relationships to the city are revisited. Despite their temporary nature, these actions taken in the public domain not only help enrich neighbourhood life, but they can also be major drivers of positive social, economic and cultural impacts.

In the spring of 2020 and in the months that followed, the COVID-19 pandemic prompted cities to rethink planning and occupancy in public spaces, along with the neighbourhood roles of local retail businesses and services, encouraging creative and innovative solutions in response to health constraints. Many Montréal boroughs and municipal departments deployed temporary design strategies to address citizens’ needs: for example, pedestrianization of certain commercial thoroughfares, implementation of shared urban terraces in public spaces, and other spatial planning projects leaving more room for pedestrians, strolling and enlivening of public spaces.

A project of Montréal’s Service du développement économique, this Handbook was written and is being distributed in conjunction with the City’s renewed 2025–2027 financial support for the pedestrianization of commercial thoroughfares. It is underpinned by observational data gathered over the past four years and feedback from a range of stakeholders.

It aims to inspire project leaders and their many partners in stating a shared vision of quality and identifying actions to be taken to realize that vision.

With this Handbook, the City hopes to amplify the role of temporary street design projects in the implementation of the [Montréal Agenda 2030 for Quality and Exemplarity in Design and Architecture](#).

Key measures by the City of Montréal to encourage and support the quality of temporary street design projects

2021

- Service du développement économique
First financial support for the pedestrianization of commercial thoroughfares in Montréal
- Bureau du design
Second observatory on quality of temporary and transitional design projects (summer 2021)
- Third observatory on quality of temporary and transitional design projects (winter 2021–22)

2024

- Service de l'urbanisme et de la mobilité
Publication of the Répertoire des pratiques d'aménagement de la rue – Info sheets on street design
- Service du développement économique
Renewal of financial support for the pedestrianization of commercial thoroughfares in Montréal (2025–27)
- Bureau du design
Handbook of best practices for temporary street design in Montréal (2024)

2014

- Service de l'urbanisme et de la mobilité
Program for implementation of pedestrian and shared-use streets and development of local gathering places

2018

- Service de l'urbanisme et de la mobilité
Publication of Catalogue d'inspiration – Aménagement transitoire des rues de Montréal (Inspiring transitional uses for Montréal streets)

2017

- Service de l'urbanisme et de la mobilité
Publication of the Guide d'aménagement durable des rues de Montréal (Guide to sustainable design for Montréal streets), Fascicule 5 – Aménagements piétons universellement accessibles (Booklet 5: universally accessible pedestrian design)

2020

- Bureau du design
Launch of the design labs for implementation of temporary designs for public spaces, aimed at fostering vitality of commercial thoroughfares in times of crisis
- Creation of a database of specialized professionals to be pre-qualified for implementation of temporary and transitional design projects
- First observatory on quality of temporary and transitional design projects (summer 2020)
- Service de l'urbanisme et de la mobilité
Creation of safe active routes (*voies actives sécuritaires*, or VAS) to facilitate travel by pedestrians and cyclists while maintaining physical distancing in response to COVID-19

2022

- Service du développement économique
Renewal of the program to support pedestrianization of commercial thoroughfares in Montréal (2022–24)
- Bureau du design
Request for Information: Durable Street Furniture for Temporary Public Spaces
- Webinar – Strategies for Temporary and Transitional Design of Public Spaces
- Creation of a standardized matrix for analyzing the quality of temporary and transitional design projects
- Fourth observatory on quality of temporary and transitional design projects (summer 2022)

2024-25

- Service du développement économique
Financial support of Parcours design universel: rues commerciales – Training in universal accessibility and co-design of innovative solutions

A support and guidance tool and a directory of achievements from recent years

This Handbook is designed to inspire and equip professionals involved in the planning, design and implementation of a temporary street design project in Montréal. It is aimed at professionals working for Montréal boroughs and central departments, commercial development corporations, retailer associations, and more broadly at design practitioners mandated to carry out a project.

The term “design” is used in this Handbook in a broad sense to refer to all planning and development disciplines. Note that the Handbook has no regulatory scope.

The Handbook consists of three sections:

1 – Typology of temporary street design in Montréal

This section outlines various modes of sharing public streets in Montréal. A summary description is provided for each mode, allowing identification of which is or are best suited to a specific urban context. This section also explains the methodological framework for the Handbook, the specific topic of which is seasonal pedestrianization projects. The best practices applicable to pedestrianization projects can also inspire designs for the other public-street sharing modes.

2 – Quality Vision: 125 best practices to inspire action

This section presents 125 design best practices, the majority of which were gleaned from Montréal projects. Using the same structure as the [Design Montréal Quality Toolkit \(Quality Vision section\)](#), the best practices are grouped according to six categories: 1) Resilience, 2) Environment, 3) Economy, 4) Culture, 5) Equity, Diversity and Inclusion, and 6) Health and Wellness. This breakdown serves solely to facilitate presentation of the best practices according to their primary dimensions of quality.

3 – Quality Operation: 70 strategies for taking action

This section presents 70 planning, design or implementation strategies conducive to achieving and maintaining the quality objectives of a pedestrianization project. Using the same structure as the [Design Montréal Quality Toolkit \(Quality Operation section\)](#), the strategies are grouped according to six categories: 1) Mobilize, 2) Communicate, 3) Envision, 4) Entrust, 5) Reframe, and 6) Sustain. The strategies were developed based on semi-structured interviews with pedestrianization project managers in Montréal with experience in at least three such projects.

What is a temporary street design project?

A temporary street design project is defined in this Handbook as a short-term change in the usual order of things and activities on a street, for a set period ranging from a few weeks to several months, or even an entire year.

Such temporary installations are distinct from permanent changes, in which a public space is transformed on a lasting basis.

Temporary street designs can include (without limitation):

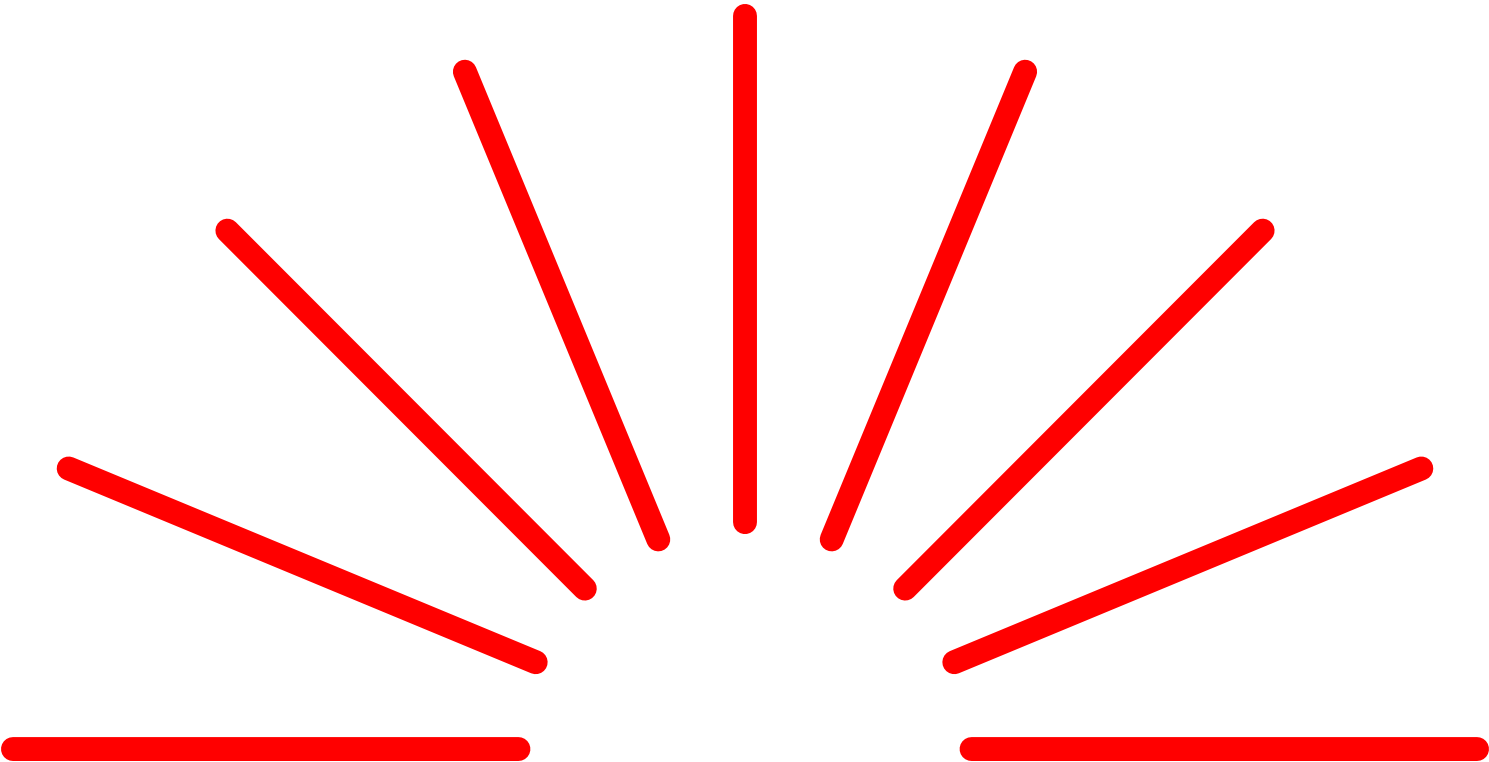
- Furniture with a functional purpose, for rest and relaxation;
- Café-terrasses and parklets;
- Stage facilities, play areas or spaces dedicated to arts & culture programming;
- Planters and similar planting solutions;
- Signage (entrance, informational and wayfinding);
- Art installations;
- Ambient lighting;
- Security arrangements and devices.

A temporary street design project generally aims to give pedestrians more space. It may be a **one-time** or a **recurring installation**, repeated over several years or in **different seasons**. To enhance the quality of the user experience over time and maintain the appeal of the site, the temporary design often **evolves** from one edition to the next.

So-called transitional street designs, for their part, aim to experiment with new uses over a period ranging from a few months to a few years, as proof of concept for an eventual permanent change.

Although temporary projects tend to be implemented with more limited resources and budgets, formal and esthetic sensibility, attention to detail as well as the quality and ingenuity of manufacturing and installation systems remain essential considerations for ensuring project appreciation.

To that end, identifying flagship initiatives in which to invest and, in some cases, adopting a phased approach (with investments spread out over time) are key to ensuring project quality.



Typology of temporary street design

Understanding the typology to improve actions

The Handbook discusses four types of temporary street designs observed in Montréal:

- Pedestrianized street;
- *Rue-place* (the street as public square);
- Shared street;
- Redistributed roadway.

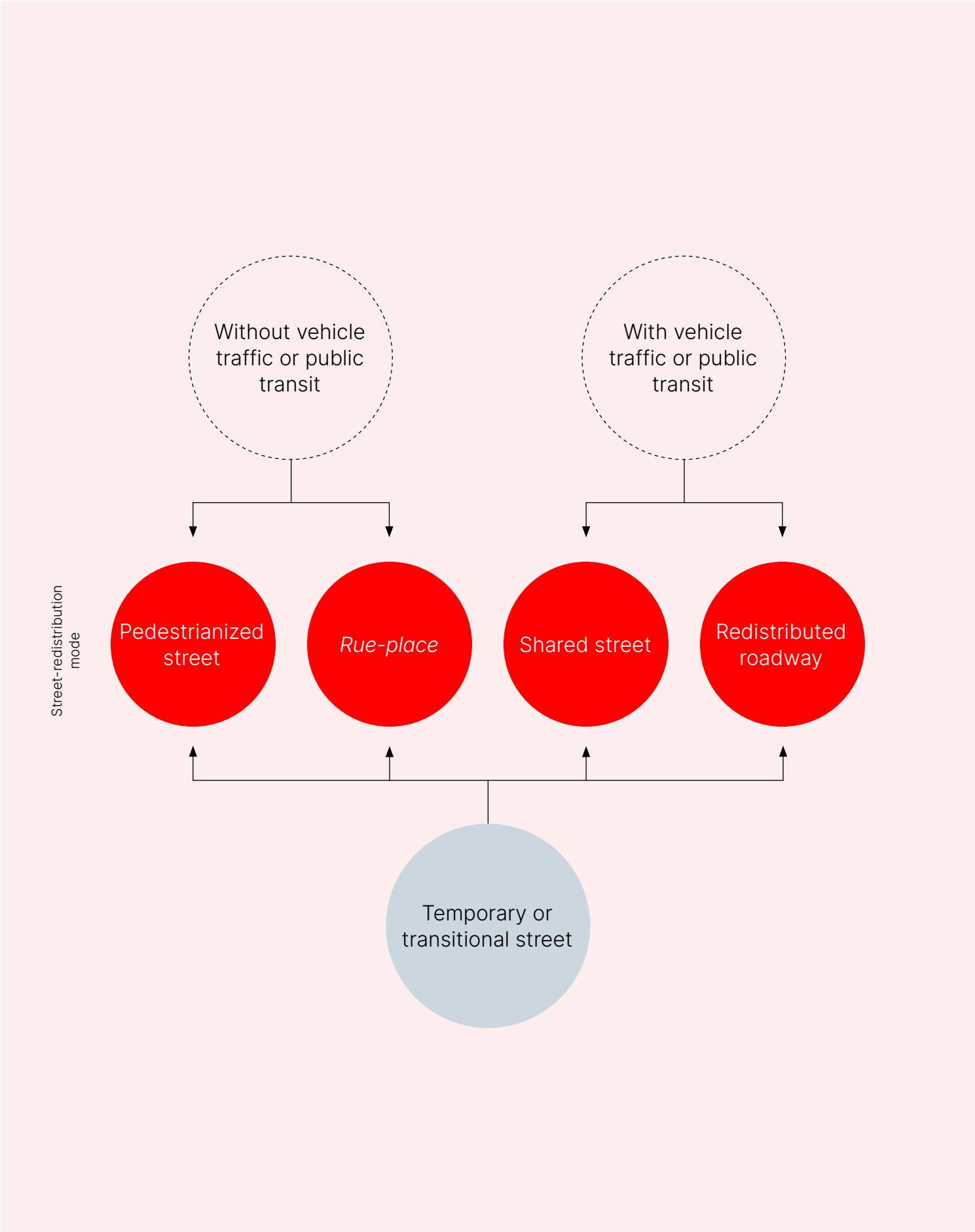
The four types are differentiated by **the way in which the street is shared**, whether vehicular traffic is permitted, and the varying degrees of impact on the original street function (e.g., accessibility of the area).

The decision as to which type of temporary redistribution to use should be made in consultation with all project stakeholders. This broader engagement helps to clearly identify each party's needs and expectations and to get a clear sense of the potential socio-economic, cultural and environmental impacts that each type of temporary installation can have on the street, the neighbourhood and the city overall (when the project involves a major thoroughfare).

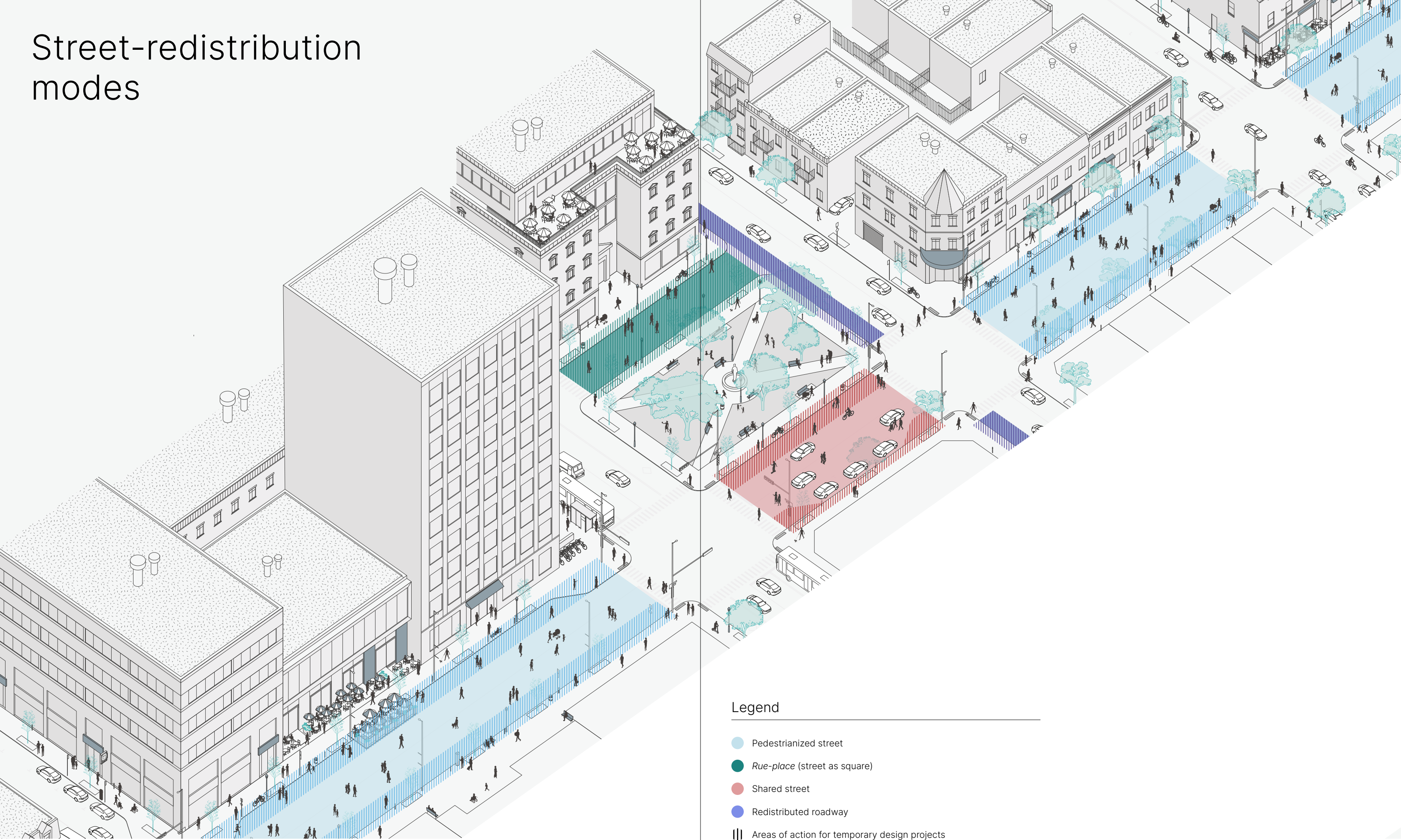
Understanding the typology to improve actions (continued)

The right actions in the right places: which type of temporary street design can best deliver an enhanced experience for the majority of the parties involved, with minimum adverse effects?






Complete seasonal pedestrianization of streets is not the only option to consider, and co-existence of more than one mode of redistribution in the same area, or even along the same street, is possible.



Street-redistribution modes



Legend

-  Pedestrianized street
-  *Rue-place* (street as square)
-  Shared street
-  Redistributed roadway
-  Areas of action for temporary design projects

Pedestrianized street and *rue-place*

A **pedestrianized street** is closed to road vehicles, except for deliveries (at specific times) and emergency vehicles (e.g., Rue Sainte-Catherine Est during summer). In some cases, cyclists, skateboarders, scooter riders and inline skaters are allowed, provided that they travel slowly and yield to pedestrians. At busy times, walking is recommended for all users. Because vehicular traffic is prohibited, the pedestrianized street is the temporary redistribution mode that results in the most changes to the street's functionality.

- Removal of all on-street parking and reclamation of these spaces;
- Securing of the street at intersections (vehicle access blocked and/or anti-terrorism measures);
- Scheduled access by commercial delivery vehicles at specific times;
- Scheduled access by maintenance and waste-management vehicles at specific times;
- Wide, unobstructed corridor along the middle of the roadway for pedestrians and emergency vehicles;
- Rerouting of public transit vehicles and relocation of taxi stands;
- Reduced door-to-door paratransit service;
- Relocation of cycling lanes, if applicable.



Pedestrianized street: Avenue Duluth Est, borough of Plateau-Mont-Royal, 2023
Design by: KANVA Architecture (guiding concept)
Photo: Caroline Perron



Rue-place: Dunes [é]mouvantes, Avenue du Musée, borough of Ville-Marie, 2018
Design by: NÔS Architectes in collaboration with MU
Photo: Raphaël Thibodeau

A **rue-place**, like a pedestrianized street, is closed to motor vehicles at all times. It is restricted in length and often installed near a public place, such as a park or square, or a publicly accessible institution (e.g., Avenue du Musée, Montreal Museum of Fine Arts). Emergency-vehicle access to the rue-place is via adjoining streets, with no need to plan for other access routes or a reserved corridor. This means that the street can be entirely redesigned, including both sidewalks. This in turn affords a broader range of possible events and activities, similar to programming in a park and providing strong potential for cultural outreach.

- Removal of all on-street parking and reclamation of these spaces;
- Securing of the street at intersections (vehicle access blocked and/or anti-terrorism measures);
- Rerouting of public transit vehicles and relocation of taxi stands;
- Relocation of cycling lanes, if applicable.

Shared street and redistributed roadway

A **shared street** is defined in Québec’s Highway Safety Code as “all or part of a public highway on which pedestrian traffic has priority,” but where vehicle traffic is also permitted. There are specific rules for drivers, cyclists and pedestrians using such streets, so as to ensure everyone’s safety¹. Pedestrians have priority in a shared street. They are free to walk where they wish and in any direction, and may cross the street anywhere, at any time. The speed limit for vehicles is 20 km/h (e.g., Rue Valois and Rue Ontario, 2016).

- Removal of or major reduction in on-street parking to ensure pedestrian visibility;
- Vehicle traffic calming measures at intersections (ground markings or other means);
- Maintenance of public transit and paratransit routes.

1. Ministère des Transports et de la Mobilité durable, Government of Québec



Shared street: Boulevard Gouin E., borough of Ahuntsic-Cartierville, 2021
Design by: LN Paysage
Photo: Borough of Ahuntsic-Cartierville



Redistributed roadway: Promenade Jean-Brillant, Rue Jean-Brillant, borough of Côte-des-Neiges-Notre-Dame-de-Grâce, 2021
Design by: Roadsworth (produced by MU)
Photo: Olivier Bousquet

A **redistributed roadway** allows pedestrian use of part of the roadway normally used by motorists (and in certain cases, cyclists). Clear and safe delimiting of transportation modes, by means of signage and/or structures, is required (e.g., la Grande terrasse rouge, Rue Saint-Denis, 2015–2016). Montréal’s safe active routes (voies actives sécuritaires, or VAS), implemented during the pandemic, fall into this category.

- Removal of on-street parking on one or both sides and reclamation of these spaces;
- Maintenance of public transit and paratransit routes.

