

Activity Report

Second Participatory Activity

September 11th 2024
Participatory Workshops

Online questionnaire
from September 10th to 17th 2024

RÉAMÉNAGEMENT DE ———— RECONSTRUCTION OF **L'AVENUE FORDEN AVENUE** ET DU CROISSANT FORDEN AND OF FORDEN CRESCENT



RAYSIDE | LABOSSIÈRE
Architecture Design Urbanisme



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I. Introduction

In 2025, the City of Westmount is planning major infrastructure work on Forden Avenue and Forden Crescent between Montrose and Westmount Avenues in order to upgrade Hydro Westmount's infrastructure, improve underground infrastructure capacity, implement better runoff water management practices, and create additional green spaces.



This project provides a unique opportunity to examine the sector as a whole in order to enhance and improve its development through the citizen experience.

By listening to the needs of its population, the City of Westmount aims to better understand the opinions and concerns of the community regarding this reconstruction project. With this in mind, the City, supported by specialized consultative firms Conscience urbaine (CU) and Rayside Labossière (RL), has initiated a public participatory process. The activities involved with the participatory process are designed to engage with residents by gathering information regarding their lived experiences and challenges within the sector, in order to develop a proposal for the reconstruction of these axes.

This report presents all elements gathered during the second participatory workshop held on September 11th 2024, as well as the results of the online questionnaire posted from September 10th to 17th 2024.

It is important to note that this report does not provide a verbatim transcription; its aim is to faithfully convey the main elements that emerged from the discussions held. Its objective is to accurately represent the comments, suggestions, and concerns raised during these meetings.

Throughout this process, Conscience Urbaine and Rayside Labossière have been tasked with leading, organizing, planning, and assisting the City of Westmount in all aspects of the public participatory process to ensure its success.

About Conscience Urbaine :

Conscience Urbaine is a Montreal-based non-profit organization with over fifteen years of experience, dedicated to the development of safer, more inclusive, and friendly urban living environments for everyone. Through engaging projects in Montreal and throughout Quebec, the organization involves citizens in public participation, urban planning, as well as in arts and culture.

About Rayside Labossière :

Rayside Labossière is primarily dedicated to social architecture, community urban planning, sustainable development, and design. Its commitment to social justice motivates the team to support its partners' projects beyond the ordinary scope of architectural practice, aiming to promote social and community development.



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II. General Presentation of the Process

Context of the Process

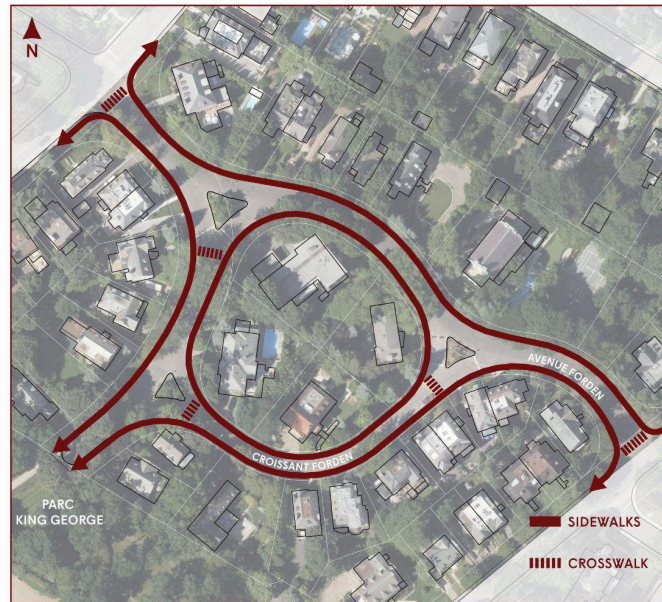
Recent work on the underground infrastructure and the current state of the development of this sector have led to a public participatory process in order to initiate the reconstruction project. To fully grasp the points presented in this report, below is a brief overview of the current state of the sector.