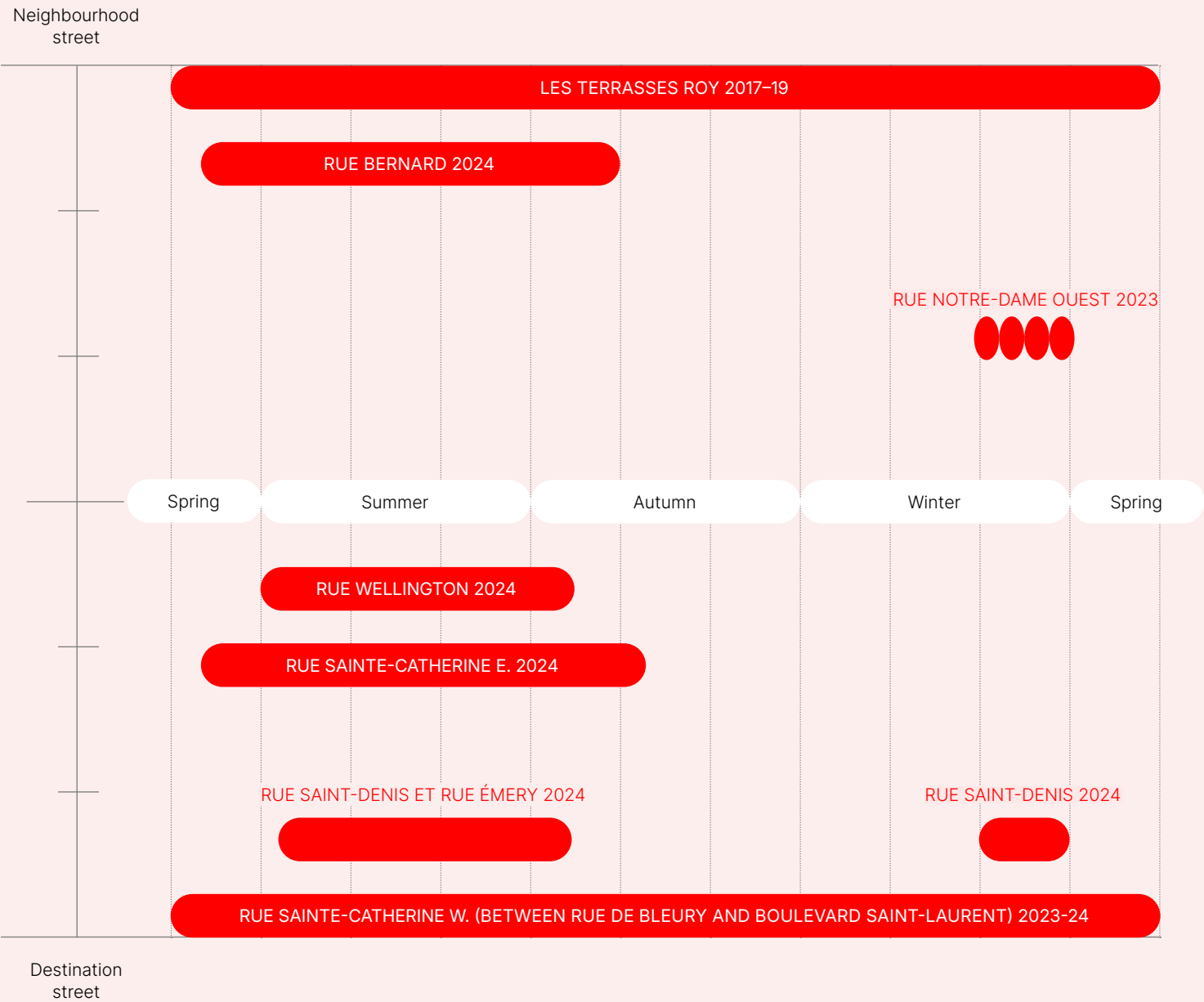
The redistributed roadway is a sharing mode to consider in the following situations:

- Access to an underground parking facility is required;
- Vehicles must access a construction worksite;
- Public transit and/or paratransit is essential for accessing institutions;
- The street includes a major cycling lane/path;
- There are critical vehicle-access or supply issues for businesses or institutions on the street.

Factors influencing types of temporary design: appeal context, season, duration and recurrence

To fully assess the specifics of the implementation context for a temporary street design project, there are four key factors to consider right from the planning stage: the street’s **appeal context** (neighbourhood street or destination street), the **season** in which it is implemented, the **duration** of implementation, and whether it will be **recurrent**.

Projects implemented in a destination appeal context during all four seasons or over the long term **require more sustainable solutions**.



The diagram above lists examples of temporary projects as an aid to understanding the following: **appeal context**, **season** and **duration**. As such, it is not exhaustive, and is open to interpretation.

Factors influencing types of temporary design: appeal context, season, duration and recurrence (continued)

1. Appeal context

The appeal context classifies a street or street segment by intensity of footfall and user types: a pedestrianized street is thus referred to as a “**destination**” street (*rue de destination*) or a “**neighbourhood**” street (*rue de quartier*). The appeal context may vary from one end of a commercial thoroughfare to the other: for example, Avenue du Mont-Royal may be considered a “destination” pedestrianized street near the métro station; as one walks farther east, though, it gradually changes to the “neighbourhood” type.

- 1.1 **Neighbourhood streets** are defined by their local scale and reach. Their existing public and private layouts, as well as cultural and commercial attractions, are approached with local residents’ needs in mind. Temporary design projects are planned in continuity with existing facilities, to enhance the experience of the neighbourhood’s living environments.
- 1.2 **Destination streets** have a broader scale and reach, and aim to attract local, regional and international tourists. Commercial and cultural attractions are more diversified and attract a diversity of user groups, generating higher footfall. Temporary design projects are more extensive, with more event-oriented installations and programming.

See the images on Pages 26 to 31 for a better idea of how the appeal context influences the type of design.

2. Implementation season

While most of the best practices apply regardless of the season in which the project is implemented, climate factors specific to each season result in different constraints that influence the design approach:

- 2.1 In **summer**, temporary street design projects must include cooling features for users, especially in the context of climate change. Apart from episodes of extreme heat and storms, constraints linked to inclement weather are minor (rain, humidity), allowing for a wide range of programming possibilities, both in terms of uses and activities.
- 2.2 In **spring and fall (with no snow accumulation)**, users seek furniture and other features that are well positioned to take advantage of sunlight. Constraints linked to inclement weather are moderate (rainfall and water accumulation on installations, stains from autumn leaves, possible below-freezing temperatures).
- 2.3 In **winter (including spring and fall days with snow accumulation)**, users seek furniture and other features well positioned to take advantage of sunlight and offering shelter from the wind. Constraints linked to inclement weather are considerable (rain, freezing rain, snow, temperature variations, below-freezing temperatures) and demand highly resistant materials (resistance to de-icing salts, impacts from sidewalk snowploughs and the mechanical thrust of snow during snow removal). Layouts and equipment must be designed so that they maintain their functionality and continue to be used in spite of snowfall conditions. Facilities with shelters, providing warming strategies or protection from the wind, or that promote movement, are encouraged.

3. Duration of implementation

The length of time of project implementation is a vital consideration in determining the scope of the required investments in human, material and financial resources.

- 3.1 A temporary design that will last **a few days** involves short-term, inexpensive solutions (e.g., a trade fair). Strategies for responsible use of resources must be applied (e.g., reuse and repurposing of existing furniture our facilities, rental or borrowing of equipment).
- 3.2 A temporary design that will last **a few weeks** to several months must take into account sustainability requirements, often associated with higher costs, and a more elaborate management strategy.
- 3.3 A temporary design that will last **more than six months** involves greater constraints in terms of resistance to weather, resistance of materials, and resistance to intensive, prolonged public use. Durability and repairability issues become central to the design and management process, so a maintenance and preservation strategy must be implemented. Having features that evolve is a further approach to consider for maintaining the appeal of the site.

4. Reccurence

The expected recurrence of the initiative (e.g., pedestrianization of the same street every summer) and readiness to reuse equipment and furniture (e.g., within the borough or shared by boroughs) are factors to consider when establishing the target durability of the equipment and facilities as well as the associated investments. Projects that recur across seasons, besides being subject to considerable constraints in terms of resistance, also involve multiple transportation, installation, tear-down and storage cycles. These durability and repeated-handling requirements require more substantial investments, comparable to those for permanent street furniture in Montréal.

Recurrent projects also present the challenge of user experience renewal, and consequently whether to reuse or discard certain features from previous editions. Value and cost-benefit analyses are required to identify strategic investments and better understand the project’s environmental impact.

A phased, evolutive approach to a temporary project can also be envisioned, with some features used for several years and others added or revamped.

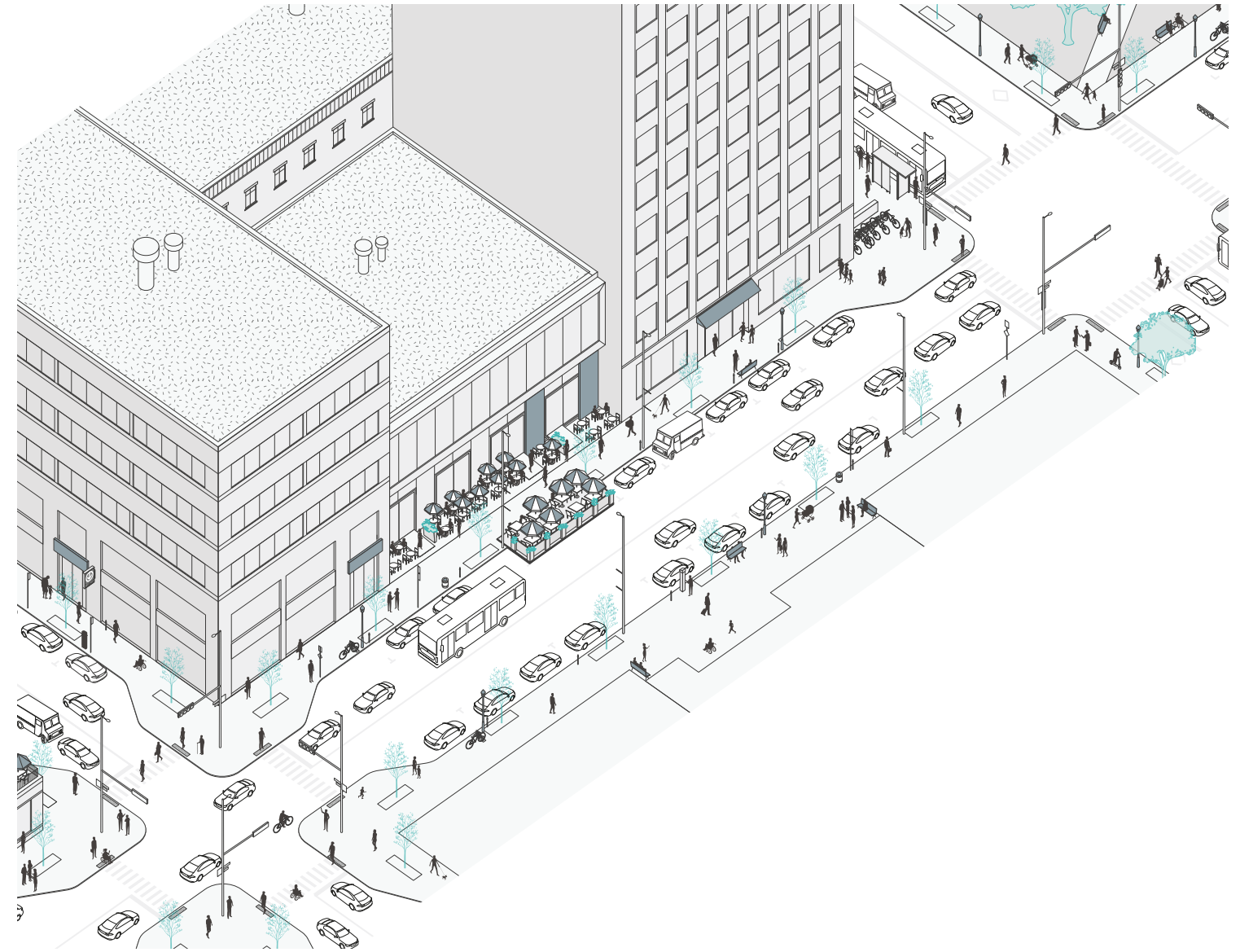
Considering the four classification factors of a temporary street design project provides insights into the project’s specific characteristics and helps ensure proper adaptation of the project’s planning and design.

Understanding the differences between neighbourhood and destination streets for more effective design



Neighbourhood street

- **mixed-use local street** with residential buildings nearby;
- **local retailers and services** (e.g., cafés, personal care);
- **local public or community institutions** (e.g., school, YMCA, library, small arts & culture venue, religious building).
- built environment around **three storeys or lower**;
- **mostly narrow sidewalks** and **limited street furniture**;
- vehicle traffic volume is low to medium;
- public transit is either absent or low-frequency.



Destination street

- **collector street or thoroughfare**, with a mixed-use environment nearby;
- **destination stores and services** (e.g., big-box, chain and regional stores);
- **major institutions and tourist attractions** (e.g., university, central library, major arts & culture venue, museum);
- built environment is **three stories or higher**;
- **mostly wide sidewalks** and **extensive street furniture**;
- vehicle traffic volume is high;
- public transit (buses) is more frequent and busier, and there may be one or more métro stations.

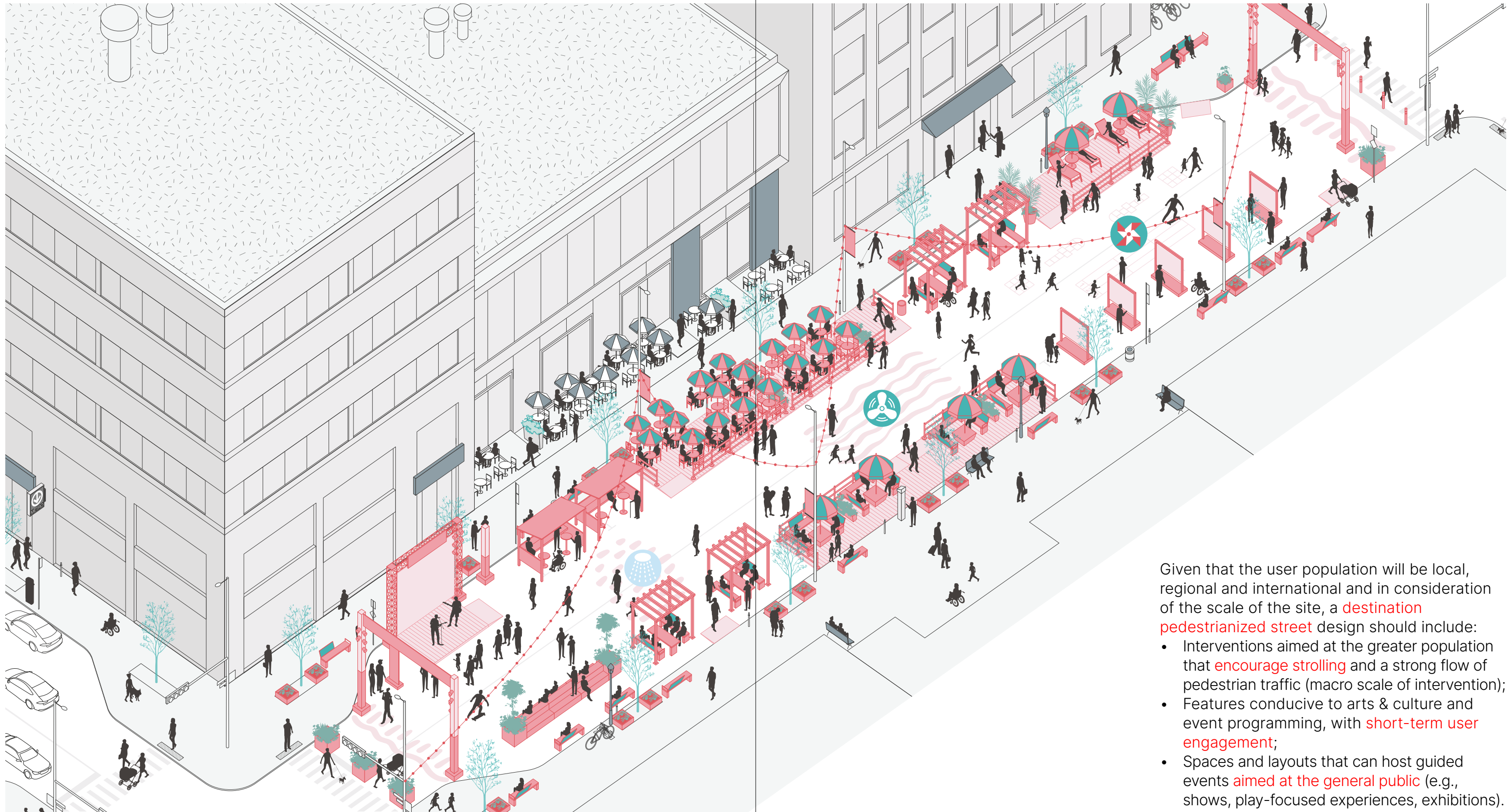
Effective temporary design for a neighbourhood pedestrianized street



Given that the user population will be mainly local, and in consideration of the scale of the site, a **neighbourhood pedestrianized street** design should include:

- **One-time interventions** on a scale in continuity with the existing supply (micro scale of intervention);
- Features focusing on comfort and relaxation, for **use over extended periods** of time (as extensions of porches or backyards);
- Spaces and layouts that can host guided events and activities **fostering local-user engagement** with the neighbourhood (e.g., urban farming, family-friendly activities, play-focused activities, small-scale art & culture performances).

Effective temporary design for a **destination** pedestrianized street



- Given that the user population will be local, regional and international and in consideration of the scale of the site, a **destination pedestrianized street** design should include:
- Interventions aimed at the greater population that **encourage strolling** and a strong flow of pedestrian traffic (macro scale of intervention);
 - Features conducive to arts & culture and event programming, with **short-term user engagement**;
 - Spaces and layouts that can host guided events **aimed at the general public** (e.g., shows, play-focused experiences, exhibitions).

Quality Vision – 125 best practices to inspire action

125 best practices is a lot! Which ones are the most meaningful for your project? Prioritize them and test them out progressively.

The Handbook lists 125 best practices, grouped into six broad categories. They are accompanied by examples providing visualizations of how they are applied.

To inspire readers, the list of best practices is meant to be as exhaustive as possible. You are invited to reinterpret the content and make it your own, adapting it to the specifics of your project.

At the planning stages of your project, identify the best practices that are:

- Essential;
- To be considered;
- Not applicable (or low-benefit).

Also ask yourself about your capacity to implement them:

- Are they easy to implement?
- Difficult?

How do I implement the chosen best practices?

Once you have identified your priority objectives, see the following section, Quality Operation, for implementation strategies.

How can I improve the quality of my project from one iteration to the next?

In the case of recurring temporary designs, you and your team can repeat the best practices prioritization exercise in light of feedback received on the current-year version. You can also choose an evolutive strategy whereby the project objectives are phased in over a number of years.

The dimensions of quality in design



Resilience to crises and changes

Urban resilience refers to the capacity of people, communities, institutions, businesses and stores to adapt to a major change in the normal course of affairs and events, regardless of the types of chronic stress (e.g., ecological, social, economic) and acute shocks (e.g., related to weather, public health) they experience. Resilience in the context of temporary street design refers to collective capacity to reconstitute a temporary living environment and, above all, to seize the opportunity to test new development solutions in the public sphere that respond to municipal requirements for adaptation and help enhance the experience of the city.

See best practices Nos. 1 to 13.



Environmental Responsibility

The contribution of temporary street design projects to addressing environmental challenges is undeniable. Their design principles may aim at responsible use of resources, a reduced carbon footprint, diversification of plant species and lower environmental pollution. They also provide opportunities to temporarily test strategies for adapting public spaces to climate change and making them more comfortable across changing seasons.

See best practices Nos. 14 to 38.



Economic Performance

Temporary street designs can generate economic value. They enable a renewed experience of the city for residents as well as visitors and retailers. Everyone experiences a new kind of coexistence in the street, discovering new places and new ambiances, and enjoying the new interactions that they generate. Temporary design projects can attract and retain customers, enhancing the commercial vitality of the entire surrounding area.

See best practices Nos. 39 to 52.



Culture and Identity as Values

By identifying, amplifying and revisiting the distinct identity-shaping elements of neighbourhoods, temporary street design projects enrich the overall experience of street life, making it more fulfilling for residents and contributing to the cultural vitality of districts. Temporary projects that are well integrated into their context, exhibit strong formal qualities and are implemented with attention to detail make a street more pleasant and attractive to visitors.

See best practices Nos. 53 to 72.



Equity, Diversity and Inclusion

An inclusive temporary street design can contribute to an increased sense of shared identity, enrich community life, foster social cohesion, and help people live better together. Users are considered in terms of their diversity, including their strengths and vulnerabilities. Many have no access to a car, or are unhoused. Others may be unable to walk, see or hear. Newcomers, neurodivergent people and children may encounter messages, codes or social conventions that they do not readily understand. Beyond the esthetic and recreational quality of the installations, what matters is their usage quality and potential for adoption by a broad range of people, without exclusion, regardless of socioeconomic status, ethnocultural background, gender, age or ability.

See best practices Nos. 73 to 104.



Health and Wellness

Temporary street designs in urban settings aim at enhancing the day-to-day experience of a street by creating a festive, friendly atmosphere. When such an environment is safe and welcoming, it reinforces users' sense of well-being. Temporary pedestrianization of streets helps promote healthy living habits: it encourages walking, a simple and accessible physical activity that is beneficial to health. The reduction in automobile traffic and its associated pollutants lowers the risk of traffic mishaps and improves air quality. Lastly, open, navigable spaces increase people's sense of urban safety and security, thereby lowering anxiety and improving quality of life.

See best practices Nos. 105 to 125.

How can a temporary street design project contribute to greater urban resilience?

By mitigating the impacts of climate-related hazards:

1. Use of designs adapted to seasonal microclimates (e.g., in winter, using spaces that get the most sun or are sheltered from the wind; in summer, locating activities in the shade of the tree canopy);
2. Creation of protective zones against inclement weather and climate stresses (e.g., wind, rain and snow, cold and heat, dust, noise, glare);
3. Incorporation of cooling features into summer projects (e.g., canopy, shades, pergolas, use of lighter colours to reflect rather than absorb solar heat, misters, water stations);
4. Integration of extensive planted areas in raised beds to help reduce the volume of runoff water reaching sewers;
5. Planting of native species that require less water and are therefore more resilient to climate hazards (e.g., periods of drought).

By minimizing requirements in terms of essential resources and services:

6. Designs that use as few new materials at source as possible;
7. Sustainable designs that require little maintenance and upkeep;
8. Designs that require no energy sources (or that generate their own energy);
9. A program of standalone activities that require little or no guidance or monitoring.

By providing ways of adapting usages and sites:

10. Flexible designs (modular and movable) that can be modified to address new needs or adaptive measures (e.g., health measures in a pandemic context);
11. Designs adapted to specific situations that are a source of annoyance or disruption (e.g., construction sites).

By facilitating emergency or crisis-response actions:

12. Maintenance of an unobstructed traffic corridor for emergency vehicles;
13. Integration of anti-ram security barriers that are well positioned or that can be relocated as needed depending on the requirements for emergency-vehicle access.



No. 1 – Mitigate the impacts of climate-related hazards by using designs adapted to seasonal microclimates.

Pique-nique au jardin is an installation of communal tables, each measuring 8 metres in length. This rest stop benefits from the natural canopy and cooling effect of Parc des Compagnons-de-Saint-Laurent.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Design by: Le Comité
Images: Marose Photo



No. 3 – Mitigate the impacts of climate-related hazards by incorporating cooling features into summer projects.

Large shade structures were set up at various points along the avenue, providing ample cooling areas throughout the day according to the sun's path.

Avenue Bernard, borough of Outremont (pedestrianized street, 2023)
Design by: EVOQ Architecture
Image: Caroline Perron



No. 3 – Mitigate the impacts of climate-related hazards by incorporating cooling features into summer projects.

Libres cours sur Ontario featured a misting system that sprayed fine droplets of water to momentarily refresh passing pedestrians.

Rue Ontario, borough of Mercier-Hochelaga-Maisonneuve (pedestrianized street, 2020)
Design by: PXP – Design intégré, NIPPAYSAGE, Paprika and Atomic3
Images: Mathieu Rivard



No. 4 – Mitigate the impacts of climate-related hazards through integration of extensive planted areas in raised beds to help reduce the volume of runoff water reaching sewers.

Les Terrasses Roy was a series of five colourful terraces with ample planting that masked the typical driveable-road profile. Inspired by terrace cultivation, this archipelago of greenery also played a role in stormwater management.

Rue Roy Est, borough of Plateau-Mont-Royal (pedestrianized street, 2017–2019)
Design by: Castor et Pollux
Images: Castor et Pollux

No. 4 – Mitigate the impacts of climate-related hazards through integration of extensive planted areas in raised beds to help reduce the volume of runoff water reaching sewers.

The avenue's *Jardin nourricier* helped “demineralize” a large extent of the roadway. The Jardin consisted of planters stretching for 240 linear metres along with some 50 flower arrangements, known as *carrés fleuris*, in 1.5-metre-long beds.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Jardin nourricier: Cultiver Montréal
Carrés fleuris: Nomade, Odace Événements et EN TEMPS ET LIEU
Images: Latrompette Studio





No. 5 – Mitigate the impacts of climate-related hazards by planting native species that require less water and are therefore more resilient to climate hazards.