PEDESTRIAN EXPERIENCE

Sidewalks present on both sides of the road throughout the avenue and crescent

Five uncontrolled pedestrian crossings present

The area attributed to pedestrians is focused on movement



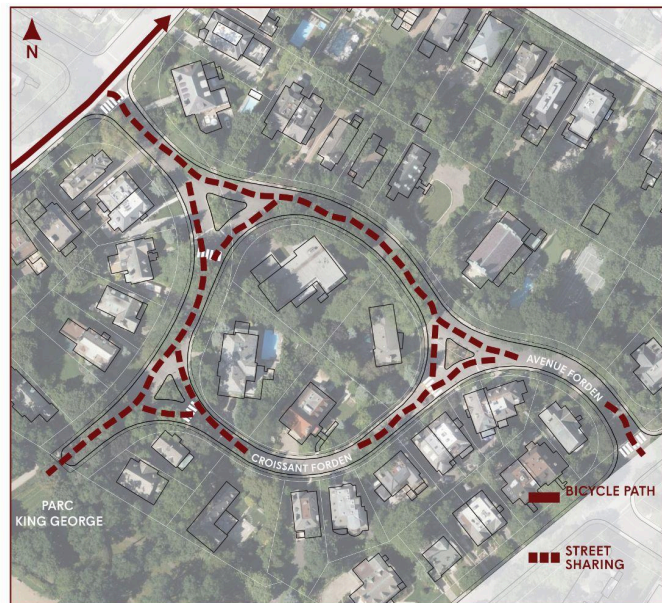
PEDESTRIAN ROUTES
©Google Earth

CYCLING EXPERIENCE

Bike lane present on Westmount Avenue

No existing bike paths or lanes on Forden Avenue or Forden Crescent

Cyclists ride on the street with cars



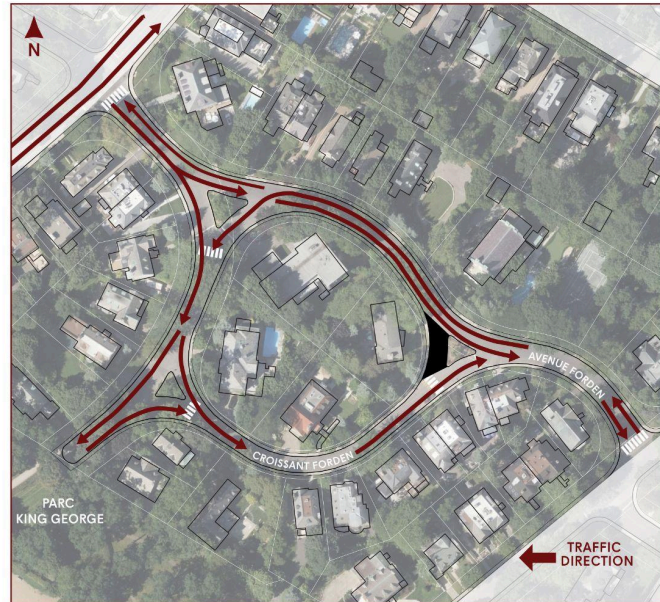
CYCLING ROUTES
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VEHICULAR EXPERIENCE

For den Avenue is a two-way street, while For den Crescent is a one-way southbound lane

For den Crescent has a cul-de-sac by King George Park.

Parking is permitted on the west side of For den Avenue and For den Crescent



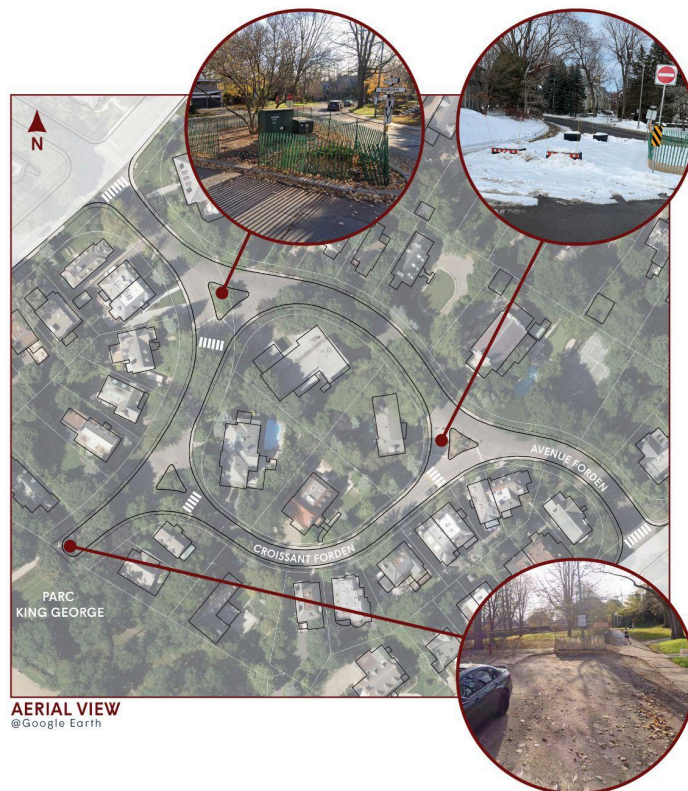
TRAFFIC DIRECTION
© Google Earth

OTHER URBAN INFRASTRUCTURE

Hydro-Westmount ground level transformers in north island flower bed

No existing urban street furniture on either For den Avenue or For den Crescent

Streetlights will be updated



AERIAL VIEW
© Google Earth

GREEN INFRASTRUCTURE

*Mature trees along the streets,
forming a dense canopy*

Three central islands

*Forden Crescent leads to King
George Park*



CANOPY AND GREEN SPACES
©Google Earth

Objectives of the Process

The primary goals of the public participatory process are to engage the community in sharing their opinions regarding the current state of the area, identifying the challenges encountered, and exploring potential solutions and improvements for the sector.