Le bosquet des lucioles was a light-and-sound forest of oak, maple, birch and blueberry shrubs. After the summer-season pedestrianization, 85% of that vegetation was transplanted to four alleyways less than 350 metres away.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2021)
Design by: Nomade Aménagements transitoires et Nova-Lux
Images: Latrompette Studio



No. 7 – Minimize requirements in terms of essential resources and services through sustainable designs requiring little maintenance and upkeep.

The *Méandre* benches along the avenue were designed with no extensive surfaces so as to limit vandalism, wear and tear and dirt buildup. The system is designed for repeated assembly and disassembly. All-season use is possible thanks to the steel furniture and powder-coated paint.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Design by: Studio Dikini
Images: Raphaël Thibodeau



No. 10 – Provide ways of adapting usages and sites through flexible designs (modular and movable) that can be modified to address new needs or adaptive measures.

The furniture elements of *Ontario en fête* are modular, offering a variety of configurations. With each iteration since 2021, the range of furniture and facilities has been expanded, with the goal of providing increasingly comprehensive and varied spaces.

Rue Ontario, borough of Mercier–Hochelaga–Maisonneuve (pedestrianized street, 2023)
Design by: PXP – Design intégré
Images: Raphaël Thibodeau



No. 10 – Provide ways of adapting usages and sites through flexible designs (modular and movable) that can be modified to address new needs or adaptive measures.



Bleu Tomate was a pandemic-era adaptive-use project that used ground markings to indicate minimum distances to be complied with, allowing people to safely re-engage with public spaces.

Rue Adam – Marché Solidaire, borough of Mercier–Hochelaga–Maisonneuve (pedestrianized street, 2020)
Design by: Studio Overall
Images: Olivier Blouin



No. 11 – Provide ways of adapting usages and sites through designs adapted to specific situations that are a source of annoyance or disruption.

La *Roseaie* was an artistic garden tableau developed in partnership with the Société de transport de Montréal (STM). The project beautified the area around the Mont-Royal métro station worksite for the benefit of nearby residents, passersby and subway users.

Métro Mont-Royal, Avenue du Mont-Royal, borough of Plateau-Mont-Royal (public square, 2021)
Design by: Isabelle Duguay and Julian Palma (produced by MU)
Image: Olivier Bousquet



No. 11 – Provide ways of adapting usages and sites through designs adapted to specific situations that are a source of annoyance or disruption.

For the second iteration of the street's summer-season pedestrianization, *Ontario s'amuse* featured a new visual identity that playfully and colourfully enlivened adjacent worksite hoardings.

Rue Ontario, borough of Mercier-Hochelaga-Maisonneuve (pedestrianized street, 2021)
Design by: PXP – Design intégré, NIPPAYSAGE and Paprika Design
Image: Camille Gladu



No. 13 – Facilitate emergency- or crisis-response actions through integration of anti-ram security barriers that are well positioned or that can be relocated as needed depending on the requirements for emergency-vehicle access.

Security devices along the Plaza's broad sidewalks also function as entrance signage and wayfinding. The two grooves in the concrete block base are for ease of forklift handling.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: L'Atelier Urbain and La Lutinerie
Images: Mathieu Rivard

No. 13 – Facilitate emergency- or crisis-response actions actions through integration of anti-ram security barriers that are well positioned or that can be relocated as needed depending on the requirements for emergency-vehicle access.

These on-road security assets for blocking ram attacks were 3D-printed in concrete, an innovative manufacturing process offering a wide range of potential shapes while complying with the latest handling specifications (hidden hook) and standards.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: PXP – Design intégré
Images: Mathieu Rivard

How can a temporary street design project help address environmental challenges?

By ensuring a reduced carbon footprint and low environmental impact throughout the entire life cycle:

- 14. Reduction in emissions from embodied carbon of materials (e.g., use of low-carbon and/or green materials);
- 15. Reduction in operational carbon emissions (e.g., responsible management of transportation from studio/shop to installation site and from site to seasonal storage location, designs that save space during transportation and storage);
- 16. Use of sustainable, reusable materials for recurrent seasonal temporary design projects (e.g., that are resistant to wear and tear, inclement weather or vandalism);
- 17. Tried-and-tested assembly systems that allow repeated assembly and disassembly and limit premature wear and tear;
- 18. Modular furniture elements that allow for easy addition of components to enhance the overall design;
- 19. Furniture with components that can be easily repaired or replaced if they break;
- 20. Signage/display systems with easily replaceable sections to allow information to be modified, especially for recurrent seasonal uses;
- 21. Use of timeless, lasting formal language that is not influenced by short-lived trends, especially in the case of seasonal temporary design projects;
- 22. Addition of plants that help capture CO².

By making responsible use of resources:

- 23. Reuse and repurposing of existing furniture and systems, especially for non-recurrent short-term temporary designs;
- 24. Use of reclaimed or recycled materials or assets;
- 25. Designs that limit the amount of material lost during manufacturing;
- 26. Construction methods that enable efficient dismantling at project end-of-life, so as to recycle materials that cannot be reclaimed;
- 27. Incorporation of a temporary sustainable waste management system (e.g., recovery of organics);
- 28. Incorporation of a sustainable water management system or protocol (e.g., rainwater recovery, using less potable water for plant irrigation).

By contributing to the richness of ecological corridors and green spaces:

- 29. Diversification of plant life and use of native species;
- 30. Choice of plants that benefit pollinators, create an oasis for birds and are food sources for insects;
- 31. Incorporation of edible plants.

En By reducing environmental pollution:

- 32. Minimization of sources of pollution (including noise and visual nuisances);
- 33. Choice of non-toxic, non-polluting materials (e.g., non-chemically treated wood, VOC-free paint);
- 34. Choice of reusable, non-disposable fastener systems (e.g., avoiding single-use plastic ties);
- 35. Enhancements to the sustainable low-carbon mobility network;
- 36. Implementation of innovative approaches for optimizing “last-mile” local distribution to stores;
- 37. Installations or artworks that raise public awareness of environmental issues;
- 38. Use of maintenance and emergency vehicles that are smaller, emit fewer pollutants and are better adapted to the reality of temporary projects that involve reallocation of street uses.



No. 14 – Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle through reductions in emissions from embodied carbon of materials.

Ontario en fête street furniture is made from a responsibly harvested and weather-resilient wood species: eastern hemlock from Québec. These modular units have been reused and enhanced since the street was first pedestrianized in 2020.

Rue Ontario, borough of Mercier–Hochelaga-Maisonneuve (pedestrianized street, 2023)
Design by: PXP – Design intégré
Image: Raphaël Thibodeau



No. 16 – Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle by using sustainable, reusable materials for recurrent seasonal temporary design projects.

The Quartier des Spectacles' benches, ballast blocks and other furniture follow a modular design and are made from sustainable materials enabling all-season use (relocation within the Quartier is possible, reducing the need for warehousing).

Rue Sainte-Catherine Ouest and Boulevard Saint-Laurent, borough of Ville-Marie (pedestrianized street, 2012, 2016 and 2021)
Design par : (top) Daoust Lestage Lizotte Stecker (benches), (bottom) Morelli Designers et PXP – Design intégré (ballast blocks)
Images : (top) Marc Cramer, (bottom) Mathieu Rivard



Nos. 17, 18 et 19 – Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle by using assembly systems that allow repeated assembly and disassembly and limit premature wear and tear, modular furniture elements that allow for easy addition of components to enhance the overall design, and furniture with components that can be easily repaired or replaced if they break.

The *Agora Maximus* project is an assembly of modules that can be reconfigured in subsequent years, with each able to act as a bench, platform or wide planter.

Rue Saint-Denis, borough of Ville-Marie (pedestrianized street, 2022 and 2023)
Design by: LAAB architecture, in collaboration with PXP – Design intégré and Bao Nguyen
Images: Raphaël Thibodeau





Nos. 17 et 22 – Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle by using assembly systems that allow repeated assembly and disassembly and limit premature wear and tear, and adding plants that help capture CO2.

Les *Jardins suspendues* used a scaffold structure to create towers of vegetation marking the entry points to the Quartier des Spectacles. Environmental impacts were minimized by prioritizing low-storage-volume solutions and a selection of native plantings.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2021)
Design by: NÓS Architectes, Rainville Sangaré et Studio Superwise
Image: Lambert Rainville



No. 20 – Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle by using signage/display systems with easily replaceable sections to allow information to be modified, especially for recurrent seasonal uses.

The Plaza's signage and wayfinding uses durable directional arrows augmented by replaceable adhesive vinyl messaging.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: L'Atelier Urbain and La Lutinerie
Images: Mathieu Rivard



No. 23 – Make responsible use of resources by reusing and repurposing existing furniture and systems, especially for non-recurrent short-term temporary designs.

The *Prenez place* project featured a hundred or so iconic furniture pieces and items, upcycled to fill and enliven the space. Chairs, plates, cutlery and various decorative items were given a second life.

Parc Hydro-Québec, Quartier des Spectacles, borough of Ville-Marie (public square, 2020)
Design by: ADHOC Architectes, in collaboration with Maude Lescarbeau and Camille Blais (graphic designer)
Images: Raphaël Thibodeau



No. 23 – Make responsible use of resources by reusing and repurposing existing furniture and systems, especially for non-recurrent short-term temporary designs.

Several sets of church benches were purchased at low cost, refurbished by local artisans and positioned along the avenue.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: Nomade Aménagements transitoires
Image: Caroline Perron



No. 23 – Utiliser les ressources de façon responsable by reusing and repurposing existing furniture and systems, especially for non-recurrent short-term temporary designs.

Seats from Olympic Stadium were dismantled, cleaned and repainted before being installed in the heart of the Village. These sustainably designed seats are long-lasting and resistant to inclement weather.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2024)
Design by: Nomade Aménagements transitoires
Images: Mathieu Rivard

No. 30 – Contribute to the richness of ecological corridors and green spaces with a choice of plants that benefit pollinators, create an oasis for birds and are food sources for insects.

Le *Sentier des jasettes*, installed in the forecourt of Centre St Jax, was inspired by outdoor walking trails, providing a space for rest and relaxation in an urban setting. It included more than a thousand plants of multiple varieties.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (redistributed roadway, 2021)
Design by: M.A.D. Collectif
Images: Philippe Nguyen



No. 31 – Contribute to the richness of ecological corridors and green spaces by incorporating edible plants.

In collaboration with Cultiver Montréal, urban farming workshops were provided free of charge for Montrealers in the *Jardins nourriciers* vegetable-garden space as part of the avenue's summer-season pedestrianization.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: Cultiver Montréal
Image: Latrompette Studio



No. 33 – Reduce environmental pollution by choosing non-toxic, non-polluting materials.

The technical specifications in the call for tenders for the manufacturing of Plaza street furniture prohibit chemically treated wood and stipulate the use of water-based varnishes. The manufacturing of the main parklet complied with those requirements.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: L'Atelier Urbain and La Lutinerie
Images: Mathieu Rivard



No. 37 – Reduce environmental pollution through installations or artworks that raise public awareness of environmental issues.

Revolution was an interactive art installation comprising mechanized trees that pivoted when a pedestrian approached. The piece explored, in an industrialized urban setting, our relationship of curiosity with regard to the natural world.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2023)
 Design by: Robert Hengeveld
 Images: Vivien Gaumand

How can a temporary street design project help generate greater economic benefits?

By contributing to the neighbourhood's prosperity:

- 39. Showcasing of the existing retail offering (e.g., with temporary installations that do not obstruct storefronts and signs);
- 40. Addition of uses and functions that complement existing ones and that help shape a comprehensive living environment;
- 41. Enhancement of vacant premises or their façades.

By enhancing the neighbourhood's attractiveness:

- 42. Reclaiming of the space normally reserved for vehicles, enabling creation of new pathways for experiencing the street and discovering retailers;
- 43. A new temporary retail offering or strategy, individual or shared, that is linked to the identity of the project and contributes to the overall experience;
- 44. A new identity, clear, distinctive visual markers and highlighting of sites of interest (e.g., high-visibility interventions at the entrances to the street, street art, lighting plan);
- 45. Programming of arts & culture events, activities or performances that attract the target audience depending on the appeal context (neighbourhood or destination street).

By providing opportunities for sharing of spaces and equipment:

- 46. Addition of private café-terraces shared by two or more businesses;
- 47. Incorporation of pop-up store kiosks that can be used in turn by different stores or groups;
- 48. Design of all-season furniture that can be left in place or repositioned based on the needs of the neighbourhood, avoiding the need for storage (and the related cost).

By improving access to the neighbourhood and to economic activity:

- 49. Maintenance or addition of universal-design elements both on the street and in front of buildings (e.g., accessibility ramp);
- 50. Incorporation of a soft-mobility logistics hub, enabling supply and servicing of sections of the street that are closed to motorized vehicles.

By remaining trend-proof:

- 51. Choice of timeless styles and materials for furniture and equipment that will be put to recurrent seasonal use;
- 52. Use of flexible, adaptable and personalizable facilities over the years.



No. 40 – Contribute to the neighbourhood's prosperity by showcasing the existing retail offering.

The project *Portraits de commerçant.e.s & de professionnel.le.s*, along Promenade Jean-Brillant in Côte-des-Neiges, highlighted the work of local retailers and professionals and their contributions to the neighbourhood.

Rue Jean-Brillant, borough of Côte-des-Neiges–Notre-Dame-de-Grâce (redistributed roadway, 2021)

Guiding concept: Félicia Balzano, Executive Directorle, SDC Côte-des-Neiges

Exhibition – Photographs : Drowster et Gaëlle Leroyer

Exhibition – Boards' graphic designer : Marie-Claude Brault

Images : Paméla Lajeunesse



No. 40 – Contribute to the neighbourhood's prosperity by showcasing the existing retail offering.

Pedestrianized retail thoroughfares, like Rue Ontario, stimulate and enhance the local shopping experience by means of signage structures with directories promoting the retail offering.

Rue Ontario, borough of Mercier–Hochelaga–Maisonnette (pedestrianized street, 2023)
Design by: PXP – Design intégré
Image: Raphaël Thibodeau



No. 40 – Contribute to the neighbourhood's prosperity by adding uses and functions that complement existing ones and that help shape a comprehensive living environment.

Place Shamrock was reinvented with the installation of a festive carousel, providing a signature element to this redefined public space. The design strengthened the connection between the Marché Jean-Talon and Boulevard Saint-Laurent, resulting in an enriched vision of the built-heritage surroundings.

Place Shamrock, Avenue Shamrock, borough of Rosemont–La Petite-Patrie (shared street, 2016)
Design by: Atelier Barda
Image: Atelier Barda



No. 41 – Contribute to the neighbourhood's prosperity through enhancement of vacant premises or their façades.

The art direction for this Quartier Latin pedestrianization project offered multiple visions of the district's identity through decoration and highlighting of vacant storefront windows. Visitors strolling on the street discovered fragments of history that spoke to the district's heritage and cultural riches.

Rue Saint-Denis, borough of Ville-Marie (pedestrianized street, 2022–2023)
Design by: LAAB architecture, in collaboration with PXP – Design intégré
Images: Elias Touil

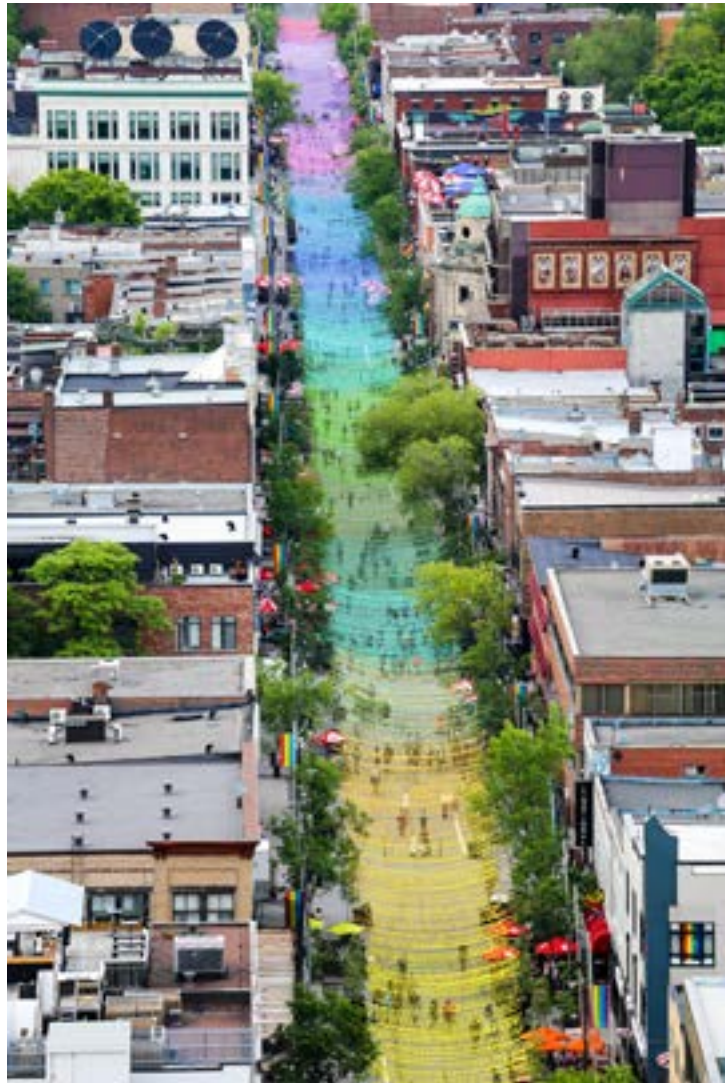


No. 43 – Enhance the neighbourhood's attractiveness with a new temporary retail offering or strategy, individual or shared, that is linked to the identity of the project and contributes to the overall experience.

The *Galerie de placotours* in Place De Castelnau was an open-air museum/gallery for neighbourhood artists. This series of parklets benefited pedestrians as well as local retailers that lacked private café-terrace spaces.

Place De Castelnau, Rue De Castelnau, borough of Ville-Marie–Saint-Michel–Parc-Extension (pedestrianized street, 2023)
Design by: L'Abri (2016), Atelier MAP (2021), Le Comité (design 2023)
Artworks: Box de Roby Provost-Blanchard (top) Côte d'or de Roby Provost-Blanchard (bottom)
Images: Caroline Perron





No. 44 – Enhance the neighbourhood's attractiveness with a new identity, clear, distinctive visual markers and highlighting of sites of interest.

Designed to promote the Village and spark community pride, *18 Shades of Gay* was a suspended installation that physically demarcated the district and provided a colourful, kilometre-long multisensory experience. The piece became an iconic tourist attraction.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2017–2019)
Design by: CCxA Architectes paysagistes
Images: J-F Savaria (left), Jean Michael Semirano (right)

No. 44 – Enhance the neighbourhood's attractiveness with a new identity, clear, distinctive visual markers and highlighting of sites of interest.

The Promenade Wellington featured a distinctive visual identity that marked the entry points to this thoroughfare, with tag lines *BONJOUR BEAUX JOURS* and *WELL WELL WELL* promoting a sense of belonging. The street became a key point of attraction where people gathered, as in a village centre.

Rue Wellington, borough of Verdun (pedestrianized street, 2022–2023)
WELL: Castor et Pollux
WELL WELL WELL: ADHOC Architectes
BONJOUR BEAUX JOURS: deux têtes
Images: Caroline Perron





No. 44 – Enhance the neighbourhood's attractiveness with a new identity, clear, distinctive visual markers and highlighting of sites of interest.

The work *Partiellement nuageux avec de fortes probabilités de « wow »!* was suspended above Place des Fleurs-de-Macadam, showcasing this space. It lit up this square in the heart of the neighbourhood both day and night, creating a strong identity.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (public square, 2021)
Design by: EN TEMPS ET LIEU
Images: Latrompette Studio



No. 46 – Provide opportunities for sharing of spaces and equipment by adding private café-terrasses shared by two or more businesses.

A disused stretch of roadway at the intersection of Rue Rachel and Avenue du Parc-La Fontaine was reclaimed as a safe temporary terrasse space for patrons of two Montréal institutions: the Pit Caribou pub and La Banquise restaurant.

Rue Rachel, borough of Plateau-Mont-Royal (redistributed roadway, 2021)
Design by: Thibault Cordonnier
Image: J-F Savaria



No. 47 – Provide opportunities for sharing of spaces and equipment by incorporating pop-up kiosks that can be used in turn by different stores or groups.

The *Pop-Up Verdun* shop showcased local businesses and makers, with the retail offering refreshed every two weeks, helping to energize the local economy.

Rue Wellington, borough of Verdun (pedestrianized street, 2022)
Design by: Muséo concept
Images: Caroline Perron



No. 48 – Provide opportunities for sharing of spaces and equipment through design of all-season furniture that can be left in place or repositioned based on the needs of the neighbourhood, avoiding the need for storage (and the related cost).

Marché Jean-Talon is a favourite destination of Montrealers. To help ensure its vitality year-round, this temporary street furniture originally designed for the summer was left in place over the following winter, making for an enhanced user experience in the colder months.

Place du Marché-du-Nord, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2023)
Design by: Le Comité
Images: Caroline Perron



No. 50 – Improve access to the neighbourhood and to economic activity through incorporation of a soft-mobility logistics hub, enabling supply and servicing of sections of the street that are closed to motorized vehicles.

Promenade Ontario supported retail businesses by offering cargo-bike delivery service (in collaboration with *La roue libre*) for the Ontario en fête iteration of the pedestrianization initiative.

Rue Ontario, borough of Mercier–Hochelaga–Maisonnette (pedestrianized street, 2023)
Images: Frédéric Larose (top), Mari Photographie (bottom)



No. 51 – Remain trend-proof by choosing timeless styles and materials for furniture and equipment that will be put to recurrent seasonal use.

The *Cabana* collection parklets and *Maisonnette Pop-up* deliver adaptive, inclusive solutions that enhance the on-street experience. The furniture is timeless, both in terms of durability and design.

Avenue Greene, borough of Westmount (redistributed roadway, 2023)
Design by: Morelli mobilier urbain
Image: Morelli mobilier urbain

Culture and Identity

How can a temporary street design project contribute to greater cultural vitality?

By protecting and valuing the site’s heritage, history and identity:

- 53. A storyline inspired by the appeal context, which tells a renewed history of the site, serves as a narrative throughline for the experience and links its components;
- 54. Emphasis on and promotion of the heritage value of the site and its buildings, including material, immaterial, landscape and natural heritage (e.g., Indigenous lands, emblematic landscapes, architectural forms and materiality);
- 55. Incorporation of commemorative elements (e.g., events, people and businesses that have left their imprint on collective memory);
- 56. Exploitation of centres of interest (e.g., museums, heritage sites);
- 57. Valuing of local resources and expertise (past or present) in the choice of construction materials and methods.

By integrating sensitively with the site context:

- 58. Scale and density of intervention adapted to the appeal context (e.g., neighbourhood street, destination street);
- 59. Use of a visual language that is in continuity with the existing site and is consistently applied at the various scales of project intervention (e.g., implementation, rhythms, forms, colours, materials);
- 60. Consideration of the topography of the street and drainage slopes to ensure careful integration of the installations and street furniture;

- 61. Fluid interfaces between public and private spaces, and between temporary and permanent design elements;
- 62. Treatment of vacant or unexploited sites to ensure continuity of the streetscape (e.g., graphic enhancement or artistic elements in the windows of vacant premises);

By enhancing the lived experience:

- 63. Modular or flexible furniture allowing for multiple uses or configurations and offering renewed experiences depending on the site, season or year (e.g., modular bench/planter systems, benches that can be reconfigured into performance stages);
- 64. Designs that stimulate users’ imaginations of the street experience and encourage them to engage with the site differently;
- 65. Signage elements at the entry points to streets/sites (attraction, recognition, guide);
- 66. “Signpost” elements in the landscape that mark the route and help clarify its readability (e.g., panels at regular intervals, integration of sculpture-type works of art);
- 67. Equipment or furniture for participatory, play-oriented or educational activities that spark amusement, wonder and curiosity (e.g., giant board games, play-focused routes, mobile library).

By encouraging rich and diversified cultural and artistic life:

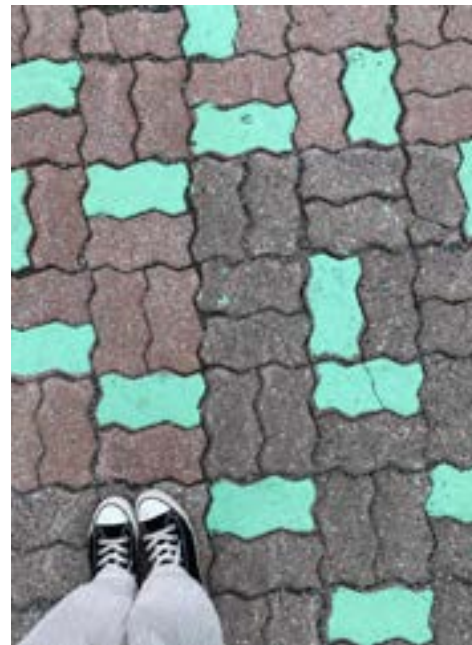
- 68. Arts & culture activities, events or performances aimed at a large audience (destination streets) or local residents (neighbourhood streets);
- 69. Artworks or installations that showcase local artists;
- 70. Artworks or installations offering multisensory stimulation and generating emotional responses;
- 71. Spaces dedicated to meetings, exchanges of ideas and creation (e.g., cultural mediation and leisure activities, free-form art practice);
- 72. A place for the arts and letters in their various forms of expression, in a spirit of openness and representation of diversity.



No. 53 – Protect and value the site’s heritage, history and identity through a storyline inspired by the appeal context, which tells a renewed history of the site, serves as a narrative throughline for the experience and links its components.

To enrich the temporary street design on Rue Bernard, Art Deco-inspired ground markings were used as a nod to the borough’s overall built heritage as well as Théâtre Outremont.

Avenue Bernard, borough of Outremont (pedestrianized street, 2021)
Design by: La Pépinière | Espaces Collectifs
Images: Benoît Desjardins



No. 53 – Protect and value the site's heritage, history and identity through a storyline inspired by the appeal context, which tells a renewed history of the site, serves as a narrative throughline for the experience and links its components.

Rue Duluth's distinctive roadway pavers were used as a graphical narrative thread, creating an esthetic language specific to the street. The motif, which could be adapted to various design strata, was a way of bringing heritage to life.

Avenue Duluth Est, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: KANVA Architecture (guiding concept)
Images: Association des commerçant.e.s de la rue Duluth Est



Nos. 54 and 56 – Protect and value the site's heritage, history and identity by emphasizing and promoting the heritage character of the site and its buildings, including material, immaterial, landscape and natural heritage, and by exploiting centres of interest.

The *Plage St-James* project saw a church forecourt reimagined as a seaside resort space, with its primary purpose as a gathering place preserved. The installation created a change of scenery and a contrast in this area of downtown characterized by hardscapes—an opportunity for escape.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2022)
Design by: 2 X 4 Studio and Machine Design appliqué
Images: Marco Campanozzi (top), Raphaël Thibodeau (bottom)





No. 59 – Integrate sensitively with the site context using a visual language that is in continuity with the existing site and is consistently applied at the various scales of project intervention.

La promenade au gré du flot reinterpreted maritime symbols across its design elements. Visitors were invited to rediscover their connections to the St. Lawrence River via street furniture that repeated a similar theme.

Rue Wellington, borough of Verdun (redistributed roadway, 2017)
Design by: ADHOC Architectes
Images: Adrien Williams



No. 60 – Integrate sensitively with the site context by considering the topography of the street and drainage slopes to ensure careful integration of the installations and street furniture.

The modules designed for *Agora Maximus*, of limited dimensions, meshed well with the strongly variable topography of Rue Saint-Denis. They also featured adjustable feet.

Rue Saint-Denis, borough of Ville-Marie (pedestrianized street, 2023)
Design by: LAAB architecture, in collaboration with PXP – Design intégré and Bao Nguyen
Images: Raphaël Thibodeau (left), Vivien Gaumand (right)



No. 60 – Integrate sensitively with the site context by considering the topography of the street and drainage slopes to ensure careful integration of the installations and street furniture.

The planters along Rue Wellington, in a shape reminiscent of a heel-support brace, were sloped in a direction opposite to that of runoff water, thus offering better visual integration.

Rue Wellington, borough of Verdun (pedestrianized street, 2022)
Design by: Castor et Pollux
Image: Michael Abril



No. 61 – Integrate sensitively with the site context through fluid interfaces between public and private spaces, and between temporary and permanent design elements.

This iteration of the Rue Wellington pedestrianization included temporary miniature public squares on large bases that echoed the city's urban vocabulary. The platforms allowed for smooth integration with public spaces.

Rue Wellington, borough of Verdun (pedestrianized street, 2023)
Design by: Borough of Verdun and SDC Wellington, in collaboration with Louis Divaret
Images: Caroline Perron



No. 61 – Integrate sensitively with the site context through fluid interfaces between public and private spaces, and between temporary and permanent design elements.

This private café-terrace plays well with the temporary spatial designs on the public part of the avenue, in terms of its access routes (compliant with universal design principles), choice of materials and colour palette.

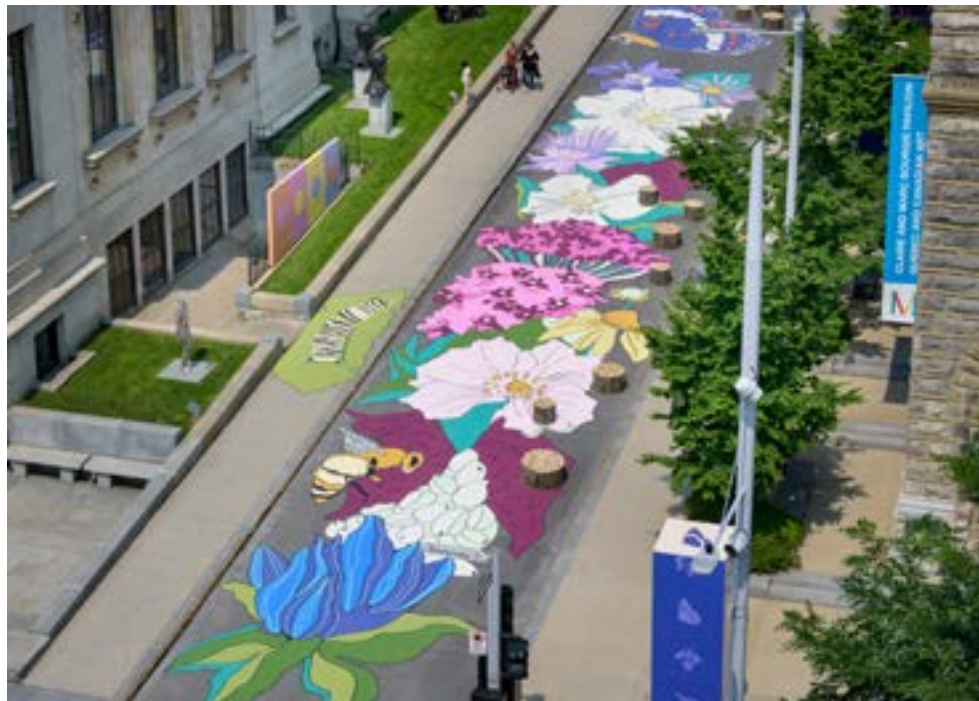
Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Design by: ACT architecture design (for Le Rouge-Gorge wine bar)
Images: Mathieu Rivard



No. 64 – Enhance the lived experience through designs that stimulate users' imaginations of the street experience and encourage them to engage with the site differently.

The original, offbeat world of the art installation *Dans ma cour* staged a dozen or so vignettes inspired by Montréal backyards. The positioning of this work in an extremely-high-traffic area sparked the imaginations of visitors of all ages.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2021)
Design by: Mélanie Crespín
Images: Vincent Sauriol-Nadeau



No. 67 – Enhance the lived experience through equipment or furniture for participatory, play-oriented or educational activities that spark amusement, wonder and curiosity.

The work *Inflorescence* was a fresco celebrating the meeting of science and art in the vicinity of the Montreal Museum of Fine Arts. The project featured interpretive columns to engage the curiosity of visitors, with QR codes for them to scan and access augmented content.

Avenue du Musée, borough of Ville-Marie (rue-place, 2023)
Design by: Collectif Escargo and MU
Images: Denis Farley (top), Olivier Bousquet (bottom)

No. 67 – Enhance the lived experience through equipment or furniture for participatory, play-oriented or educational activities that spark amusement, wonder and curiosity.

Marche marche danse was an installation consisting of a series of music-generating lines on the pavement, exploring how participation and interaction can enhance mobility by transforming the very act of travelling on foot or on wheels into a joyful, expressive, collective experience.

Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2022)
Design by: Daily tous les jours
Images: Vivien Gaumand





Amélie Touranger



Mathieu Labrecque



Mathieu Potvin

No. 69 – Encourage rich and diversified cultural and artistic life through artworks or installations that showcase local artists.

Picnic tables illustrated by local artists gave the street furniture another function. The initiative was produced by the Partenariat du Quartier des Spectacles in collaboration with BAnQ (Québec's library and national archives), and executed by MU.

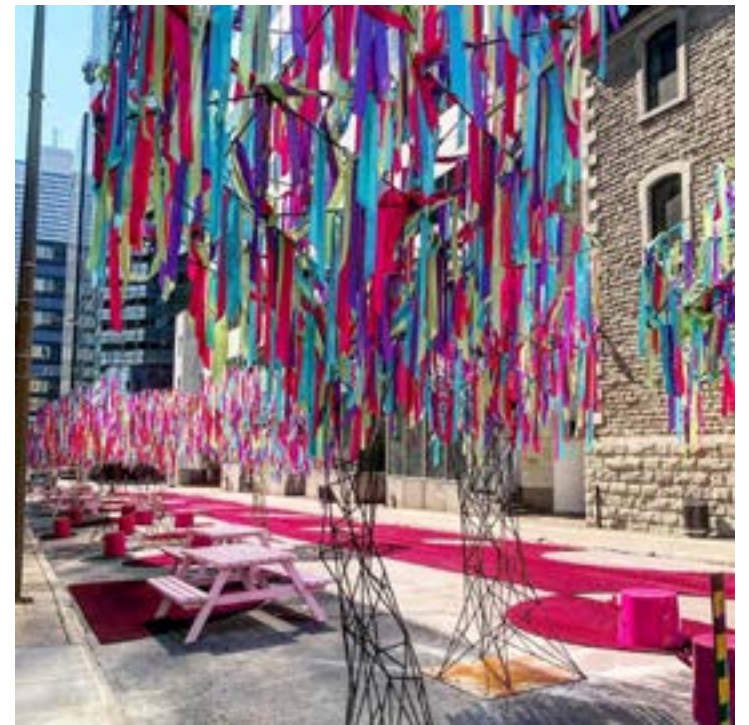
Rue Sainte-Catherine Ouest, borough of Ville-Marie (pedestrianized street, 2020)
Artworks: Amélie Touranger, Mathieu Labrecque, Mathieu Potvin
Images: Olivier Bousquet



No. 69 – Encourage rich and diversified cultural and artistic life through artworks or installations that showcase local artists.

As part of the Quartier Latin's *Grande Rentrée*, celebrating the fall cultural season, the project *Art mobile* provided four artists from UQAM with a showcase for their creative processes.

Rue Saint-Denis, borough of Ville-Marie (pedestrianized street, 2023)
Artworks: Sarah Cloutier, Maxence Croteau, Fatima Zohra Ouardani et Llewway
Design by: LAAB architecture, en collaboration avec PXP – Design intégré and Bao Nguyen (*Agora Maximus* project)
Image: Vivien Gaumand



No. 70 – Encourage rich and diversified cultural and artistic life through artworks or installations offering multisensory stimulation and generating emotional responses.

Like a jungle of possibilities, *Entre lianes et paillettes* was a scripted, staged route with rhythms and textures paying tribute to the neighbourhood's diverse communities. The painted animals revealed a touch of eccentricity, representative of the Village.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2023)
Design by: Castor et Pollux
Images: Michael Abril (left), Charles McKay (right)

No. 71 – Encourage rich and diversified cultural and artistic life with spaces dedicated to meetings, exchanges of ideas and creation.

McCord Museum's (now McCord Stewart Museum) *La Forêt urbaine* was designed to be a space conducive to wellness and get-togethers in the heart of downtown. It featured a rich program of activities and workshops all summer long.

Rue Victoria, borough of Ville-Marie (*rue-place*, 2019–2021)
Design by: WANTED paysage (Paula Meijerink), in collaboration with hART architecture objet design urbain
Images: Melinda Hart (left), Marilyn Aitken (right)



How can a temporary street design project help improve diversity and inclusion?

For more details about accessibility-related technical and regulatory requirements, see the Guide d'aménagement durable des rues de [Montréal Fascicule 5 - Aménagements piétons universellement accessibles](#) and the [Répertoire des pratiques d'aménagement de la rue – Fiches sur l'aménagement des rues piétonnes](#) (both in French), produced by the Service de l'urbanisme et de la mobilité.

By responding to user needs equitably:

- 73. Design of flexible, adaptable spaces that allow for mixed uses and functions and can be easily embraced by diverse user groups (e.g., a stage platform that doubles as a spot for passersby to stretch out and relax);
- 74. Application of universal design principles to all programming and spatial designs, instead of a sparse, piecemeal approach in an environment that is generally inaccessible;
- 75. Programming of activities and spaces that encourage young girls, women and non-binary people to make public spaces their own (Gender-based Analysis Plus [GBA+] approach);
- 76. Design of spaces that help break social isolation for people who are alone or marginalized by facilitating self-guided, spontaneous engagement with activities focused on socialization, affirmation and involvement, both individual and collective

En facilitant l'appropriation par le plus grand nombre avec :

- 77. Installation of furniture and parklets at regular intervals for passersby who do not want to, or cannot, eat or drink at a private café-terrasse;
- 78. Use of a variety of furniture to fulfil the needs of people with different body types and abilities (e.g., short, pregnant, reduced-mobility);
- 79. Use of installations and furniture that are easy to locate by both visual and tactile means (e.g., no projecting elements that blind people might run into);
- 80. Inclusion of ergonomic seating surfaces in sufficient quantities and at regular intervals to accommodate people who need to rest often or have difficulty sitting down and getting back up (e.g., sit-stand benches, benches with backrests equipped with armrests, under-seat clearance);
- 81. Installation of furniture with enough clearance to ensure people in wheelchairs can approach or use it;
- 82. Installation of cafés-terrasses and parklets either level with the sidewalk or of very low height and accessible via a gentle incline;
- 83. Addition of various games and play modules that meet the needs of a range of ages and physical, perceptual or cognitive abilities (e.g., hammock swing accessible by people with limited motor capacity; interactive audio and visual installations that consider visually- and/or hearing-impaired clientele);
- 84. Use of all-gender, universally accessible washrooms on the site (e.g., leasing, maintenance and monitoring of an accessible vacant space).

By providing active-mobility routes accessible to everyone:

- 85. Visual and physical delimitation of the pedestrian corridor created on the roadway, especially if vehicle traffic is maintained on certain sections;
- 86. Strategies for vertical and horizontal delimitation of routes that are detectable by visually-impaired people yet do not create a hindrance for people with motor impairments (e.g., textured ground surfaces similar to tactile paving);
- 87. Maintenance of the usual routes along sidewalks and same-level access to building and store entrances, which are essential wayfinding and travel factors and for many people;
- 88. Installations conducive to easy snow clearance in winter.

By improving access to public and adapted transport for people with reduced mobility:

- 89. Clear indications of rerouted bus lines, with temporary stops preferably less than three minutes' walk away;
- 90. Use of universal design principles for temporary bus stops;
- 91. Maintenance of bus access to métro stations and, if possible, of door-to-door paratransit service;
- 92. Addition of boarding and drop-off points for passengers with reduced mobility, notably to offset the potential loss of door-to-door paratransit service;
- 93. Relocation to cross streets of parking spaces for disabled drivers and clear onsite communication of the new locations;
- 94. Addition of short-term parking spaces nearby;
- 95. Provision of active-mobility accompaniment service for people who cannot travel long distances on foot (e.g., pedicab transportation for elderly users).

By facilitating wayfinding on the site and making sure furniture and installations are easy to locate:

- 96. Highlighting of traffic routes as distinct from areas for resting, activities and socialization, so as to enhance the readability of the site (e.g., ground markings at entry points to the pedestrianized street, textured ground surfaces, pictograms);
- 97. Use of contrasting colours for furniture and parklets to make them more easily detectable by persons with visual impairments.

By simplifying and amplifying important communications through functional signage:

- 98. Use of simple text accompanied by pictograms for people who cannot read and for allophones (e.g., tourists, newly arrived residents);
- 99. Clear explanation of how the pedestrianized zone works and the behaviours expected of users, especially if cyclists are allowed to use the street;
- 100. Use of graphics that promote legibility, notably for people with low vision (e.g., simple typeface, type size large enough for the reading distance, sufficient contrast between text and background).

By improving the dynamics of Living Together:

- 101. Spatial designs and activities that encourage coexistence (e.g., that are not for exclusive use by certain groups);
- 102. Spaces and activities that encourage meetings and exchanges of people of different generations, household types and social groups (e.g., games for both children and seniors, community outreach kiosks for unhoused people);
- 103. Spatial designs that acknowledge the presence of historically marginalized communities and promote their integration (e.g., exhibition about migrant populations, installations prepared with input from local communities);
- 104. Addition of codes of conduct that encourage inclusion and coexistence of different groups (e.g., "Here, all are welcome").



No. 73 – Respond to the diverse needs of users equitably by designing flexible, adaptable spaces that allow for mixed uses and functions and can be easily embraced by diverse user group.

This design created a European-style public square atmosphere. Punctuated by movable seating inspired by Parisian gardens, the multi-purpose spaces accentuated the site's character, creating a multifunctional living hub that reinforced the cachet of Outremont.

Avenue Bernard, borough of Outremont (pedestrianized street, 2021)
Design by: La Pépinière | Espaces Collectifs
Images: Charles Olivier Bourque



No. 76 – Respond to the diverse needs of users equitably by designing spaces that help break social isolation for people who are alone or marginalized by facilitating self-guided, spontaneous engagement with activities focused on socialization, affirmation and involvement, both individual and collective.

Montrealers visiting Promenade Wellington were invited to play a game of pétanque, a sport accessible to one and all. They could bring their own set of balls or borrow some from the store across from the court.

Rue Wellington, borough of Verdun (pedestrianized street, 2023)
Design by: Louis Divaret
Image: Caroline Perron



No. 79 – Make the site accessible to as many people as possible through installations and furniture that are easy to locate by both visual and tactile means.

The wayfinding and informational furniture elements on the avenue had no projecting components. With its shape extending all the way to the ground, each was detectable by blind users with their canes, preventing them from running into it. The size of the type and the contrast with the background ensured easy legibility.

Avenue Duluth Est, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: Revo (furniture), Mélissa Pilon (graphic design)
Image: Caroline Perron



No. 80 – Make the site accessible to as many people as possible by installing ergonomic seating surfaces in sufficient quantities and at regular intervals to accommodate people who need to rest often or have difficulty sitting down and getting back up.

This on-street parklet was compliant with all universal-design requirements for seating. Among other things, the benches featured armrests and under-seat space to make it easier for people to stand up after using them.

Rue Wellington, borough of Verdun (pedestrianized street, 2024)
Design by: Louis Divaret
Image: Société Logique



No. 81 – Make the site accessible to as many people as possible by installing furniture elements with enough clearance to ensure people in wheelchairs can approach or use them.

The Plaza feature tables for resting that allow users in wheelchairs to use them comfortably. They are universally accessible from the roadway and the turning-area dimensions are compliant with best practices.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: L'Atelier Urbain and La Lutinerie
Images: Mathieu Rivard



No. 82 – Make the site accessible to as many people as possible by installing cafés-terrasses and parklets either level with the sidewalk or of very low height and accessible via a gentle incline.

This parklet is accessible from the sidewalk by all users and makes the transition to the roadway smoother via an artistic passage that also acts as a visual marker for people strolling along the street.

Place De Castelnau, rue De Castelnau, borough of Villeray–Saint-Michel–Parc-Extension (pedestrianized street, 2021)
Design by : L'Abri (original parklet) and Jacinthe L'oranger (work of art)
Image: Louis-Étienne Doré



No. 83 – Make the site accessible to as many people as possible by adding various games and play modules that meet the needs of a range of ages and physical, perceptual or cognitive abilities.

Using this swing was easy and intuitive for visitors of all ages thanks to its barrier-free configuration. There was also ample clearance for wheelchairs and strollers.

Rue Wellington, borough of Verdun (pedestrianized street, 2022)
Design by: Louis Divaret
Image: Caroline Perron



Nos. 85 et 86 – Provide active-mobility routes accessible to everyone: via visual and physical delimitation of the pedestrian corridor created on the roadway, especially if vehicle traffic is maintained on certain sections; and via vertical and horizontal delimitation of routes that are detectable by blind people yet do not create a hindrance for people with motor impairments.

All of the street furniture along the avenue was aligned, creating visual markers on either side of the central roadway. At the approaches to intersections, textured and contrasting strips on the ground also helped blind and partially sighted people to find their way by tactile means.

Avenue Bernard, borough of Outremont (pedestrianized street, 2023)
Design by: EVOQ Architecture
Image: Caroline Perron





No. 86 – Provide active mobility routes accessible to everyone via vertical and horizontal delimitation of routes that are detectable by visually impaired people yet do not create a hindrance for people with motor impairments.

The wayfinding elements at the entry point to Rue Ontario functioned as colourful, contrasting visual markers as users neared the intersections. They had no major projecting components and were detectable by visually impaired users using canes.

Rue Ontario, borough of Mercier–Hochelaga-Maisonneuve (pedestrianized street, 2023)
Design by: PXP – Design intégré
Image: Caroline Perron



No. 95 – Improve access to public and adapted transport for people with reduced mobility by providing active-mobility accompaniment service for people who cannot travel long distances on foot.

Pedicabs are available free of charge to seniors to help them get around more easily on the avenue. For the 2024 iteration, this service is being supplied by the registered charity Un vélo une ville.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Design by: Un vélo une ville
Image: Mathieu Rivard



No. 96 – Facilitate wayfinding on the site and make sure furniture and installations are easy to locate by highlighting traffic routes as distinct from areas for resting, activities and socialization, so as to enhance the readability of the site.

Triangle-shaped planters and ground markings at intersections let pedestrians know that they were approaching a zone with motor-vehicle traffic.

Rue Wellington, borough of Verdun (pedestrianized street, 2022)
Design by: Castor et Pollux
Images: Caroline Perron



No. 97 – Facilitate wayfinding on the site and make sure furniture and installations are easy to locate through use of contrasting colours for furniture and parklets to make them more easily detectable by persons with visual impairments.

Colourful furniture designs for this iteration of the pedestrianization of Rue Ontario made it easier for people with visual limitations to find their way.

Rue Ontario, borough of Mercier-Hochelaga-Maisonneuve (pedestrianized street, 2021–2023)
Design by: PXP – Design intégré, NIPPAYSAGE and Paprika Design
Images: Camille Gladu-Drouin (top), Société Logique (bottom left), Raphaël Thibodeau (bottom right)





No. 98 – Simplify and amplify important communications through functional signage that uses simple text accompanied by pictograms for people who cannot read and for allophones.

The rules for coexistence of different users on the pedestrianized street were presented in a manner compliant with accessibility standards, featuring simple vocabulary and universally recognized pictograms.

Rue Wellington, borough of Verdun (pedestrianized street, 2023)
 Design by: deux têtes and SDC Wellington
 Image: Caroline Perron



No. 99 – Simplify and amplify important communications through functional signage that clearly explains how the pedestrianized zone works and the behaviours expected of users, especially if cyclists are allowed to use the street.

Flexible marking devices featuring a variety pictograms are used repeatedly along the avenue to display the rules for coexistence of cyclists and pedestrians.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
 Design by: Boo Design and borough of Plateau-Mont-Royal
 Images: Mathieu Rivard



No. 100 – Simplify and amplify important communications through functional signage that uses graphics that promote legibility, notably for people with low vision.

These wayfinding and informational features in the Village were easy to read from a distance, thanks to a simple typeface that offered a 70% contrast with the background.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2023)
Design by: Castor et Pollux and Nikki Kuntzle
Images: Caroline Perron

No. 101 – Improve the dynamics of Living Together through spatial designs and activities that encourage coexistence.