Through the reconstruction, the City aims to prioritize resilience, Vision Zero, and adaptability. To effectively address the elements of its vision, the City has established several goals to achieve:

Environment and Sustainability

- Adopt appropriate measures to combat the heat island effect
- Reduce water runoff and improve stormwater management
- Encourage the repurposing and reuse of existing construction materials and the use of sustainable materials
- Increase the level of service of the infrastructure (water, sewer, electrical, sidewalk, roadway, and public utilities)

Experience

- Encourage development that respects the specific characteristics of the urban fabric, the built environment, and natural features
- Provide a sense of well-being and security
- Add greenery in all its forms (trees, shrubs, perennials, planting beds)
- Ensure comfortable pedestrian trajectories to and from bus stops and comfortable waiting areas
- Minimize disruptions to the residents during the construction phase

Mobility

- Promote designs that encourage a more active lifestyle through walking and cycling, while reducing car dependency
- Integrate the principles of universal accessibility
- Reallocate public space to better reflect the needs of residents and school children
- Promote pedestrian and bicycle links that connect to a larger network
- Evaluate micro mobility options, such as Communauto, Bixi and charging stations, and their possible integration into the new design.

Safety

- Take winter conditions into account when making design choices
- Improve safety at intersections and street crossings for vulnerable road users
- Integrate traffic calming measures to better reflect the needs of the neighborhood
- Prioritize safety around schools

Steps of the Process

The public participatory mandate runs parallel with several studies conducted by an engineering consulting firm tasked with crafting three development proposals. The second public participatory workshop was then organised to gather public feedback on these proposals. Finally, adjustments will be made to arrive with the preferred development model, which will be revealed during a public information session. The following diagram illustrates the key steps of the process:

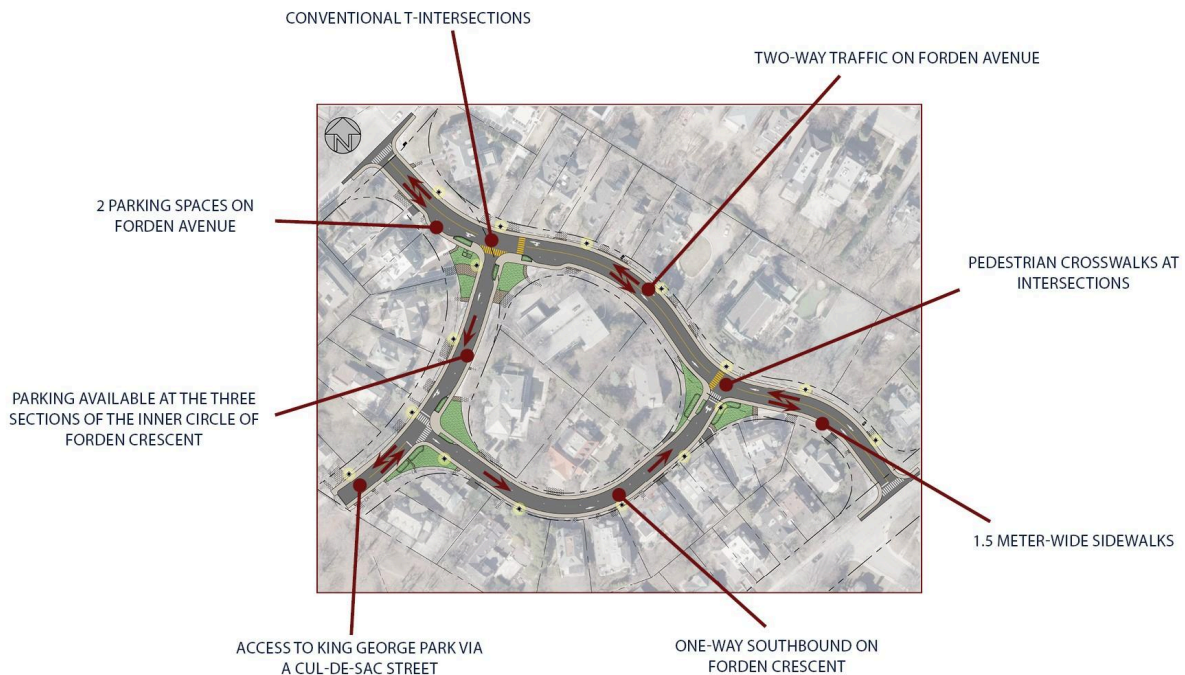


Presentation of Preliminary Models

Following the initial participatory activities and site analyses, three preliminary models were developed to address issues related to traffic, pedestrian safety, greening, as well as other challenges identified in the Forden Avenue and Forden Crescent area.

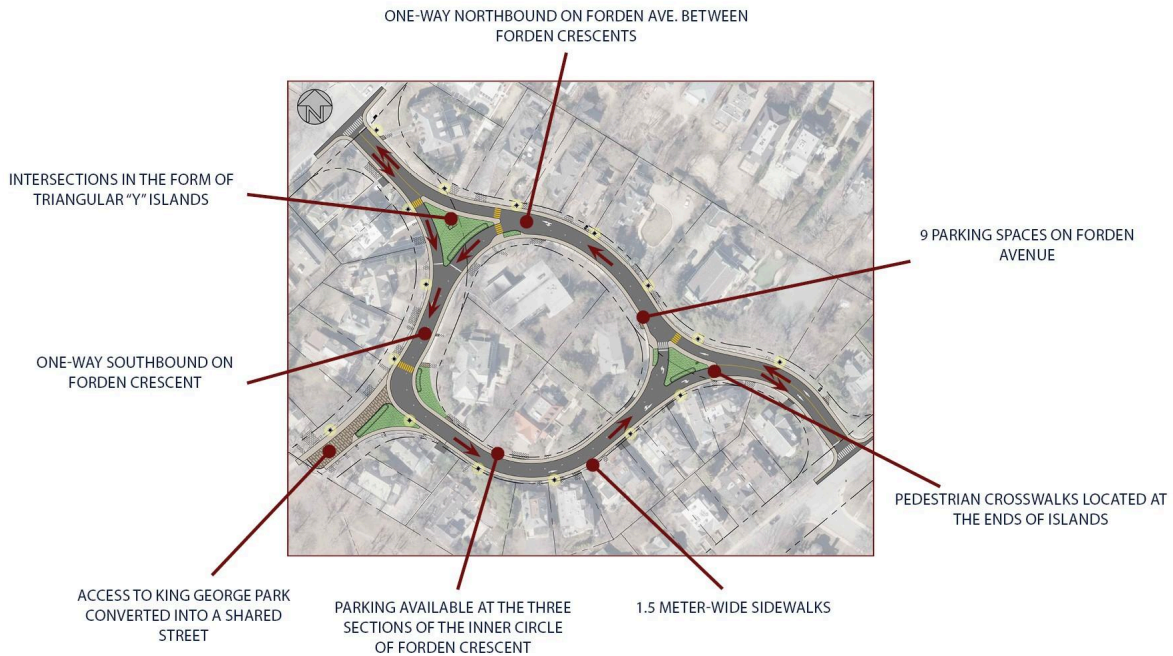
It is important to note that these models are still in the preliminary stage and serve as inputs to fuel discussions and guide decisions with the goal of developing a preferred model.

Model 1



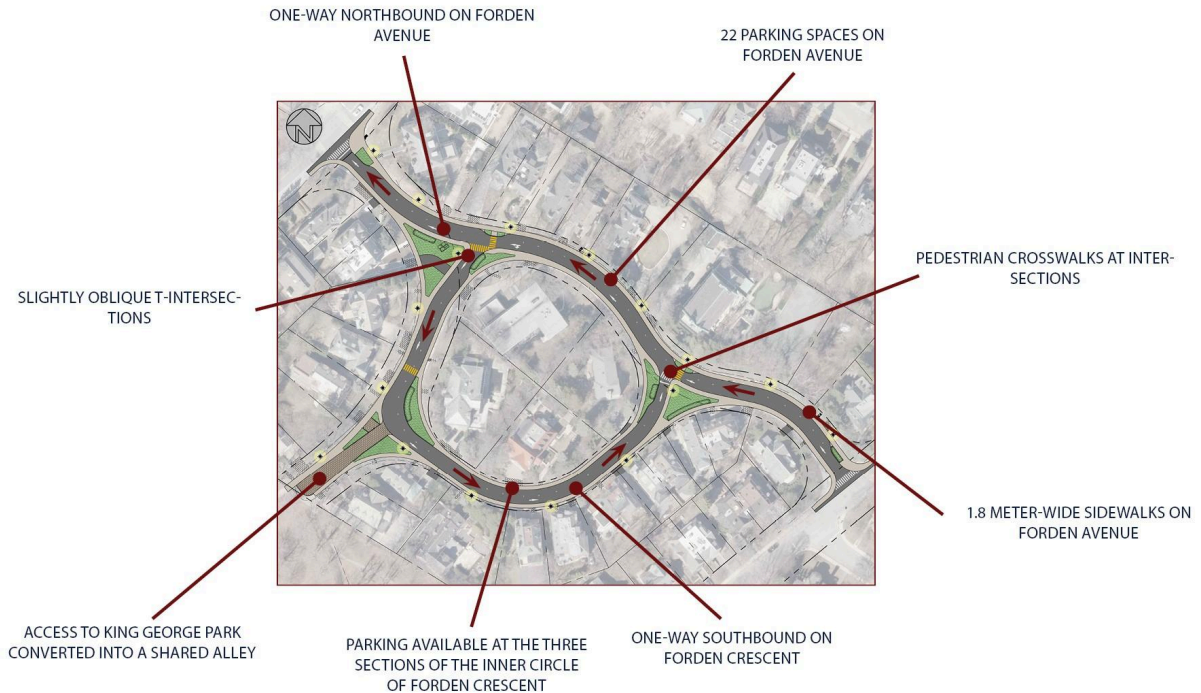
Model 1 proposes two-way traffic on Forden Avenue, while maintaining one-way traffic southbound on Forden Crescent. This model favors conventional "T" intersections to ensure adequate visibility for drivers navigating the intersections. Pedestrian crossings are located at intersections, providing a direct and safe path for pedestrians. Additionally, the development of a cul-de-sac allows access to King-George Park, facilitating vehicle access to the site. Regarding parking, two spaces are available on Forden Avenue, with additional parking spaces located within three sections of the Crescent. Sidewalks are planned along the entire length of both Forden Avenue and Crescent, with a standard width of 1.5 meters, providing walking space that meets the minimum required width for pedestrians. Greening is ensured by stormwater retention basins at intersections and a diverse vegetation cover throughout the area.