Rue de Dijon is in the heart of an institutional hub comprising five schools. The wide range of features and a summertime sports and cultural program made it easy for a diverse mix of users to enjoy the site.

Rue de Dijon, borough of Montréal-Nord (redistributed roadway, 2016 à 2018)
Design by: La Pépinière | Espaces Collectifs
Images: Charles Olivier Bourque (top), La Pépinière | Espaces Collectifs (bottom)





No. 101 – Improve the dynamics of Living Together through spatial designs and activities that encourage coexistence.

La Course des Glorieux Triporteurs is a typically Hochelagian event paying tribute to the many pedicab drivers who are a daily presence in the neighbourhood.

Rue Ontario, borough of Mercier–Hochelaga-Maisonneuve (pedestrianized street, 2024)
 Design by: SDC Hochelaga-Maisonneuve
 Images: Camille Gladu-Drouin (top), David Belisle (bottom)



No. 102 – Improve the dynamics of Living Together through spaces and activities that encourage meetings and exchanges of people from different generations, household types and social groups.



The amusing spaces of *Ontario en fête* were conducive to intergenerational gatherings and play, ensuring moments of enjoyment and dialogue among young and older.

Rue Ontario, borough of Mercier–Hochelaga-Maisonneuve (pedestrianized street, 2023)
 Design by: PXP – Design intégré
 Images: Raphaël Thibodeau



No. 102 – Improve the dynamics of Living Together
through spaces and activities that encourage meetings and exchanges of people from different generations, household types and social groups.

In the heart of the Village, the *Zone Rose* by RÉZO was a shipping container repurposed as an outreach hub, offering prejudice-free conversation and no-charge walk-in screening for HIV and other sexually transmitted and blood-borne infections.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2023)
Design by: RÉZO
Image: Charles MacKay

How can the design of the project contribute to enhancing health and wellness?

Many of the best practices listed in this section can directly or indirectly affect those under Equity, Diversity and Inclusion, and vice-versa. As the two sections are complementary, some practices have not been repeated here, so as to avoid redundancy.

By taking an interest in users’ physical wellness:

- 105. Designs that encourage movement, active travel and play;
- 106. Designs that help ensure thermal comfort throughout all seasons (e.g., sunlight reflectors, heat storage, sunshades, windbreaks);
- 107. Use of materials that promote physical comfort (e.g., rounded edges, soft surfaces, nonslip surfaces).

By ensuring users’ emotional wellness:

- 108. Limitation of sources of sensory stress and other irritability factors (e.g., noise pollution from guided activities or music, visual pollution from temporary displays, harsh light sources);
- 109. Designs that take inspiration from biophilic design principles (e.g., integration of natural features and materials, planting and greening, views onto green spaces);
- 110. Regular site cleaning and maintenance.

By reducing health hazards:

- 111. Addition of shaded areas, misting systems and drinking fountains to prevent sunstroke or dehydration on hot days;
- 112. Addition of wind breaks and heat sources in winter to reduce the risk of frostbite on cold days;
- 113. Use of materials and substances that do not pose any potential or proven short- or long-term health risks.

By improving road safety:

- 114. Recalibration of traffic lights, sound signals and road signs (e.g., standardized signs and markings) to ensure safe passage on sections of roadway that are not pedestrianized;
- 115. Maintenance of sufficient lighting levels to ensure pedestrians, cyclists and motorists can see and be seen clearly;
- 116. Maintenance of sufficient visual clearances at intersections;
- 117. Safe and secure delimitation of private or public construction work sites, designed for readability by pedestrians;
- 118. Speed limits for cyclists;
- 119. Maintenance of sufficiently wide emergency corridors to allow emergency teams to respond efficiently.

By contributing to the sense of urban safety and security:

- 120. Design and arrangement of furniture that allows users to see and be seen, with no recessed areas where someone could hide;
- 121. Open designs that make it easy for users to rapidly exit and/or seek assistance or first aid if need be;
- 122. Well-lighted zones and facilities and highlighting of services and stores that are open late (e.g., stage-style lighting near places that are open 24/7).

By contributing to the sense of belonging:

- 123. Provision of attractive, comfortable public spaces conducive to group interactions (e.g., mobile, modular furniture that can be rearranged into group or face-to-face configurations);
- 124. Communications and programming that help forge connections and break social isolation. (e.g., communications that promote social engagement, gardening workshops, dance lessons);
- 125. Organization of activities for neighbourhood residents (e.g., urban farming, family-friendly activities, connected workstations).



No. 105 – Take an interest in users’ physical wellness through designs that encourage movement, active travel and play.

The *Zone multi-jeux*, at the corner of Rue Tiffin and Rue Baldwin, and the *Défi-cycle*, on Rue Joffre, provided play-focused spaces and a cycling route to encourage young people to be physically active and develop skills.

Rue Joffre, borough of Mercier–Hochelaga-Maisonneuve (pedestrianized street, 2021)
Design by: Studio Overall
Images: Louis-Étienne Doré



No. 105 – Take an interest in users' physical wellness through designs that encourage movement, active travel and play.

Les Jardins Gamelin extends the gardens' colourful green spaces onto Rue Sainte-Catherine. Enhanced by ground art, the installations include seesaws, ballon poire stations and relaxation areas for users of all ages.

Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2024)
Design by: Le Comité, generique design, maubau, Ludovic Marsolais-Viau et Marc-André Carignan
Images: J-F Savaria



No. 106 – Take an interest in users' physical wellness through designs that help ensure thermal comfort throughout all seasons.

The avenue's line-up of chaises longues was reminiscent of the French Riviera, inviting passersby to stop, sit and enjoy the shade that they provided, according to the sun's path. They were made of wood, a low-conductivity material that contributed to their comfort.

Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: EN TEMPS ET LIEU
Image: Caroline Perron





No. 109 – Ensure users’ emotional wellness through designs that take inspiration from biophilic design principles.

The project *Jardins de la Well*, on Rue Wellington between Rue Galt and Rue de l’Église, came in response to citizens’ requests for a space to gather and meet. The project’s themes were inspired by shorelines, nature and vegetation.

Rue Wellington, borough of Verdun (redistributed roadway, 2018)
Design by: ADHOC Architectes
Image: ADHOC Architectes



No. 111 – Reduce health hazards via addition of shaded areas, misting systems and drinking fountains to prevent sunstroke or dehydration on hot days.

Bornéo, created by members of the Association des designers industriels du Québec (ADIQ), was a device that could be fitted to a fire hydrant in summertime, converting it to a water fountain for use by adults, children and people with reduced mobility.

Mont-Royal métro and Rue De Brébeuf, borough of Plateau-Mont-Royal (2012 and 2014)
Design by: ADIQ - Thomas-Éric Béliveau, Antoine Dubois, Marilyn Hébert, Alexandre Joyce, Claude Mauffette et Martin Pes
Images: Alexandre Joyce (top), Omar Abad Ostoji (bottom)



No. 113 – Reduce health hazards through the use of materials and substances that do not pose any potential or proven short- or long-term health risks.

This Plaza Saint-Hubert information kiosk obeys universal design principles and is made from cedar coated in a water-based varnish. Care was also taken with the finish of its metallic surfaces.

Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Design by: L'Atelier Urbain and La Lutinerie
Images: Borough of Rosemont–La Petite-Patrie (top), Mathieu Rivard (bottom)



No. 118 – Improve road safety by setting speed limits for cyclists.

Complementing the information on signs at intersections, ground markings reminded cyclists of proper behaviour around pedestrians.

Rue Wellington, borough of Verdun (pedestrianized street, 2022–2023)
Design by: SDC Wellington
Image: Caroline Perron



No. 122 – Contribute to the sense of urban safety and security through well-lighted zones and facilities and highlighting of services and stores that are open late.

Some design elements of *Ontario en fête* are lit up at night using lamps or spotlights to enhance pedestrians' sense of safety and security. Examples include this pétanque court and parklet.

Rue Ontario, borough of Mercier–Hochelaga–Maisonnette (pedestrianized street, 2024)
Design by: PXP – Design intégré
Images: Mathieu Rivard



No. 123 – Contribute to the sense of belonging by providing attractive, comfortable public spaces conducive to group interactions.

The *Quais Masson* were relaxation and wellness spaces installed in front of Saint-Esprit-de-Rosemont Church. The amenities enhanced the ambience of the historic village core with a design conducive to users' making them their own and interacting (greening, poetry, games).

Rue Masson, borough of Rosemont–La Petite-Patrie (redistributed roadway, 2022)
Design by: Collectif Escargo
Poems: Lunettes Roses
Images: Collectif Escargo



No. 124 – Contribute to the sense of belonging through communications and programming that help forge connections and break social isolation.

This temporary street pedestrianization concept marked the end of the first stay-at-home period during the pandemic, with a storytelling approach that aimed to bring people together, enriched with texts urging them to interact.

Place De Castelnau, Rue De Castelnau, borough of Villeray–Saint-Michel–Parc-Extension (pedestrianized street, 2021)
Design by: Le Comité and Caserne
Images: Marose photo



No. 125 – Contribute to the sense of belonging by organizing activities for neighbourhood residents.

The *Réseau Îlots d'été* provided outdoor work spaces accessible free of charge throughout the summer season. The facilities were designed especially to enable open-air teleworking by local residents.

Place De Castelnau, Rue De Castelnau, borough of Villeray–Saint-Michel–Parc-Extension (pedestrianized street, 2023)
Design by: Aire Commune
Image: Caroline Perron



No. 125 – Contribute to the sense of belonging by organizing activities for neighbourhood residents.

The Carrefour alimentaire Centre-Sud food centre, in collaboration with the borough, created a nourishing pedestrianized street featuring around a hundred planters containing foodstuffs including vegetables, fine herbs and edible flowers.

Rue Dufresne, borough of Ville-Marie (pedestrianized street, 2020)
 Design by: Agence Turquoise
 Images: Flavie Laplante (top), Sabrina Bolduc (bottom)

Quality Operation – 70 strategies for taking action

70 strategies is a lot! Which ones are the most meaningful for your project? Prioritize them and test them out progressively.

The previous section, Quality Vision, listed 125 best practices to inspire project leads in defining a vision and objectives for their projects.

This section, Quality Operation, is more tactical in scope. It covers the “how” aspect: how to go about achieving the project objectives? It presents 70 strategies that differ in nature and scope that are important to choose and prioritize, depending on your needs. The strategies can also be reinterpreted and adapted to the implementation context of each project.

How do I identify which strategies should be a priority for my project?


Step 1
Assess which ones are **essential**, to be considered, and not applicable (or of low benefit).

Step 2
Among the chosen strategies, assess **which ones are easy for your team to implement** (e.g., in terms of human or financial resources, scheduling).

How do I apply the chosen strategies?

Incorporate them into your **work plan**, listing the tasks they entail at each stage of the project.

Clearly assign roles and responsibilities to the **team members who will be accountable** throughout the project.

Make sure your strategies are a good fit with the best practices chosen at the Quality Vision stage and refer to  for inspiration.



Temporary street design, rollout phase, Rue St-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)

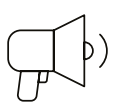
Photos: Borough of Rosemont–La Petite-Patrie

The Quality Operation strategies



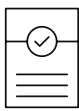
Mobilize – Engage stakeholders around shared quality objectives

The planning and design team must have the necessary skills, time and resources to achieve the quality objectives of the project. Everyone must have a shared, concerted understanding of the project vision as well as the strategies and actions that must be implemented to realize it. Once the team members have been mobilized, the team must remain stable from one stage of the project to the next; this is imperative to ensure the maintenance and sustained growth of the knowledge specific to the project, which is necessary for consolidating project quality.
[See strategies Nos. 1 to 15.](#)



Communicate – Interact in an inclusive and transparent manner

Inclusive, transparent communication from a perspective of dialogue promotes achievement of the expected benefits and greater collective appreciation of the project. The format of exchanges and the target audiences (e.g., neighbours, retailers) may vary depending on the objectives: conducting a site visit, raising awareness, informing, consulting, canvassing, collaborating, etc. To that end, every project should adopt a customized communications and engagement plan, adapted to the various population segments potentially affected by the project. Because they can arouse the curiosity and interest of a large part of the population in the creation and maintenance of a quality living environment, the various initiatives affecting multiple audiences should be implemented as early as possible and maintained throughout the project.
[See strategies Nos. 16 to 24.](#)



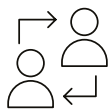
Entrust and acquire – Adopt procurement processes that promote quality

Procurement of goods and services is crucial to the smooth running of the project. The tender must be open to as many bidders as possible and rely on methods that allow qualitative assessment of proposals and service offerings. A successful procurement process enables the project owner to select from a range of bids according to the specific requirements of the project. To that end, interest in tendering must be fostered among suppliers, diversity of teams must be promoted, and emerging firms must be encouraged. These principles also apply to the choice of firms for the manufacturing and installation phases.
[See strategies Nos. 25 to 41.](#)



Envision – Use inspiration to drive innovation

To ensure that the project meets citizens' as well as municipal aspirations, implementing participatory, cross-cutting and interdisciplinary co-creation initiatives can be key for a temporary design project, especially for its initial iteration. Intersections of experiential and expert knowledge acquired on local and other projects enables development of innovative and inclusive concepts tailored to the particularities of the project's socio-demographic and land-use context.
[See strategies Nos. 42 to 57.](#)



Reframe – Submit the project to critical review

Throughout the implementation of the temporary street design project, it is crucial to be willing to reframe the initial concepts by subjecting them to critical review by the main beneficiaries of the project as well as outside experts. Observations and surveys can also be conducted during the project follow-up phase, to improve the quality of the current facilities and offering, or to improve future iterations, as applicable.
[See strategies Nos. 58 to 62.](#)



Sustain – Achieve and maintain quality over the long term

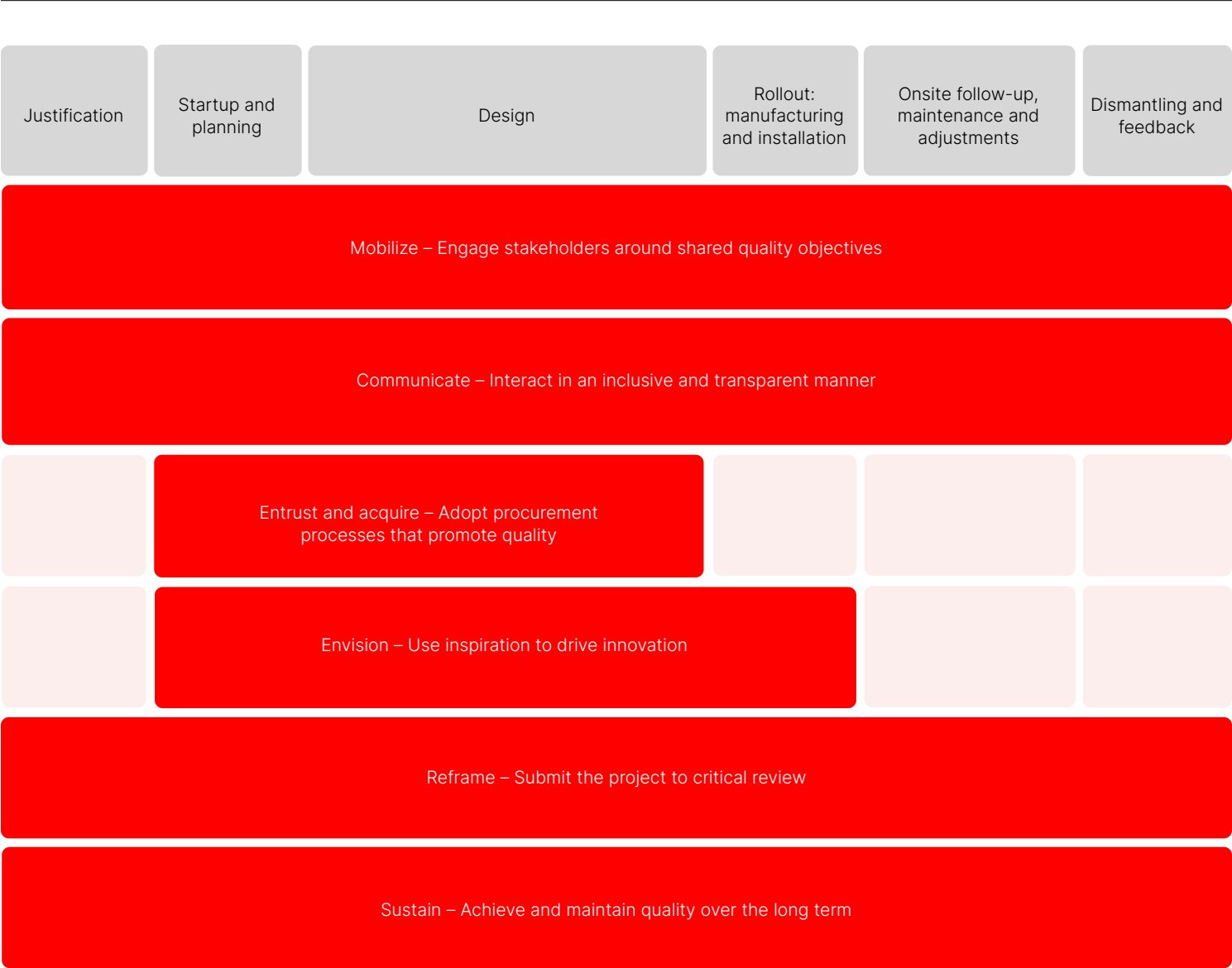
The idea of quality is complex and context-dependent. The various stakeholders' expectations may vary, or even diverge, depending on their respective perceptions and needs. Defining clear targets or indicators means that the objectives can be communicated unambiguously and a methodical approach to follow-up and observation can be applied. This way, everyone can collectively appraise the progress of the project, from planning to design and rollout, and across its entire lifecycle.
[See strategies Nos. 63 to 70.](#)

Steps in implementation of a temporary street design project

Steps*	Objectives	Duration**
Justification	Understand the implementation context and expected benefits of the project. Then justify its implementation to the authorities concerned with a view to obtaining funding, as applicable.	3 to 6 months
Startup and planning	Engage the stakeholders, define the project implementation framework and produce a detailed work plan.	3 months
Design aspects related to mobility and operations	Plan and design the adaptive measures to be applied to ensure mobility of people and goods as well as the smooth operation of the site, in collaboration with the stakeholders.	4 to 6 months
Design aspects related to facilities and activities/entertainment	Design the plans and specifications for the site facilities, and plan and design the activities and events.	4 to 6 months
Rollout: manufacturing and installation	Manufacture custom components and install all facilities, entertainment and operational components on the site.	Minimum 3 months
Onsite follow-up, maintenance and adjustments	Conduct follow-up, maintenance and adjustments on the site until the end of the temporary project.	1 to 12 months (depending on duration of temporary project)
Dismantling and feedback	Dismantle the project components. Assess learnings and make recommendations for future iterations.	1 to 3 months

*See Appendix 1 for detailed tasks relative to each step.
**Some steps may overlap, and their duration may vary depending on whether the project is in its first iteration.

The strategies, step by step



How can the stakeholders be mobilized and engaged toward attainment of the shared quality objectives?

Which ones should you choose for your project?
See the prioritization exercise on p. 132

By clearly defining the project implementation framework, through:

1. A clear vision stemming from the decision-making bodies (e.g., policy or senior management);
2. A dedicated expert team or community of practice that meets a few times per year (e.g., standing committee specialized in temporary street designs made up of representatives of the SUM, SIM, STM, boroughs, designers of temporary street projects and other stakeholders, to reconcile everyone's respective needs and ambitions).

By solidifying connections with the community, through:

3. Engagement levers to consolidate the social accessibility of the project (e.g., get neighbourhood roundtables [tables de quartier] involved early in the process);
4. Initiatives by the SDC or retailer associations that enhance the connection between the lived experience in the temporary facilities and the retail offering;
5. A local partnership and mutual assistance ecosystem that is diverse and representative of the affected population and able to put forward solutions adapted to the needs of the community (e.g., local businesses, community and institutional organizations, professionals).

By defining the project governance and organizational strategy, through:

6. Designation of a senior coordinator;
7. Creation of an accountable steering committee whose members exemplify the leadership required to implement each stage of the project;
8. Mobilization of the other departments and partners (e.g., SUM, SIM, SPVM, STM, ÉMMIS) early in the process.

By identifying the right profiles, based on:

9. Interdisciplinarity (e.g., coordinated work between designers and engineers early in the process, notably to ensure coherent linkages across traffic and access plans, site safety and security plans, and the spatial design concepts);
10. Cross-cutting initiatives (e.g., central departments, borough, SDC, community groups representing or working with minoritized populations, citizens' committee, design and engineering firms);

⚠ The experts to be mobilized should enable you to achieve your quality objectives and implement the best practices chosen in the Quality Vision section (e.g., experts in universal design, social development and the GBA+ approach to implement the best practices among Nos. 73 to 104 that involve equity, diversity and inclusion).

By validating the availability and stability of the project team, making sure that:

11. Resources are available in sufficient numbers at the required points during the project;
12. Key resources are maintained from one step of the project to the next, to ensure retention and continual expansion of the project knowledge.

By developing a detailed work plan that:

13. Provides for implementation of the chosen Quality Operation strategies;
14. Clarifies the team members' roles and responsibilities, including responsibility for the applicable and chosen Quality Operation strategies;
15. Provides for regularly scheduled presentation and exchange meetings to ensure collective assessment of project progress and smooth out any stumbling blocks.

Have you chosen your project coordinator? Here are some skills that can be an asset to achieving the project quality objectives:

- Be familiar with basic concepts of quality in design;
- Show leadership and ability to express oneself in public and negotiate win-win compromises;
- Be a critical thinker and have a talent for mediation, to support and facilitate dialogue;
- Have an inquisitive mind and be open to new ideas;
- Show and encourage initiative in experimenting with new approaches.

Key tasks of the steering committee:

- Have discussions with all of the stakeholders;
- Define the project vision and objectives;
- Ensure compliance with the timetable and budget;
- Ensure that the design stages are being followed;
- Ensure follow-up of the detailed work plan.

How to create a work plan conducive to quality:

- Define and adjust the conditions of implementation (resources, timetable);
- Incorporate the specific strategies chosen, making sure to include the planning phases and their implementation, and to assign the resources responsible for them;
- Include the milestones and deliverables needed to monitor the progress of the project: Have you defined the objectives to be achieved? Are they measurable or observable? What methods do you plan to use to monitor achievement? Do you need to define specific deliverables to enable assessment?