Model 2



Model 2 proposes one-way northbound traffic on the central portion of Forden Avenue and one-way southbound traffic on Forden Crescent, optimizing traffic flow in a roundabout-like manner while facilitating movement in the area. Pedestrian crossings are placed at the ends of the islands, and a shared lane allows access to the entrance of King George Park, thus improving park accessibility. The intersections take the form of triangular "Y" islands, helping reduce vehicle speed while maximizing user safety. This model offers nine parking spaces on Forden Avenue, along with parking throughout the entire portion of Forden Crescent. The 1.5 meters wide sidewalks are present along both Forden Avenue and Crescent. Additionally, access to King George Park is transformed into a shared lane, creating a more friendly and secure space. As with the other models, stormwater retention basins and diverse vegetation are integrated at each intersection.

Model 3



Model 3 focuses on traffic management similar to Model 2, with one-way northbound traffic throughout Forden Avenue and one-way southbound traffic on Forden Crescent. This model stands out with enhanced pedestrian safety due to the presence of pedestrian crossings at intersections, as well as a passage to King George Park. The slightly oblique "T" intersections offer better visibility for drivers while reducing conflict points. This model also offers maximum parking, with 22 spaces available on Forden Avenue and parking available at the three sections of the Crescent. The sidewalks are slightly wider on the avenue, at 1.8 meters, providing extra comfort for pedestrians, while the Crescent retains the standard 1.5 meters wide sidewalks. Access to King George Park is transformed into a shared lane, creating a secure and pleasant communal space. Finally, as with the other models, stormwater retention basins and rich vegetation are integrated throughout the area.

Formula of the Participatory Workshops

The participatory workshop was held on September 11th 2024.

Sequence of the Activity:

1. Arrival of Participants and Informal Discussions

Upon arrival, participants were invited to move around and engage in informal discussions around several panels presenting the current situation of the sector, as well as the key highlights from the first participatory workshops.

2. Words from Elected Officials and Presentation of the Mandate

During the meeting, Elisabeth Roux, councillor of District 2 and commissioner for the public library and community events, along with Conrad Peart, councillor of District 4 and commissioner for urban planning, architecture (engineering and infrastructure), shared a few words about the challenges of the project and thanked the participants for their presence. Subsequently, the organizing team presented the reasons for this reconstruction project and the upcoming steps.

3. Recap of the First Consultation

This section provided a summary of the key highlights from the first participatory workshop and made the connection to the preliminary models presented during this second workshop.

4. Objectives of the Reconstruction

This section outlined the major reconstruction objectives, namely environment and sustainability, experience, mobility and safety.

5. Instructions and Materials for the Activities

Prior to the activities, participants received instructions for both activities.

6. Activity 1: Presentation of Each Model and Discussion

The objective of this first activity was to invite participants to identify the appreciated elements and those needing improvement among the three preliminary models. The three preliminary models were presented successively.

For each model, the same steps were followed. First, the design compositions were showcased by the engineering consulting firm. This was followed by a fifteen-minute discussion in small groups, allowing each participant to express their thoughts on three themes: pedestrian designs, vehicular designs, and the living environment.

Facilitators, as well as staff from the City of Westmount and the engineering consulting firm, were present to answer participants' questions.

7. Activity 2: Comparative Analysis of the Three Models

Using a detailed worksheet, participants were invited to examine and select the model that best aligned with their aspirations for each component.

Formula for the Online Questionnaire

A questionnaire was published on the City's website "*Engage Westmount*" from September 10th to 17th 2024. This questionnaire collected the public's opinion on the various components, including pedestrian infrastructure, vehicular infrastructure, and the living environment of the three preliminary models.

Communication and Participation

The workshop was open to the general public, with their organization promoted by the City of Westmount across various platforms, including its website and Facebook. The online questionnaire was also accessible through the City's website.

The participatory workshop, facilitated by the team from Conscience urbaine and Rayside Labossière, welcomed 20 participants. The City teams and the engineering consulting firm were present as observers during the activities.

In parallel, the online questionnaire gathered 9 additional responses.

III. Review of the Participatory Activities

The following section aims to accurately report the comments made by participants during the workshop. It is important to note that these comments are not professional opinions, and some suggestions may be difficult to implement as they do not adhere to current standards or the project's objectives.

Activity 1 / Discussion of Each Preliminary Model

Conclusions for All Models

Certain significant conclusions apply to all models:

Positions	Explanations
General Desire to Preserve the Current Width of Sidewalks	All participants wish for the width of the sidewalks throughout the area to remain unchanged. In fact, some participants are concerned that widening the sidewalks would compromise the flow of vehicle traffic due to the narrowing of the street, which would increase the risk of collisions. Additionally, several participants disapprove of this idea because they do not want to sacrifice on-street parking spaces. In the event that it is not possible to maintain the current width of the sidewalks, some participants propose revising their layout on Forden Avenue. Among these suggestions, some participants recommend maintaining only one sidewalk on the avenue, while others consider reducing the width of the inner sidewalk on Forden Crescent or even removing it entirely.
Concerns Regarding the Narrowing of the Roadway	Participants question the reduction of the width of Forden Avenue, highlighting that this decision could have negative consequences. Some believe that this redesign will affect the flow of traffic, while others feel that it will neither resolve the issues of vehicle speed nor enhance safety.
No Consensus on the Layout of Intersections	<p>There is no consensus on the layout of the intersections. Two out of three groups believe that the existing three islands in the street should remain intact, as they contribute to the character of the street. The participants have a strong attachment to their presence.</p> <p>However, one group expresses a preference against the islands and favors the "T" intersections of Model 1, as this layout allows for the addition of parking spaces. These same participants do not like angled intersections and prefer right-angle intersections, believing that they provide better visibility.</p>

Expressed Interest in Conducting a Pilot Project Before the Street Redesign	Some participants would like to initiate a pilot project to test the installation of a sign on Westmount Avenue indicating: "No right turn during school hours." They believe that this project would allow for the evaluation of the effectiveness of this measure before the city commits to significant changes in the area unnecessarily.
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Specific Conclusions for Each Model

The presentation of the different models elicited specific opinions from the participants.

Comments Regarding Model 1

Positions	Explanations
Sidewalk Bump-Outs Considered Irrelevant and Restrictive	<p>Participants express concerns regarding the sidewalk bump-outs present at the intersections in this model. According to them, there are not enough pedestrians to justify their installation in the area. They highlight that, given the low pedestrian traffic on the street, they see no relevance in these bump-outs, which occupy space that could be reserved for parking.</p> <p>Moreover, they believe that these bump-outs create turns that are too narrow. They are particularly concerned that the turn at the Forden Crescent (see figure) may be especially problematic. Participants think that these interventions could compromise the flow of vehicle traffic, especially for those needing to access their driveways.</p>
"T" Intersection Layout Lacking Consensus	The majority of participants, specifically two out of three groups, do not favor the proposed "T" intersection and wish to preserve the aesthetics of the triangular islands.
Discontent Caused by the Widening of a Private Driveway	Some participants disapprove of the creation of the green space at the northern intersection of Forden Avenue, as it leads to the widening of the private driveway. They also express concerns regarding the consistency of the materials used for their driveways. Furthermore, they feel that this redesign gives the impression that the Hydro-Westmount pad mounted transformer cabinet is closer to their property, creating an unsettling visual obstruction.
Unsatisfactory Parking Availability	Participants express their dissatisfaction with the parking availability in this model. They believe that the current offer is insufficient and that this proposal will only worsen the issue. Some think that the widening of the sidewalks will reduce the number of parking spaces throughout the area. Additionally, some participants assert that it would be preferable to maintain parking on the west side of Forden Crescent.
Concerns About Green Spaces	Concerns have been raised regarding the responsibility for maintaining the green spaces.

Water Retention Strategy Questioned

Some participants argue that the proposed stormwater retention basins and green spaces in this model are not located in the appropriate areas to maximize the capture of water run-off and prevent flooding. They suggest placing a dry basin to the north of the area, before the water flows along Forden Avenue, and to the south of Forden Crescent, where water tends to accumulate.




Secondary Opinions


- The one-way entrance on Forden Crescent is appreciated by one participant.
- One participant questions the choice of lighting and emphasizes the importance of illuminating the ground rather than the sky, in contrast to the proposed "Washington" style lights.
- One participant expresses appreciation for the increase in the number of streetlights, particularly to enhance safety during nighttime travel.

Comments Regarding Model 2

Positions	Explanations
Crosswalks Considered Too Numerous	Some participants feel that there are too many proposed crosswalks in this model. They believe that they are particularly unnecessary on the islands, just as the presence of sidewalks is.
Mixed Reactions to the New Traffic Configuration on Forden Avenue	<p>This new traffic configuration received positive reactions from one of the groups. Participants believe that this model enhances vehicle movement while improving the flow and safety of pedestrian travel.</p> <p>However, this proposal does not have unanimous support. Participants from other groups are concerned that vehicle traffic through Forden Crescent will transform this quiet road into a very busy street. The majority of participants do not appreciate the proposed direction of traffic, considering that the distances to reach their homes will now be longer. They wish to maintain two-way traffic along Forden Avenue, with a parking lane. Finally, they do not like that this model further narrows the street.</p>

<p>Recommendations for Speed Reduction</p>	<p>Several participants believe that the addition of speed bumps should be planned to slow down vehicle speed if this model is selected. No specific locations were designated by the participants for implementing this traffic calming measure.</p>
<p>Unsatisfactory Parking Availability</p>	<p>Several participants express concern over the removal of parking spaces at the north portion of Forden Avenue.</p>
<p>Divergent Opinions on the Park Entrance Design</p>	<p>At one of the tables, all participants agreed on the design of the park entrance. They appreciate the idea of a shared street with a change in materials, believing it would reduce confusion at the park entrance and improve traffic flow on Forden Crescent.</p> <p>However, the majority of participants disapprove of the concept of a shared street. They feel it is a poor investment and do not see the added value in terms of aesthetics. Additionally, they believe that a shared street would complicate vehicle movements, especially for those with entrances on this segment of the street, and it could also pose a danger to children.</p>
<p>Appreciation of the Stormwater Retention Strategy</p>	<p>In this model, some participants believe that the choice of locations for the stormwater retention basins is better than in the first model. However, they emphasize that the basins are still not positioned in the right places to maximize water capture and prevent flooding. Participants suggest placing a dry basin to the north of the area, before the water flows along Forden Avenue, as well as to the south of Forden Crescent, where water tends to accumulate.</p> 