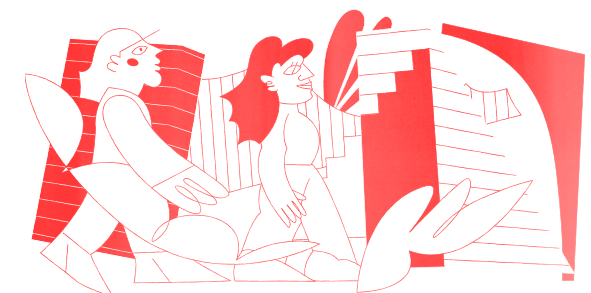
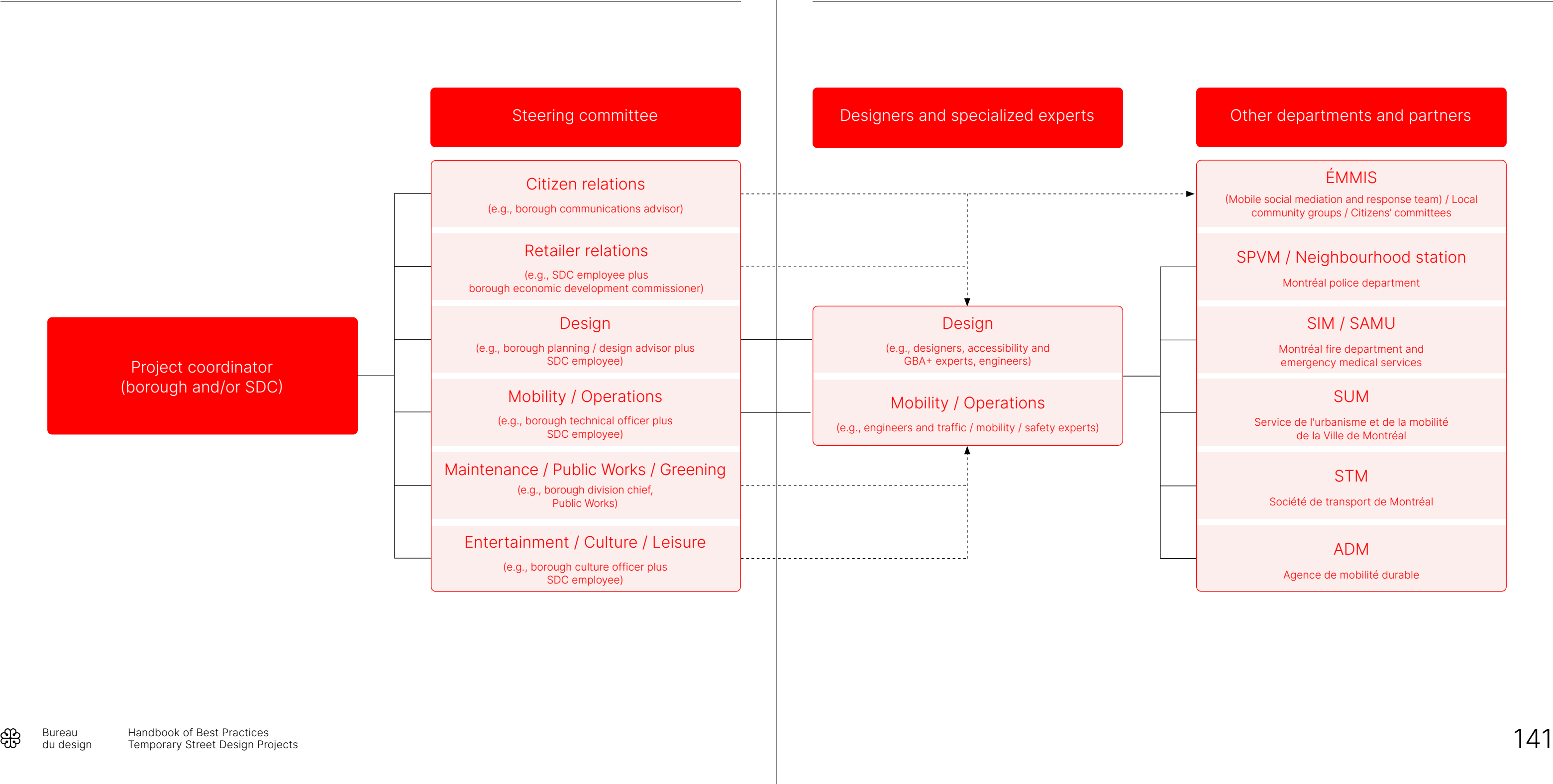


Illustration : Alice Picard

Sample organization chart for a temporary design project on a commercial street





L'Escouade Village, neighbourhood residents assigned to cleanup and horticultural maintenance

For the summer 2024 pedestrianization, rather than engage an outside company to oversee the cleanliness and upkeep of planters, the Village SDC called on the Maison du Père men's shelter to find people to hire. The Escouade (squad) is made up of area residents who know the street environment well. It promotes social reintegration in the case of some participants and reinforces a sense of belonging within the community.

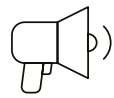
Squad created by the Société de développement commercial du Village – Village Montréal
Location: Rue Sainte-Catherine Est, borough of Ville-Marie (pedestrianized street, 2024)
Image: Serge Blais



Tour of a summer-season pedestrianized street aimed at sharing of knowledge among various stakeholders

During the drafting of this handbook of best practices, various stakeholders held field discussions about the main design challenges involved in pedestrianizing commercial streets. Representatives of SDCs, boroughs, central municipal departments (Service du développement économique, Service de l'urbanisme et de la mobilité) and the firms mandated to write the handbook took part in the tour.

Tour organized by the Service du développement économique de la Ville de Montréal
Location: Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Image: Bureau du design, Ville de Montréal



Communicate

How can inclusive and transparent communication be a lever for achieving greater benefits with the project?

Which ones should you choose for your project?
See the prioritization exercise on p. 132

By informing and consulting a broader audience, by means of:

- 16. Public participation tools to consult representative segments of the population, retailers and community partners, to help ensure that the project meets everyone's needs and aspirations (e.g., public consultation with a plenary session accessible by everyone, themed issue table, field survey and multichannel online survey, at the start of the project and during its implementation as applicable);

⚠ To ensure implementation of temporary projects with objectives encouraging greater cultural vitality (re. best practices Nos. 53 to 72 in the Quality Vision section), the broader consultation can include arts & culture institutions and organizations located in the project implementation area.

- 17. Working sessions with lived-experience experts or professionals chosen in accordance with the best practices selected from the Quality Vision section to be implemented (e.g., community social mediation and response workers, to anticipate and prevent potential social/community concerns onsite);
- 18. Tools for continual information and dialogue with retailers (e.g., personalized e-mail messages, toolkit with plans for managing parking and deliveries, frequently asked questions, information about café-terrasses, sales on public property and activities);
- 19. Diversity-focused and accessible initiatives to inform the public in general terms about the facilities, the planned duration of the project and activities (e.g., creation of an accessible web page on the city's site providing access to all of the useful project information, media relations, posts on social platforms);

- 20. Communications initiatives to inform the public of the temporary modifications to standard uses, taken several days before the start of the temporary design project (e.g., door-to-door delivery of notices about closings and alternate routes, removal and relocation of parking spaces, rerouting of public transit, the waste/recycling pickup plan, contact persons for answers to questions).

By promoting better communication among departments and with partners, through:

- 21. Involvement of the decision-making resources (e.g., borough administration and elected officials) early in the process to avoid procedural blockage and delays;
- 22. Participation by outside design and engineering firms in meetings with the partners (e.g., STM and SIM) regarding planning and design aspects related to mobility and operations;
- 23. Planning of exploratory sessions with the various stakeholders and partners (using plans and specifications and site visits) covering access, public and adapted transit, universal design principles, safety and security, signage/wayfinding, clearances, and traffic at intersections.

By emphasizing transparency of the decision-making process, through:

- 24. A democratic, publicly accessible approach to strengthen civic engagement, especially if the street is being pedestrianized for the very first time.

Who is part of the broader public?

- Retailers (store and restaurant/café owners), if the project is on a commercial street;
- The citizens concerned, including underrepresented citizens (e.g., racialized persons, seniors, persons with disabilities);
- Local public institutions (e.g., library, Maison de la culture);
- Local community organizations;
- Major property owners in the neighbourhood (e.g., private companies with large number of employees).

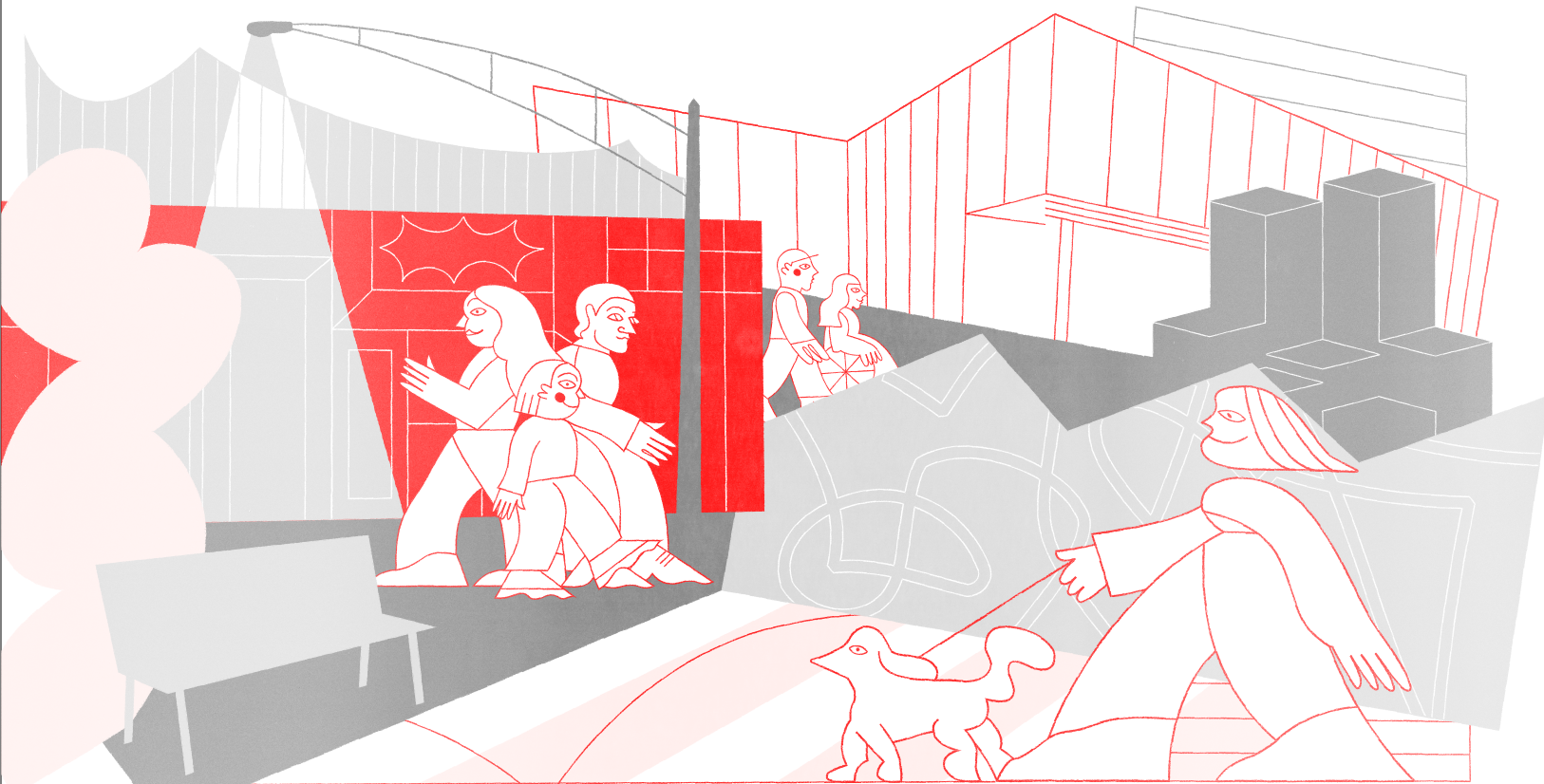


Illustration : Alice Picard





Citizen co-creation sessions and consultation activities for pedestrianization of Plaza St-Hubert

For the first summer-season pedestrianization of Rue Saint-Hubert, the justification and planning phases included consultations with the public, retailers and targeted community groups aimed at understanding their expectations and needs. As part of these collaborative processes, a co-creation session open to all was held at Ausgang Plaza.

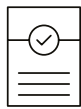
Facilitated by Atelier Urbain, in collaboration with the borough of Rosemont–La Petite-Patrie and the Plaza St-Hubert SDC
Location: Rue Saint-Hubert, borough of Rosemont–La Petite-Patrie (pedestrianized street, 2024)
Image: Borough of Rosemont–La Petite-Patrie



Exploratory visit covering accessibility issues for the pedestrianization of Avenue du Mont-Royal

The involvement of people living with functional limitations, or organizations representing them, in the design of the facilities or during exploratory visits helps improve site accessibility.

Facilitated by Société Logique, attended by municipal elected officials and/or employees as well as retailer representatives
Location: Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2024)
Image: Société Logique



Entrust and acquire

How should procurement processes that promote quality in design be structured?

Which ones should you choose for your project?
See the prioritization exercise on p. 132.

By using goods and services tendering processes that emphasize quality, through:

- 25. Contractual documents that provide a detailed outline of the project vision so that the two parties are mutually engaged toward achieving the quality objectives;
 - ❗ The tender documents should provide as many details as possible on the requirements relating to the best practices chosen in the Quality Vision section (e.g., specify the observable and measurable environmental targets).
- 26. The required makeup of the proponent team according to the project objectives (e.g., require the presence of a designer on the manufacturer's team for production of the plans and shop drawings when the concept is not finalized);
- 27. Strict requirements as to compliance and eligibility in the event of a lowest-compliant-bidder awardance criterion;
- 28. Analysis of the specifics of the various project implementation methods so as to make an informed choice (e.g., separate design and build mandates vs. turnkey design-build mandate);
- 29. Awarding of a multiyear contract to one design firm for development of a long-term strategy between iterations in the case of recurrent seasonal projects, or planning of a knowledge-transfer session with the various design firms involved to ensure improved consistency;
- 30. Study of new procurement modes compliant with the legal requirements of the Ministère des Affaires municipales et de l'Habitation, in collaboration with the advisory municipal business units (e.g., awardance method including price plus possible strong weighting of quality);

By using a design competition process or calls for proposals that stimulate emulation among designers, such as:

- 31. A selection committee (or multidisciplinary jury) to analyze proposals and service offerings equitably and transparently and make recommendations on project development.
- 32. An anonymous competition whereby assessment of quality is solely on the basis of the conceptual proposal (and not on appreciation of a portfolio), so as to eliminate reputational bias;
- 33. An invitation-only call for proposals whereby various concepts are compared and the designers or artists are compensated for submitting their preliminary proposal.

By relying on repurposing, collaboration and sharing processes, such as:

- 34. Re-use of equipment or materials from disused facilities so as to avoid a more onerous procurement process;
- 35. Loans, rentals or exchanges of furniture or equipment among the various boroughs or among SDCs so as to renew content for street users;
- 36. Use of borough furniture or equipment that is normally unused (and stored) during the summer season (e.g., skating rink boards).

By stimulating the market, via:

- 37. Deployment of a communications strategy ahead of the procurement stage that outlines the project owner's intentions to emphasize quality;
- 38. A communications strategy that focuses on promoting the professionals involved as a driver of recognition and reputation;
- 39. Development of quality-based performance specifications without market restrictions (applicable to goods).

By encouraging emerging practitioners, through:

- 40. Invitations to emerging professionals to submit proposals for certain less complex projects;
- 41. Mentoring initiatives enabling students and younger firms to position themselves in the market.

Having a designer on board as early as the planning phase can be asset. This person can contribute to:

- Diagnosis of the existing situation and programming of temporary uses;
- Defining a conceptual approach that meets the objectives and the implementation framework (e.g., in which type of spatial design to invest as a priority, how to develop a phased investment strategy, validating the match between the estimated budget and the design ambitions, evaluating the scope of necessary maintenance or repair work and the related costs);
- Ensuring improved consistency across the proposed spatial designs, the challenges regarding mobility of goods and people, and the operational challenges.

Who should be invited in the case of an invitation-only call for proposals for implementation of a temporary street design project?

- [See the list of qualified professionals for temporary and transitional designs \(2021\)](#)
- [See the Directory of Montréal-based Designers](#)

Which Québec-based suppliers offer sustainable street furniture for temporary public spaces?

- [See the list of furniture manufacturers and distributors who responded to the call for expressions of interest issued in 2022 by Montréal's Bureau du design.](#)



Illustration : Alice Picard





Anonymous-proposal design competition for turnkey design and installation of a work suspended above Place des Fleurs-de-Macadam

The winning submission, *Partiellement nuageux avec de fortes probabilités de « wow »!* is a floating misty cloud that lets soft light filter through and projects shaded areas onto the ground that move according to the sun's path. The installation adds to the appeal of the pedestrianized commercial avenue.

Competition organized by the Société de développement de l'avenue du Mont-Royal, in collaboration with Odace Événements and with the support of the borough of Plateau Mont-Royal.

Location: Place des Fleurs-de-Macadam, borough of Plateau-Mont-Royal (public square adjacent to pedestrianized street, 2022)
Design by (competition winner): EN TEMPS ET LIEU, in collaboration with Eden Creative Studio, Softbox Intégration and Concept ParaDesign, produced by the Société de développement de l'avenue du Mont-Royal
Images: Latrompette Studio





Absolues jardin on Place Pasteur, installation created by emerging designers

This olfactory installation divided into three islands—River, Garden and Stream—captured scents from the Reford Gardens in Gaspésie. Absolues jardin was developed by students in the DESS in Event Design program, under the direction of UQAM School of Design professor Céline Poisson and in collaboration with the Reford Gardens. The project implementation was supervised by lecturer Serina Tarkhanian and production manager Laurence Montmarquette.

Co-presented by UQAM and the Partenariat du Quartier des Spectacles
Location: Place Pasteur, borough of Ville-Marie (public square, 2022)
Design by: Anne Bernard, Marianne Demers and Lou Marchais, DESS in Event Design students at Université du Québec à Montréal (UQAM)
Images: Nathalie St-Pierre



The *carrés fleuris* (flower boxes) along Avenue du Mont-Royal, an example of a collaborative strategy for reuse of materials

The flower boxes were designed for long-term use as part of an approach emphasizing reclamation and reuse of wood. The project was the result of close collaboration between a number of experts, starting at the prototyping stages.

Location: Avenue du Mont-Royal, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Design by: EN TEMPS ET LIEU, in collaboration with the borough's Parks team for the choice of vegetation and plantings and with Public Works for transportation and storage
Master concept for Avenue du Mont-Royal by Nomade Aménagements transitoires
Image: Odace Événements



Design competition for movable street furniture elements for use by festivals

This competition was organized by Montréal's Festivals et Événements division and Bureau du design, in collaboration with the Partenariat du Quartier des Spectacles and the Quartier International de Montréal. It aimed to provide promoters of cultural events with temporary furniture that was functional and visually matched to the Quartier: crowd-control barriers, signage and banner supports, and ballast blocks.

Location: Quartier des Spectacles (pedestrianized street and public square, 2009)
Design by (competition winner): Morelli Designers and PXP – Design intégré
Image: Morelli Designers and PXP – Design intégré



Sunshade seating rented by the Société de développement de l'avenue du Mont-Royal to the Côte-des-Neiges SDC, an example of a collaborative and sharing process

To celebrate the end of summer and the start of the school year, the SDC Côte-des-Neiges' Avenue Lacombe pedestrianization became an urban beach in keeping with the theme *Derniers jours de plage à Copacabana / Last Beach Days at Copacabana*. Several sunshade seats from the *Jardin du Solstice* installation on Avenue du Mont-Royal beautified the design and added a fresh touch for neighbourhood residents.

Location: Avenue Lacombe, borough of Côte-des-Neiges–Notre-Dame-de-Grâce (pedestrianized street, 2023)
Design by: EN TEMPS ET LIEU for the Société de développement de l'avenue du Mont-Royal (2021)
Image: Paméla Lajeunesse



How can novel urban experiences be developed that meet the project's functional, technical and regulatory parameters?

Which ones should you choose for your project?
See the prioritization exercise on p. 132.

By clearly defining the spatial-design needs and constraints of all stakeholders, through:

42. A set of specifications (technical specifications / functional and technical program), approved by the steering committee, listing performance criteria and design parameters (e.g., criteria relating to ergonomics, accessibility, materiality, modularity) so as to give designers tools for improved innovation in the event of specific technical or regulatory constraints (e.g., fire and road safety);
43. Periodic updating of these specifications throughout the project's planning, design and rollout phases.

By setting the table for innovation, through:

44. Identification of recurrent and still-unresolved design challenges that are worthy of study (e.g., coexistence of pedestrians and cyclists, road surface textures detectable with canes near intersections, installation of a family of anti-ram security devices, maintenance and emergency vehicles better adapted to navigating temporary layouts with less space for vehicular traffic);
45. Assignment of the resources required for an exploratory exercise (e.g., extension or reduction of the project duration on a few blocks of the street).

By reflecting on and questioning regulatory requirements, through:

46. Implementation of a pilot project to test and document various scenarios for regulatory amendments;

47. Structured representations to decision-makers in support of the request(s) for adjustment;
48. Study of a potential adjustment to the regulatory requirements schedule to better accommodate the process of implementing a seasonal temporary design project (e.g., for summer-season pedestrianizations, move up the deadline for issuing café-terrace permits so that definitive public-domain occupancy data are available when the final spatial-design plans are prepared);
49. Study of a potential easing of municipal by-laws to better accommodate the use framework of temporary street designs (e.g., parklets accessible to everyone, shared by and managed by multiple retailers).

By drawing inspiration from transferable best practices, through:

50. Exploration, as a team, of real-world examples of best practices applicable to the project (e.g., video vignettes, themed info sheets and Design Montréal Quality Toolkit publications, annual feedback report);
51. Research and discussions, as a team, on completed projects of a similar nature that could provide avenues for solutions (e.g., annual visits to pedestrianized streets in different boroughs).

By exploring various scenarios, through:

52. Use of brainstorming methods, functional analyses or usage scenarios so as to define needs in terms of expected services rather than solutions, foster empathy and help better identify users' needs, including those of underrepresented groups;

53. Implementation of charrettes, design workshops or ideas competitions to develop solutions that meet the project ambitions.

⚠ The program of activities for the ideation process must be aligned with the best practices chosen in the Quality Vision section (e.g., environmental solutions that help enrich biodiversity corridors and green spaces, economic proposals that enhance the neighbourhood's attractiveness, concepts that aim at strengthening the project's identity-shaping and cultural dimension).

54. Volumetric mockups installed on the ground during the conceptualization phase (e.g., 1 : 1 scale mockup in the visibility triangle at intersections).

By validating or reframing the preliminary project vision, based on:

55. The outcomes of the consultations and co-creation sessions with the project target audiences and stakeholders.

By anchoring the final vision to the budgetary and scheduling metrics, through:

56. Detailed budget analysis and meticulous planning of the project implementation stages to ensure the project objectives are feasible;
57. Identification of complementary sources of funding as a lever for enhanced project quality (if required).



Illustration : Alice Picard



International inspiration:
a project emphasizing
modularity and progressive
implementation in temporary
pedestrianization projects

Urbhang BCN proposed this transformation of a street intersection into an animated pedestrian zone. The design was inspired by the iconic octagonal layout of the intersections in Barcelona's Eixample district. Modules are laid out in the space according to a predefined grid into different configurations to host a wide range of purposes and activities. The project is designed to grow in space and time, with new modules added each week, thus prompting people to visit often and explore new installations.

Example presented by Alice Covatta, Assistant Professor at the Université de Montréal School of Architecture, during the [webinar Strategies for Temporary and Transitional Design of Public Spaces](#) organized by the Bureau du design (2023)
Location: Eixample district, Barcelona (pedestrianized intersection and shared street, 2021)
Design by: Livelihood
Images: Elias Kateb + Mohamad Atab



International inspiration: temporary street design projects addressing public health issues

New York City's air-conditioned indoor cooling centres are vitally important during increasingly frequent summer heat waves, especially for seniors and vulnerable low-income population segments. This project, The Refreshing Waters, implemented an outdoor rest and cooling space equipped with a series of fans and misting nozzles. The installation fulfilled the community's needs while the local library and other air-conditioned indoor spaces were closed in response to the COVID-19 pandemic.

Example presented by Alice Covatta, Assistant Professor at the Université de Montréal School of Architecture, during the [webinar Strategies for Temporary and Transitional Design of Public Spaces](#) organized by the Bureau du design (2023)



Location: Tiffany Street, South Bronx, New York City (2022)
Design by: Interboro, in partnership with the NYC Department of Health and Mental Hygiene (DOHMH) and the Southeast Bronx Community Organization (SEBCO)
Images: Dean Kaufman, courtesy of Interboro Partners (left), Interboro Partners (right)



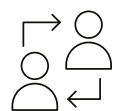
International research project into security features for street closings that offer improved visual integration with the context

The research report *Beyond Concrete Barriers – Innovation in Urban Furniture and Security in Public Space* outlines several security features of various shapes and materials that meet current standards and offer solutions tailored to their local contexts, such as the projects *Traffic Sheep* (left) and *Sculptural Bronze NOGO Barrier* (right).

Report commissioned by the Partenariat du Quartier des Spectacles, prepared for the Global Cultural Districts Network by Professor Jon Coaffee of the University of Warwick and the firm Design par Judith Portier (2018)

Left: *Traffic Sheep*
Location: Christchurch, New Zealand
(pedestrianized street, 2014)
Design by: Christophe Machet
Image: Christophe Machet

Right: *Sculptural Bronze NOGO Barrier*
Location: New York, U.S.A. (pedestrianized street, 2004)
Design by: Rogers Partners Architects + Urban Designers
Image: Paul Warchol



How can the project be exposed to critical review and reframed during the various steps of its implementation?

Which ones should you choose for your project?
See the prioritization exercise on p. 132.

By setting up a prototyping lab and observatories, so as to benefit from learnings, through:

- 58. Production of various prototypes that are tested onsite with a widely diverse user population, with documentation of the observations;
- 59. Field observation and gathering of data on users' appreciation (e.g., field survey, exploratory visits with specific groups). In the case of recurrent temporary seasonal projects, this process enables layouts and facilities to be relocated and improved from one year to the next (e.g., reconfiguration of modular furniture in response to observations of real-world use);
- 60. Periodic gathering of factual data so as to better understand behaviours and impacts, with a view to improving a recurrent temporary design project (e.g., percentage of cyclists and pedestrians by time of day, traffic according to user profile, transportation mode and place of residence).

By setting up a design panel to monitor the design stages, suing:

- 61. A group of experts from various disciplines (e.g., design, engineering, mobility, green transition, universal design) that provides support and guidance to the design team assigned to execute the temporary project.

⚠ The experts you select for your design panel must enable you to challenge your quality objectives and implement the best practices chosen in the Quality Vision section (e.g., representatives of retailers and economic development experts to implement the best practices among Nos. 39 to 52 that involve economic benefits).

By assessing the long-term cost-benefit ratio, using:

- 62. A value-engineering process that compares various conceptual and financial scenarios so as to optimize the value of the project. Participants attend themed working sessions that explore the challenges relative to the value/benefits vs. cost relationship.

What is a design lab?

A design lab is an applied-research process that aims to develop and experiment with new methods of conceptualization, spatial planning and occupancy of a place. The solutions proposed are tested using prototypes. The learnings generated during the process are documented and can then more extensively benefit a subsequent project.

What is a design panel?

A design panel is a consultative (not a decision-making) entity that supports the project owner. Its role is to provide guidance in project design based on the vision and on previously defined best practices, to raise questions and to make recommendations regarding design quality.

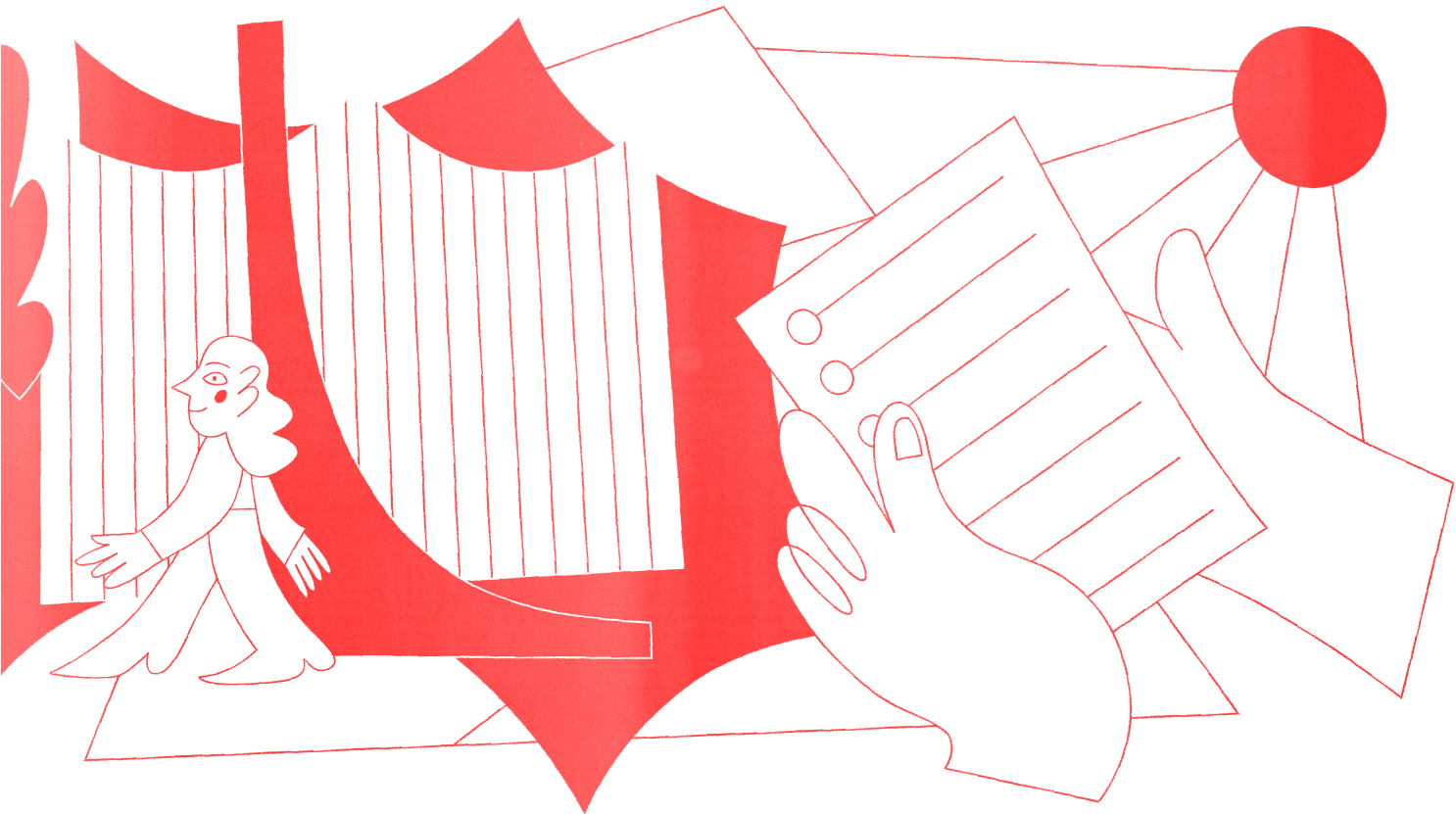


Illustration : Alice Picard



COVID-19 design labs:
design and building of
Stations hivernales (winter
stations) in 17 Montréal
boroughs, followed by a
design observatory led by Le
Laboratoire d
e l'hiver.

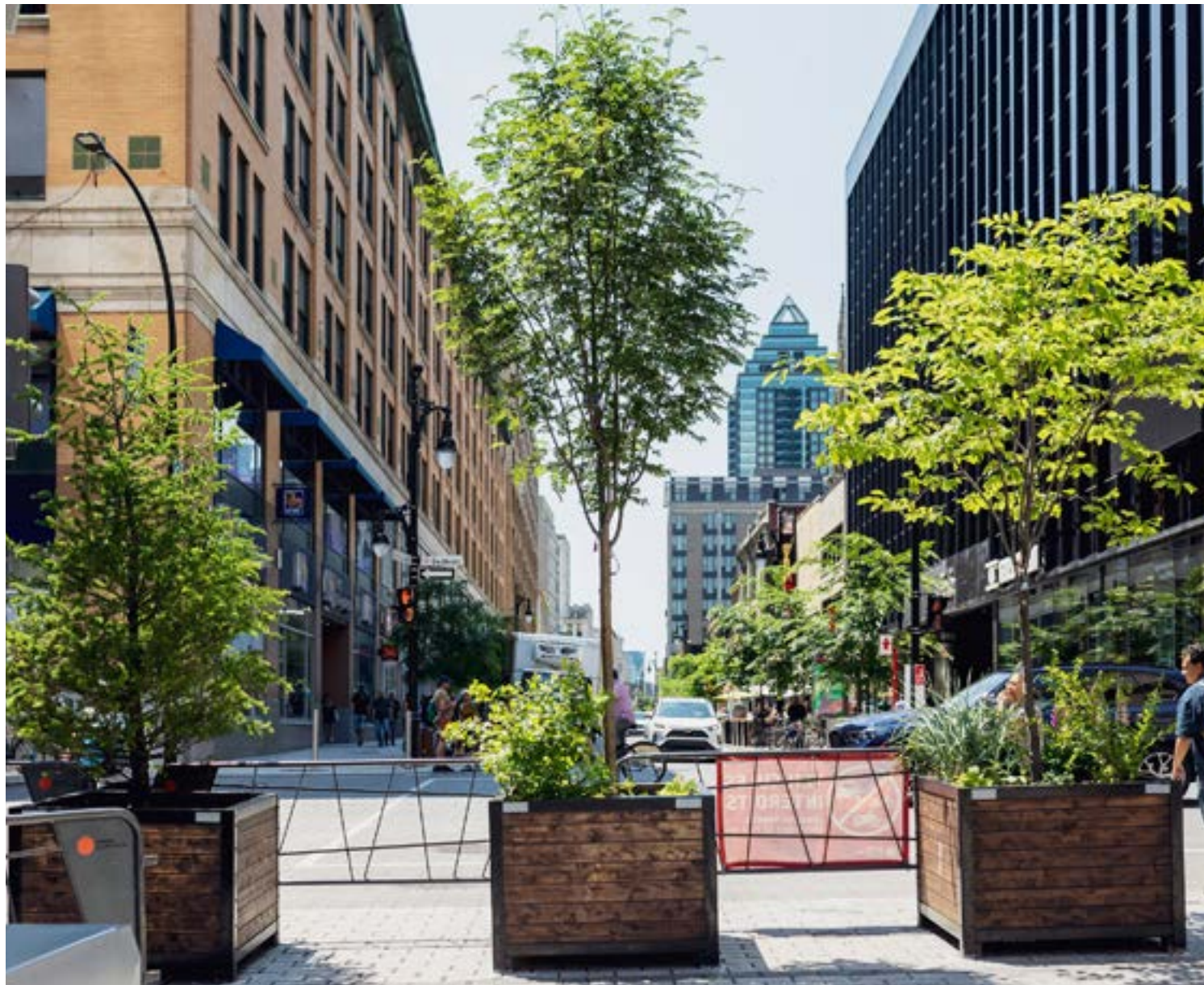
To experiment with various strategies for temporary activation in wintertime, luminous rest areas with warm and welcoming ambiances were installed in squares, parks, parking lots and vacant lots to liven up and enhance the experience of waiting or of active travel to and from retail premises.

Initiative developed by Montréal's Bureau du design in collaboration with the Commerce (SDÉ) team. Projects implemented by the boroughs and local SDCs

Left: *La grande bordée winter station*
Location: Place du Bonheur-d'Occasion,
borough of Sud-Ouest (public square, 2020)
Design by: NÓS Architectes, Rainville Sangaré
and Studio Superwise
Images: Maxime Déom

Right: *Le jardin de l'espoir winter station*
Location: Place du Village-de-la-Pointe-aux-
Trembles, borough of Rivière-des-Prairies-
Pointe-aux-Trembles (public square, 2020)
Design by: Aedifica, MASSIVart and Körnelius
Images: Mélanie Dusseault (top) and Mathieu
Rivard (bottom)





Research into the impact of trees on the ecosystem and health: installation of 93 trees in planters within the Quartier des Spectacles

An initial study conducted by the UQAM Chair on the Urban Forest focused on the beneficial influence of the tree population on reducing the heat island effect and on better understanding how trees are affected under high stress. The second, by the Research Chair on Reduction of Social Inequalities in Health, examined the beneficial effects of exposure to greening of spaces in the Quartier on the population's mental health and overall wellness. As with a design lab, the lessons learned from these studies are helping to tackle the problem of heat islands, particularly in the case of temporary street design projects.

Partenariat du Quartier des Spectacles, in collaboration with Université du Québec à Montréal and the Centre d'écologie urbaine de Montréal (2023)

Studies conducted by Professor of Biology Alain Paquette and Professor of Psychology Janie Houle, in collaboration with the UQAM Pôle sur la ville résiliente
Images: Thibault Carron (left) and Vivien Gaumand (right)



How can project quality be sustained over the long term?


Which ones should you choose for your project?
See the prioritization exercise on p. 132.

By clearly defining the intended benefits over both the medium and long terms, based on:

- 63. Accuracy of budget allocations over several years, to improve predictability and enable sustainable, long-term planning of projects (avoiding one-of expenditures);
- 64. Planning of projects over several years to help ensure stability, attractiveness and continued economic activity in the neighbourhood (and enable retailers to fine-tune their business models accordingly);
- 65. Development of a progressive investment strategy for permanent furniture and facilities, in the case of recurrent temporary street design projects.

By ensuring quality monitoring at all stages of project implementation, through:

- 66. Identification of quality objectives that are observable and measurable;

 **The indicators you decide to monitor throughout your project must be intrinsically connected to the best practices chosen in the Quality Vision section. For inspiration, refer to the Quality Is Measurable section of the Design Montréal Quality Toolkit.**
- 67. Creation of a quality monitoring protocol, covering the planning phase through to dismantling and feedback, with a focus on continuous improvement;
- 68. Designation of a person or responsible for maintaining focus on the objectives defined in the Quality Vision section and reorienting teams in the intended direction if necessary.

By contributing to collective learning, by means of:

- 69. Awareness-raising initiatives with users regarding the nature and scope of the quality objectives achieved, in order to contribute to a sense of pride and belonging, and to raise the bar for subsequent iterations;
- 70. Activities targeting feedback and sharing of learnings with other boroughs, SDCs, central departments and the community of practice (e.g., citizen satisfaction survey, accessibility audit, quality observatory, handbook of best practices, pooling of studies and data collected by the various boroughs and SDCs).

Ways of contributing to collective learning:

- Agree on a resource who will be in charge of post-mortems on the team, or rotation of this role among team members;
- Plan for recurrent meetings dedicated to the post-mortems (per stage) so as to document the learnings;
- Separate meeting agendas into two sections: new learnings and recap of key learnings from the previous meetings, to prevent information from being shelved;
- Target efficient communications channels to ensure wider sharing of knowledge in internal as well as external networks.

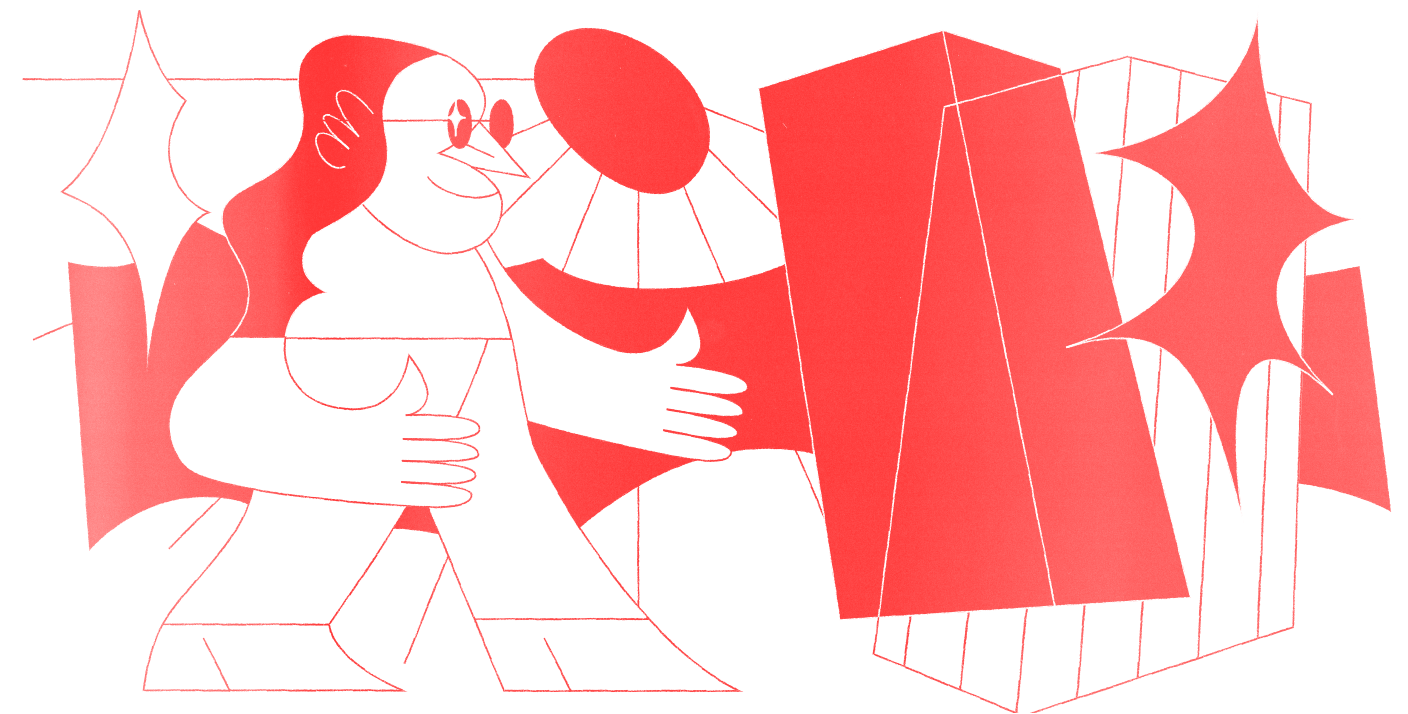
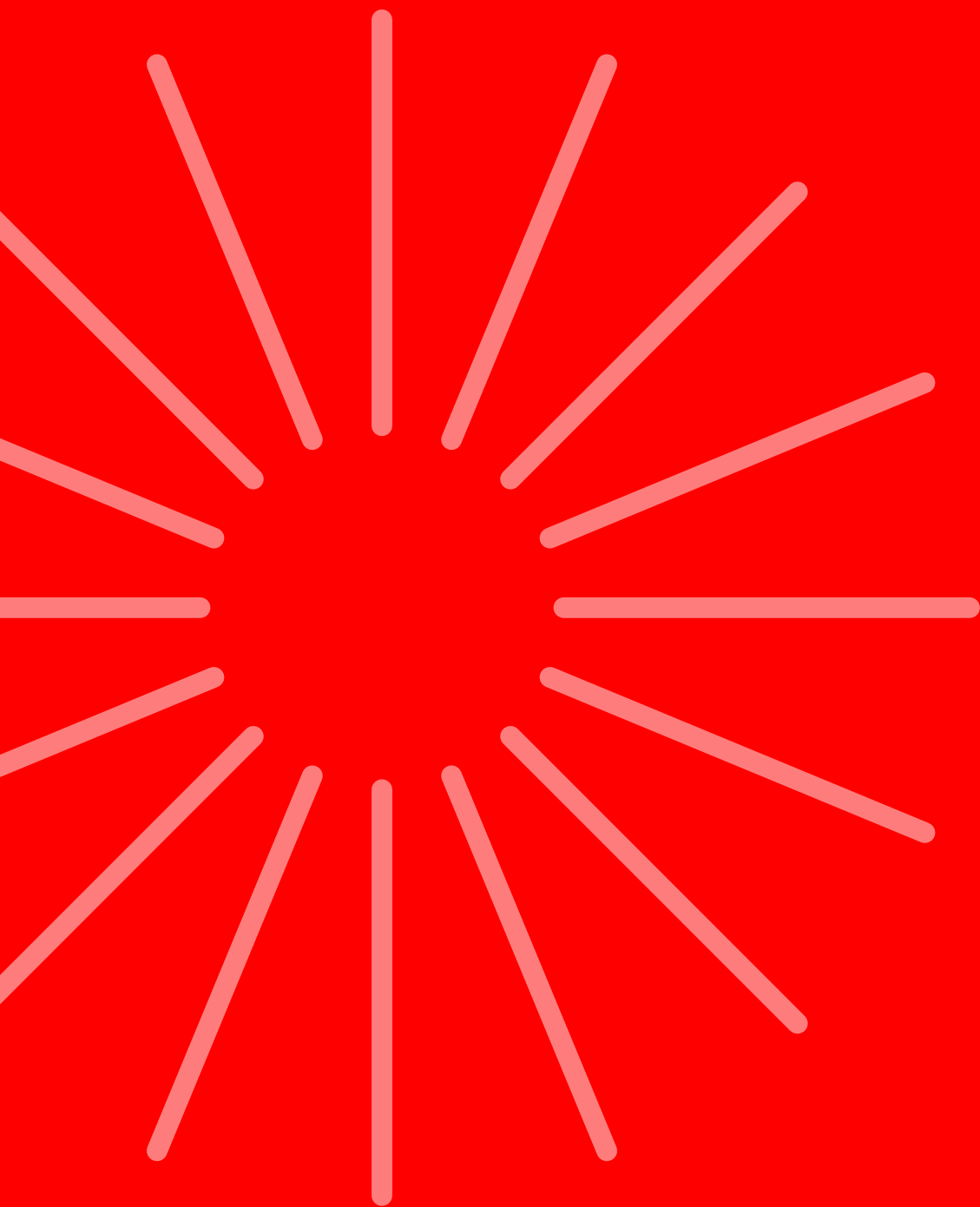


Illustration : Alice Picard

Summary



Looking ahead to a new series of recurrent seasonal pedestrianization projects: improving the planning, design and implementation of temporary street transformations in Montreal

Temporary street design projects play a crucial role in transforming our experience of the city and contribute to our neighbourhoods' vitality. In Montréal, these projects are of **four main types: pedestrianized street, rue-place, shared street and redistributed roadway** (ref.: pp. 12–21). **Design strategies differ depending on the street's appeal context (neighbourhood street vs. destination street), the season, the duration of implementation and whether the project will be recurrent** (ref.: pp. 22–31).

Among the various types of design projects, seasonally pedestrianized commercial streets continue to grow in number and popularity and have become true emblems of summer in Montréal, attracting thousands of residents and visitors. For the 2024 summer season, 11 commercial thoroughfares were transformed into pedestrian streets, for a total of 9.4 linear kilometres pedestrianized.

With the renewal of the Service du développement économique de la Ville de Montréal's three-year (2025–2027) funding program for pedestrianization of commercial thoroughfares, boroughs, commercial development corporations and their many partners will be continuing the work accomplished in recent years to deliver living environments that are increasingly well suited to the needs of the population and that contribute to economic vitality. As we enter this new pedestrianization cycle, the instructions and tools in this Handbook will enable better planning, design and implementation of temporary street transformations and improve their quality, especially in the case of projects that recur every year.

Quality Vision Summary

The Quality Vision section lists 125 best practices in design for improving the quality of temporary street design projects (ref.: pp. 32–129). Read on to explore selected excerpts, and refer to the Handbook for a catalogue of real-world examples implemented in Montréal.



Mitigate the impacts of climate-related hazards

Nos. 1–3
Mitigate the impacts of climate-related hazards by using designs adapted to seasonal microclimates (e.g., in winter, using spaces that get the most sun or are sheltered from the wind; in summer, locating activities in the shade of the tree canopy), creating protective zones against inclement weather (e.g., wind, rain and snow), and incorporating cooling features (e.g., shades, pergolas, use of lighter colours, misters, water stations).

No. 7
Minimize requirements in terms of resources and services through sustainable designs requiring little maintenance and upkeep.



Environmental Responsibility

Nos. 16–17
Ensure a reduced carbon footprint and low environmental impact throughout the entire life cycle by using sustainable, reusable materials for recurrent seasonal temporary design projects (e.g., that are resistant to wear and tear, inclement weather or vandalism) and tried-and-tested assembly systems that allow repeated assembly and disassembly and limit premature wear and tear.

No. 29
Contribute to the richness of ecological corridors and green spaces through diversification of plant life and use of native species.



Economic Performance

No. 40
Contribute to the neighbourhood's prosperity through addition of uses and functions that complement existing ones and that help shape a comprehensive living environment.

No. 44
Enhance the neighbourhood's attractiveness through a new identity, clear, distinctive visual markers and highlighting of sites of interest (e.g., high-visibility interventions at the entrances to the street, street art, lighting plan).

No. 48
Provide opportunities for sharing via design of all-season furniture that can be left in place or repositioned based on the needs of the neighbourhood, avoiding the need for storage (and the related cost).



Culture and Identity as Values

Nos. 58–59
Integrate sensitively with the site context with a scale and density of intervention adapted to the appeal context (e.g., neighbourhood street, destination street) and use of a visual language that is in continuity with the existing site and is consistently applied at the various scales of project intervention (e.g., implementation, rhythms, forms, colours, materials).

No. 63
Enhance the lived experience with modular or flexible furniture allowing for multiple uses or configurations and offering renewed experiences depending on the site, season or year (e.g., modular bench/planter systems, benches that can be reconfigured into performance stages).

No. 68
Encourage rich and diversified cultural and artistic life with arts & culture activities, events or performances aimed at a large audience (destination streets) or local residents (neighbourhood streets).