Comments Regarding Model 3

Positions	Explanations
<p>Unanimous Dissatisfaction with Sidewalk Width</p>	<p>All participants agreed that the width of the sidewalks in this model is too large. They believe that a width of 1.5 meters is more than sufficient to meet the needs of this residential area. Furthermore, participants think that widening the sidewalks to 1.8 meters would impact the fluidity of vehicle movement and compromise the available space for parking.</p>
<p>Divergent Opinions on Traffic Flow Directions</p>	<p>Several participants oppose this new arrangement of traffic flow directions, fearing that this configuration will further complicate vehicle movement and access to the area for residents. They also worry that the presence of a one-way street on Forden Avenue may encourage an increase in vehicle speed.</p> <p>However, other participants are not bothered by the one-way direction heading north in this model. They would like to change the direction of the crescent Forden to face north and adjust the positioning of the triangle on the other side of the street. This would help avoid extended travel for those living on the crescent.</p> 
<p>Appreciation of Parking Availability and Concerns About Its Layout</p>	<p>A large majority of participants believe that the layout of parking spaces and the number of spots available are the best option among the three models. They appreciate the equitable distribution of parking spaces on Forden Avenue for residents.</p> <p>However, this view is not unanimous, as some participants consider the arrangement of parking spaces on Forden to be dangerous. They argue that the presence of parking spaces on the east side of the street could create blind spots when drivers exit their spots. Additionally, one participant expresses disagreement with the priority given to parking spaces, stating that it negatively impacts vehicle flow by reducing the width of the traffic lanes.</p>
<p>Dissatisfaction Caused by the Widening of a Private Driveway</p>	<p>Similar to the first model, some participants disapprove of the creation of the green space at the northern intersection of Forden Avenue, as it leads to the widening of the private driveway. They also express concerns about the consistency of the materials used for their driveways. Furthermore, they feel that this redesign gives the impression that the Hydro-Westmount pad-mounted transformer cabinet is closer to their property, creating an unsettling visual obstruction.</p>

Enhancement of Green Spaces Appreciated	<p>Although participants at the table prioritize parking spaces, the fluidity of movement, and the presence of islands, some also appreciate the enhancement of green spaces in this model.</p>
Divergent Opinions on the Park Entrance Design	<p>Similar to the second model, some participants expressed agreement regarding the design of the park entrance. They appreciate the idea of a shared street with a change in materials, believing it would reduce confusion at the park entrance and enhance the flow of traffic on Crescent Forden.</p> <p>However, the majority of participants disapprove of the shared street concept. They feel it represents a poor investment and fail to see any added aesthetic value. Additionally, they believe that the shared street would complicate vehicle movement, especially for those with driveways on that segment of the street, and could pose a safety risk for children.</p>
Secondary Opinions <ul style="list-style-type: none"> One participant appreciates the curb extension south of Forden Avenue to favour the security of pedestrians. 	

Activity 2 / Comparative Analysis of the Three Models

1. Location of Crosswalks

None of the discussion groups deemed it relevant to take a stance on this issue, considering it less of a priority compared to other discussed concerns.

2. Sidewalk Positioning and Width

In general, participants expressed reluctance towards widening the sidewalks, even though they do not meet current standards, preferring Models 1 and 2 where such widening is minimized.

MODELS 1 and 2: Participants showed consensus on standardizing sidewalk width to 1.5 meters, while expressing a preference to reduce this width if possible. There was also interest in removing the central sidewalk on Forden Crescent to widen the vehicular lane, in response to the expansion of the outer sidewalk.

MODEL 3: The proposed widening of sidewalks to 1.8 meters was heavily criticized, leading participants to dismiss this model for that reason.

3. Access to King-George Park

Participants' responses reveal significant differences regarding access to King-George Park and the design of the shared street.

MODEL 1: There is a clear rejection of the shared street concept, which seems to be a strong point of consensus among some discussion groups, favoring the preservation of the green island at this intersection.

MODELS 2 and 3: One discussion group expressed appreciation for the shared street and the change in materials it brings. The removal of the triangular island was also deemed relevant for improving traffic flow, with a preference for adding a cul-de-sac near the park.

4. Creation of Green Spaces

The stormwater retention options were deemed insufficient across all models, with a recommendation for the addition of a stormwater capture system to the north of the area, along Westmount Avenue, to reduce runoff in the sector. In some discussion groups, no clear consensus was reached.

MODEL 2: The stormwater retention options are considered better in this model; however, the addition of a complementary system to the north is still recommended.