Equity, Diversity and Inclusion

Nos. 73–74
Respond to diverse user needs equitably by designing flexible, adaptable spaces that allow for mixed uses and functions and can be easily embraced by diverse user groups (e.g., a stage platform that doubles as a spot for passers-by to stretch out and relax) and application of universal design principles to all programming and spatial designs, instead of a sparse, piecemeal approach in an environment that is generally inaccessible.

Nos. 78–80
Make the site accessible to as many people as possible through use of a variety of furniture to fulfil the needs of people with different body types and abilities (e.g., short, pregnant, reduced-mobility) and inclusion of ergonomic seating surfaces in sufficient quantities and at regular intervals to accommodate people who need to rest often or have difficulty sitting down and getting back up (e.g., sit-stand benches, benches with backrests equipped with armrests, under-seat clearance).



Health and Wellness

No. 102
Improve the dynamics of Living Together via spaces and activities that encourage meetings and exchanges among people from different generations, household types and social groups (e.g., games for both children and seniors, community outreach kiosks for unhoused people).

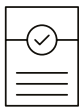
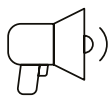
No. 105
Take an interest in users' physical wellness with spatial designs that encourage movement, active travel and play.

Nos. 121–23
Contribute to the sense of urban safety and security through design and arrangement of furniture that allows users to see and be seen, with no recessed areas where someone could hide, open designs that make it easy for users to rapidly exit and/or seek assistance or first aid if need be, plus well-lighted zones and facilities and highlighting of services and stores that are open late.

No. 124
Contribute to the sense of belonging with communications and programming that help forge connections and break social isolation (e.g., communications that promote social engagement, gardening workshops, dance lessons).

Quality Operation Summary

The Quality Operation section outlines 70 strategies for planning, design and implementation of temporary street design projects (ref.: pp. 130–173). See below for selected excerpts and refer to the Handbook for examples of management tools, e.g., typical timetables and organizational charts, task lists and other tips and real-world examples.



Mobilize – Engage stakeholders around shared quality objectives

No. 2
Clearly define the project implementation framework with a dedicated expert team or community of practice that meets a few times per year (e.g., standing committee specialized in temporary street designs made up of representatives of the SUM, SIM, STM, boroughs, designers of temporary street projects and other stakeholders, to reconcile everyone's respective needs and ambitions).

No. 5
Solidify connections with the community through a local partnership and mutual assistance ecosystem that is diverse and representative of the affected population and able to put forward solutions adapted to the needs of the community (e.g., local businesses, community and institutional organizations, professionals).

Nos. 6–8
Define the project governance and organizational strategy by designating a senior coordinator, creating an accountable steering committee whose members exemplify the leadership required to implement each stage of the project, and mobilizing the other departments and partners (e.g., SUM, SIM, SPVM, STM, ÉMMIS) early in the process.

Communicate – Interact in an inclusive and transparent manner

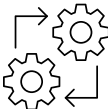
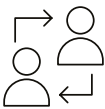
No. 16
Inform and consult a broader audience using various public participation tools to consult representative segments of the population, retailers and community partners, to help ensure that the project meets everyone's needs and aspirations (e.g., public consultation with a plenary session accessible by everyone, themed issue table, field survey and multichannel online survey, at the start of the project and during its implementation as applicable).

No. 23
Promote better communication among departments and with partners by planning exploratory sessions with the various stakeholders and partners (using plans and specifications and site visits) covering access, public and adapted transit, universal design principles, safety and security, signage/wayfinding, clearances, and traffic at intersections.

Entrust and acquire – Adopt procurement processes that promote quality

No. 29
Use goods and services tendering processes that emphasize quality; e.g., awarding of a multiyear contract to one design firm for development of a long-term strategy between iterations in the case of recurrent seasonal projects, or planning of a knowledge-transfer session with the various design firms involved to ensure improved consistency.

No. 34
Rely on repurposing, collaboration and sharing processes such as reuse of equipment or materials from disused facilities so as to avoid a more onerous procurement process.



Envision – Use inspiration to drive innovation

No. 42
Clearly define the spatial-design needs and constraints of all stakeholders through a set of specifications (technical specifications / functional and technical program), approved by the steering committee, listing performance criteria and design parameters (e.g., criteria relating to ergonomics, accessibility, materiality, modularity) so as to give designers tools for improved innovation in the event of specific technical or regulatory constraints (e.g., fire and road safety).

No. 44
Set the table for innovation by identifying and seeking solutions to recurrent and still-unresolved design challenges (e.g., raising awareness of healthy coexistence of pedestrians and cyclists, road surface textures detectable with canes near intersections, installation of a family of anti-ram security devices, maintenance and emergency vehicles better adapted to navigating temporary layouts with less space for vehicular traffic).

Reframe – Submit the project to critical review

Nos. 59–60
Set up a prototyping lab and observatories, so as to benefit from learnings through field observation and gathering of data on users' appreciation (e.g., field survey, exploratory visits with specific groups) and periodic gathering of factual data so as to better understand behaviours and impacts, with a view to improving a recurrent temporary design project (e.g., percentage of cyclists and pedestrians by time of day, traffic according to user profile, transportation mode and place of residence).

Sustain – Achieve and maintain quality over the long term

No. 64
Clearly define the intended benefits over both the medium and long term through planning of projects over several years to help ensure stability, attractiveness and continued economic activity in the neighbourhood (and enable retailers to fine-tune their business models accordingly).

No. 70
Contribute to collective learning by means of activities targeting feedback and sharing of learnings with other boroughs, SDCs, central departments and communities of practice (e.g., citizen satisfaction survey, accessibility audit, quality observatory, handbook of best practices, pooling of studies and data collected by the various boroughs and SDCs).

Key challenges in ensuring quality temporary seasonal projects – Learnings and recommendations

While delivering benefits in terms of neighbourhood life, well-being, noise abatement, economic vitality and local appeal, seasonal pedestrian streets still present a number of challenges, which vary in nature and scope. The following paragraphs summarize the unresolved spatial-design components and offer recommendations on priority steps to be taken.

Vehicle access for delivery of goods, residual materials collection, maintenance and emergency services remains a significant challenge, notably in terms of safety (e.g., blind spots for drivers of heavy vehicles in the presence of pedestrians). **Safety at intersections** is also a concern for borough administrations, whether in terms of barriers and their positioning or the presence of many café-terrasses within the visibility triangle. Interdepartmental discussions and the involvement of designers and traffic experts would help reconcile the needs of all parties. A local traffic plan should also be drawn up in advance of a safety plan so as to optimize traffic safety and fluidity.

Access to public and adapted transit also poses challenges. To that end, best practices 89 through 95 (ref.: p. 95) should all be systematically applied. Furthermore, the boroughs, the SUM, the STM and the Agence de mobilité durable should work in concert with traffic engineers and designers to ensure

pedestrian streets are accessible by as many people as possible. Various solutions should be explored, including implementation of redistributed roadways in certain districts (ref.: p. 21) or establishment of local low-speed shuttles accessible by all users.

Pedestrianizing a street implies a significant paradigm shift and changes in behaviour for all parties involved, which can cause obstacles to develop and lead to a loss of transit options (e.g., adapted transit, accessible bus stops) as well as visual, audible and tactile features essential to ensuring mobility for people with disabilities. Increasingly, **best practices in universal design** are being incorporated into temporary street design projects (ref.: the examples in the *Equity, Diversity and Inclusion* dimension on pp. 94–115), but many issues remain unresolved. For example, getting around in a space as large as a pedestrian street remains challenging for the blind, particularly as they approach intersections. Strategies for visual and tactile delimitation must be used more often or developed.

Coexistence of cyclists and users travelling on foot on pedestrian streets is a challenge. Although a 2021 INRS research report on pilot projects for pedestrian-cyclist co-existence¹ concluded that such projects do not pose any serious problems, it also stated that many people disagree as to whether cyclists respect the right of way, and that there seems to

be an overall sense of inadequate safety for people with reduced mobility. Three years later, in 2024, the semi-structured discussions conducted during the preparation of this Notebook showed that there are still major concerns.

Preferred types of temporary street designs for facilitating coexistence between cyclists and pedestrians should be based primarily on the risk of conflicts and inconvenience, which varies from one pedestrian street to another. Pedestrian traffic density and the width of the road can help in assessing the risk of conflicts.

Various approaches can be explored to ensure safe coexistence, such as awareness campaigns combining signage and graphic design, a range of attenuation measures (e.g., a more winding route, with consideration for emergency vehicle access) or detours to cycle paths on parallel streets where bike racks are installed so that cyclists can then access the pedestrian street on foot. Lastly, implementing research and ideation exercises to find solutions appropriate to the issue would be beneficial. Awareness-raising and enforcement remain important factors.

In addition to coexistence of different active mobility modes, **coexistence with persons experiencing homelessness or otherwise vulnerable clientele** is an increasingly topical issue. Improved integration of community and institutional partners as well as greater involvement by the general public is advisable to help address this public health crisis. A range of spatial planning solutions can also be proposed by the project designers to address the needs of vulnerable populations, e.g., adapted street furniture allowing users to rest, shaded areas, outdoor drinking fountains, safe, well-lit spaces, community outreach kiosks and access to non-gendered washrooms (ref.: best practices listed under the *Equity, Diversity and Inclusion* dimension, pp. 94–95 and the *Health and Wellness* dimension, p. 116).

In conclusion, **sustainability of facilities** is a measure of design quality. Given that temporary design projects are becoming recurrent (ref.: p. 25), as in the case of seasonal pedestrianization, it is important to invest in sustainable spatial designs, equipment and furniture so as to reduce environmental impact (ref.: *Environment* dimension, pp. 50–63). A balance must be struck between furniture elements to be designed or purchased for use over several years and facilities that will renew site experience and appeal with each iteration (ref.: *Economy*, p. 64 and *Culture* dimensions, p. 78).

1. Institut national de la recherche scientifique – Centre Urbanisation Culture Société, 2022. *Cohabitation cyclistes-piétons sur les rues piétonnes – Projet-pilote sur l’avenue du Mont-Royal et la rue Wellington.*

Toward permanent summer-season pedestrianization of certain streets?

The year 2024 marked the 18th iteration of seasonal pedestrianization of Rue Sainte-Catherine Est in the Village. And it is safe to assume that many of the 10 other commercial thoroughfare pedestrianization projects conducted this year are here to stay.

In light of this, should these design projects still be categorized as temporary? Or should they instead be recognized as full-fledged urban development projects?

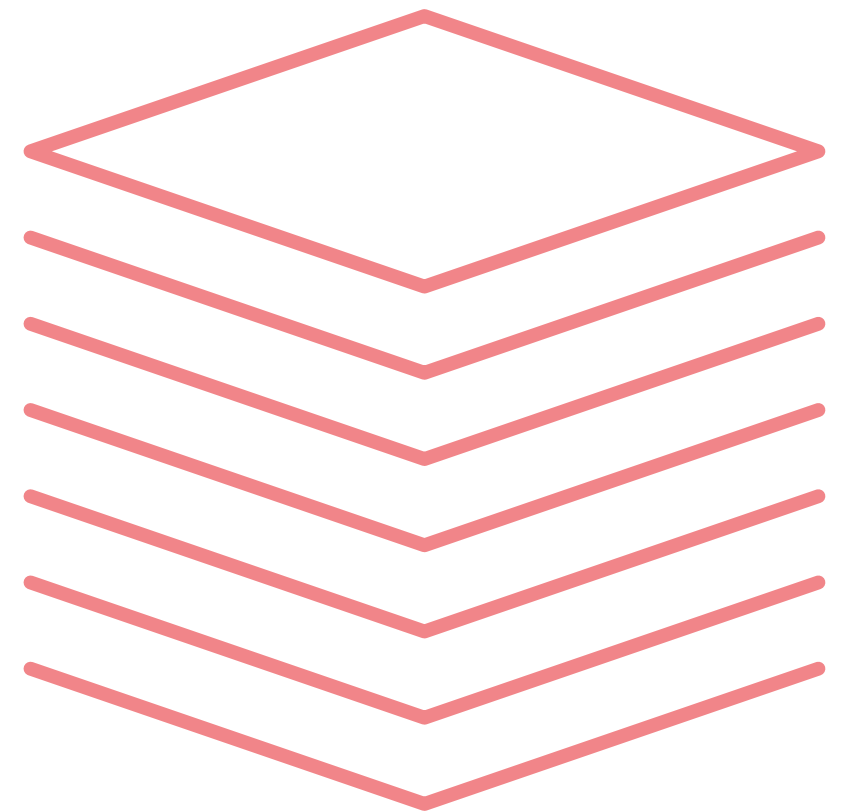
The experience accumulated over the years is resulting in more professional approaches, and the increasing number of pedestrianized streets is encouraging everyone to aspire to better quality. While a degree of standardization of approaches would be beneficial, each pedestrian street must conserve its distinctive identity, offering varied experiences that enrich its appeal and discoverability while fostering social, economic and cultural benefits.



Avenue Duluth Est, borough of Plateau-Mont-Royal (pedestrianized street, 2023)
Image : Caroline Perron

Appendix 1

Checklist of tasks for each step of implementation



Checklist

Justification

Objective: Understand the implementation context and expected benefits of the project. Then justify its implementation to the authorities concerned with a view to obtaining funding, as applicable.

This step aims at, but is not limited to, the following:

Mobilizing and engaging in dialogue with the stakeholders (people and organizations) that will be actively involved in the project or whose interests may be affected positively or negatively if the project is (or is not) implemented;

Defining the expected benefits of the project on the living environment and its specific contribution to the municipal development objectives;

Defining the siting context of the project;

Defining the initial known constraints, risks and opportunities;

Identifying the potential issues and negative impacts and proposing satisfactory mitigation measures (e.g., rerouting of public transit routes, access to certain areas);

Formulating assumptions as to the conditions for project completion (e.g., timetable, human and financial resources);

Establishing a preliminary definition of the communications management plan;

Establishing preliminary definitions of the intended project duration, vision, objectives and conceptual approach;

Conducting the preliminary studies required to establish the foundations for the next stages of planning.

General notes:

Checklist

Startup and planning

Objective: Engage the stakeholders, define the project implementation framework and produce a detailed work plan

General notes:

This step aims at, but is not limited to, the following:

Creating the project steering committee, defining its governance and assigning the roles and responsibilities;

Mobilizing the other departments and partners involved;

Defining the project vision, objectives, duration and conceptual approach (driving concept, narrative throughline and theme(s), uses);

Presenting this vision and the project to the authorities concerned, as applicable (e.g., borough council, board of directors of the SDC involved);

Defining the conditions for project implementation, including the delivery method (e.g., separate design and production mandates or a turnkey design/build mandate);

Establishing the criteria for judging the quality of the project and of the various specifications documents;

Hiring the required external professionals, including the designers and engineers;

Defining the detailed work plan step by step, including the Quality Operation strategies to be implemented;

Defining the plan for managing and mitigating risk and unforeseen events;

Specifying the budget estimate, including the breakdown by funding source;

Detailing the project schedule;

Drafting of an initial site plan to obtain preliminary opinions from the various departments (e.g., technical studies, traffic engineers, SIM, SAMU, SPVM).

Checklist

Design aspects related to mobility and operations

Objective: Plan and design the adaptive measures to be applied to ensure mobility of people and goods as well as the smooth operation of the site, in collaboration with the stakeholders.

This step aims at, but is not limited to, the following:

- Planning measures for coexistence of pedestrians and cyclists, if necessary;
- Assessing retailers’ needs in terms of deliveries (SDC);
- Assessing emergency vehicle access requirements (SIM, SAMU and SPVM);
- Assessing street maintenance requirements (borough);
- Planning needs related to scheduled work or events on the site or in the vicinity;
- Planning the rerouting of bus lines and paratransit service (STM);
- Planning for parking and dropoff spaces for people with disabilities and other related modifications (Agence de mobilité durable);
- Planning the relocation of BIXI stations;
- Designing a traffic scheme that details street closures, intersection management, U-turns, and changes in traffic-flow direction on cross streets (if required) and develop road signs;
- Determining the positioning of, and procuring or designing street-closure devices (e.g., bollards), anti-ram security barriers (e.g., concrete blocks) and conducting turning-radius studies as needed;
- Planning modifications to traffic lights, as needed (SUM);
- Determining whether site surveillance is required and, if so, frequency of rounds (SPVM cadets);
- Determining the methods for ensuring continuous smooth operation of the site (dedicated liaison officer, project officer).

General notes:

Checklist

Design aspects related to facilities and activities / entertainment

Objective: Design the plans and specifications for the site facilities, and plan and design the activities and events.

General notes:

This step aims at, but is not limited to, the following:

- Confirming the location of retailers’ cafés-terrasses (permanent and temporary) and issuing the related permits (borough);
- Conducting an inventory of available furniture and equipment (e.g., planters, security devices, street furniture, bollards, road signs / wayfinding);
- Fine-tuning and detailing the conceptual approach, e.g., the narrative throughline, the intended themes and uses;
- Designing the following elements, taking care to incorporate the best practices chosen and prioritized for each of the six dimensions of quality (ref.: Quality Vision):
 - Furniture: functional and for rest and relaxation;
 - Parklets;
 - Stages and play-focused or guided-activity spaces (activities and events);
 - Planters and other spaces for plantings (greening or trees);
 - Signage (entrance, information and wayfinding);
 - Art installations (including ground markings);
 - Ambient lighting;
 - Accessibility measures to help users get around and find their way on the street;
 - Safety/security devices;
- Planning purchases of functional equipment and furniture (e.g., extra devices for collection of residual materials, municipal benches, bike racks, bollards);
- Preparing the goods and services technical specifications for the call for tenders (by invitation or public), including:
 - Manufacturing and installation of facilities and furniture;
 - Purchase of functional furniture or equipment;
- Planning and organizing onsite activities and events) and issuing the related calls for tenders, if required.

Checklist

Rollout: manufacturing and installation

Objective: Manufacture custom components and install all facilities, entertainment and operational components on the site.

General notes:

This step aims at, but is not limited to, the following:

- Proceeding with manufacturing and quality control of custom furniture and facilities;
- Updating the work plan for the planning and rollout of the street designs and services (sequence on the site and roles);
- Launching the communications initiatives prior to rollout and proceeding with execution of the communications plan;
- Delivering and installing on the site all of the furniture, equipment, signage elements and any other component of the project;
- Proceeding with the work to be done onsite (e.g., artistic ground markings);
- Installing the standardized traffic and detour signage in the vicinity of the street along with parking indications;
- Proceeding with the closure of the street or the sections involved in the case of a shared-roadway project;
- Sending notification to the various map platforms (e.g., Waze, Maps, Google Maps) regarding the new traffic plan;
- Proceeding with the modifications to traffic lights, if any;
- Completely cleaning the street before rollout.

Checklist

Onsite follow-up, maintenance and adjustments

Objective: Conduct follow-up, maintenance and adjustments on the site until the end of the temporary project.

General notes:

This step aims at, but is not limited to, the following:

- Quickly correcting any deficiencies observed that could compromise smooth operation or safety;
- Relocating some furniture and equipment as needed;
- Maintaining, repairing and replacing street design and signage elements to prevent deterioration or in response to vandalism or theft;
- Maintaining and watering plants;
- Following up periodically with retailers (e.g., regarding deliveries, parking);
- Providing active mobility support to people who are unable to walk long distances (e.g., pedicab transport for seniors);
- Working in collaboration with one or more community groups to address coexistence challenges involving people in vulnerable situations;
- Liaising with the security teams and the SPVM to ensure compliance with by-laws in effect and to address pedestrian-cyclist-motorist coexistence challenges;
- Ensuring daily maintenance of the site (cleanup crew, Public Works);
- Gathering data and conducting surveys of the broader public, including store/restaurant owners;
- Documenting, taking photos and promoting the project.

Checklist

Dismantling and feedback

Objective: Dismantle the project components. Assess learnings and make recommendations for future iterations.

General notes:

This step aims at, but is not limited to, the following:

- Dismantling all of the elements installed, step by step, and securing the site in the process;
- Relocating some furniture on sidewalks or to another location in the borough, or storing it;
- Collecting and collating satisfaction data from the broader public, including store/restaurant owners;
- Gathering all of the stakeholders to collect feedback on positive aspects and improvements to be made ahead of another iteration;
- Filing reports with the authorities involved.

Credits

This document was produced by the Bureau du design of the City of Montréal’s Service du développement économique.

Prepared jointly with Véronique Rioux Design industriel, mandated as primary provider in charge of the writing of the Handbook, in collaboration with Société Logique and Studio Overall.

Steering Committee:

Jacinthe De Guire, Economic Development Commissioner, Bureau du design, Direction de l’intelligence économique et du rayonnement international, Service du développement économique

Pierre Gauvre, Economic Development Commissioner, Division des programmes et partenariats, Direction de la mise en valeur des pôles économiques, Service du développement économique

Patrick Marmen, Economic Development Commissioner and Chief of Staff, Bureau du design, Direction de l’intelligence économique et du rayonnement international, Service du développement économique

Thomas Peltier, Economic Development Commissioner, Division des programmes et partenariats, Direction de la mise en valeur des pôles économiques, Service du développement économique

Diane Vallée, Planning Consultant, borough of Verdun

Salem Zarifa, Planning Consultant, Direction de l’aménagement urbain et des services aux entreprises, borough of Mercier–Hochelaga-Maisonneuve

Philippe Desrosiers, Development Consultant, Division de la planification des réseaux et de la programmation des aménagements, Direction de la planification et de la mise en valeur du territoire, Service de l’urbanisme et de la mobilité

Bartek Komorowski, Development Consultant, Division des stratégies de mobilité durable, Direction de la planification et de la mise en valeur du territoire, Service de l’urbanisme et de la mobilité

Marianne Carle-Marsan, Planning Consultant, Division de la stratégie, Direction de la stratégie et des programmes, Service de la diversité et de l’inclusion sociale

Arlett Abrego, Cultural Development Officer, Division du soutien au développement culturel, Direction du développement culturel, Service de la culture

Claude Rainville, Executive Director, Société de développement de l’Avenue du Mont-Royal

Jean-Francis Strayer, President, Association des commerçant(-e)s de l’avenue Duluth

Semi-structured discussions conducted to enrich the Quality Operation section:

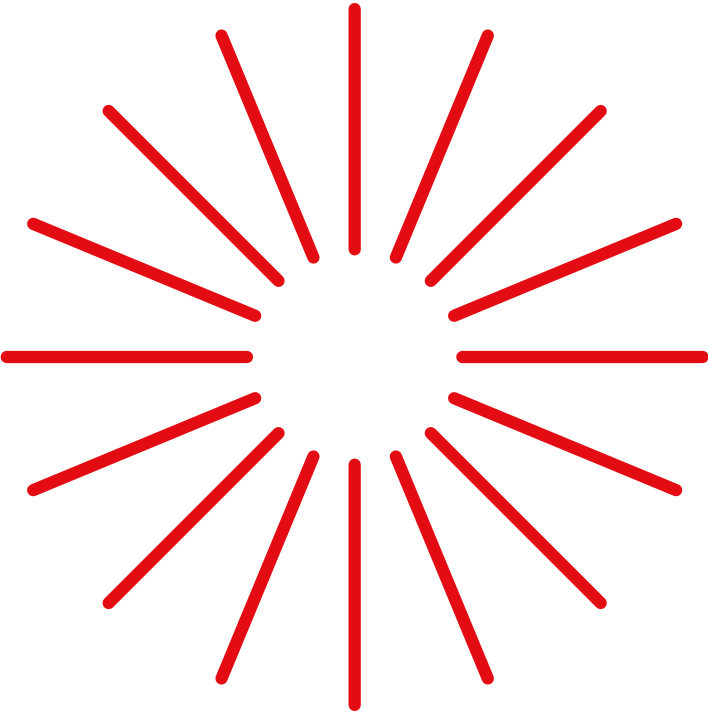
Diane Vallée, Planning Consultant, borough of Verdun

Salem Zarifa, Planning Consultant, Direction de l’aménagement urbain et des services aux entreprises, borough of Mercier–Hochelaga-Maisonneuve

Claude Rainville, Executive Director, Société de développement de l’Avenue du Mont-Royal

Jean Beaudoin, Architect and Engineer, President, Nomade Aménagements transitoires

Translation from French to English:
Daly-Dallaire, services de relecture et de traduction



Contact us:
designmontreal@montreal.ca



Bureau
du design

designmontreal.com/en
montreal.ca/en/departments/bureau-du-design