5. Direction of Traffic

Discussions revealed differing opinions on the proposed traffic direction options, with varied preferences for two-way arrangements, one-way streets, and adjustments to the islands.

MODEL 1: Several participants preferred this model with two-way traffic while wanting to preserve the islands proposed in Model 2. Others suggested turning restrictions, such as prohibiting right turns onto Forden Avenue during peak hours, to regulate traffic while maintaining bidirectional flow.

MODEL 2: Generally, participants want to preserve the green islands in this model but expressed disapproval of the roundabout traffic configuration.

MODEL 3: A few participants favored the one-way direction of this model, provided that traffic on Forden Crescent is reversed to head north. Participants believe this model organizes traffic flow while maintaining the “idea” of the triangular islands. Others also appreciated the idea of a one-way system in this model, preferring to prioritize parking spaces over a two-way street configuration.

6. Location and Parking Availability

No clear consensus emerged from the discussion tables, as participants expressed dissatisfaction with the parking options proposed in all three models. However, Model 3, which maximizes the number of parking spaces in the area, is preferred if a choice must be made.

7. Treatment of North and South Intersections

Opinions on the treatment of the north and south intersections vary, highlighting distinct preferences for visibility, parking, and the preservation of the islands.

MODEL 1: One discussion group prefers a right-angle intersection, believing it enhances visibility and allows for the addition of parking spaces rather than prioritizing green spaces.

MODEL 2: Participants show a strong attachment to the three triangular islands, considering them a significant aesthetic and identity value for the street.

MODEL 3: Some participants wish to retain the triangular islands but are open to options that allow for maintaining the appearance or concept of the islands. They express that this model enables the retention of the distinctive character of the islands while making functional adjustments to the infrastructure.

Online Questionnaire

Following the workshop on September 11th 2024 a public questionnaire was posted online on the “Engage Westmount” website to allow residents to share additional comments, suggestions, and preferences regarding the three preliminary models presented. Available online from September 10th to 17th 2024, the online questionnaire was completed by 9 people. This low participation rate may be attributed to the fact that most participants in the consultation process were residents who attended the workshops in person.

1. Participant Profiles

1.1. Age

According to the results of the online questionnaire, the most represented age group is that of people aged **45 to 54**, with 4 respondents, accounting for **44.4%** of the total. Individuals aged **35 to 44** and those aged **55 to 64** are also well represented, each with 2 respondents, or **22.2% each**. The age group of **15 to 24** is also present with 1 respondent, representing **11.1%** of the total. No responses were recorded for the other age groups: 14 years and younger, 25 to 34 years, 65 to 74 years, and 75 years and older.

1.2. Gender

The results regarding gender show a majority of **women** among the respondents, representing **55.6%** of the responses. **Men** follow with **33.3%**, or 3 respondents. One person, representing **11.1%** of the respondents, identifies as **non-binary**. There were no responses in the "Other" category, and no one chose to skip this question..

1.3. Disability or Reduced Mobility

Regarding the disability or reduced mobility situation, the results show that the majority of respondents, specifically 8 people (**88.9%**), indicated that they **do not consider themselves as having a disability or reduced mobility**. One person preferred not to answer this question.

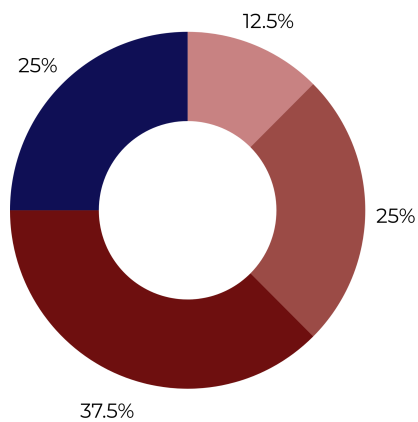
2. Results of the Online Questionnaire

Traffic Flow

Question 1 : Of the three proposals regarding traffic flow, which one do you prefer?



- Model 1: Two-way traffic on Forden Ave., and one-way southbound on Forden Crescent
- Model 2: One-way northbound on Forden Ave. between Forden Crescents, and one-way southbound on Forden Crescent
- Model 3: One-way northbound on Forden Ave. and one-way southbound on Forden Crescent
- None of the above .



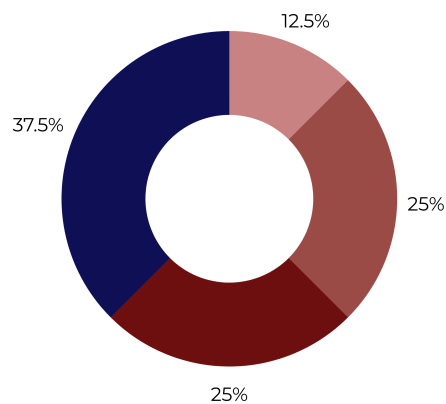
The results of the online questionnaire reveal a preference for **model 3**, which received the most votes, at **37.5%**. This model proposes a one-way northbound traffic flow on Forden Avenue and a one-way southbound flow on Forden Crescent. **Model 2**, which suggests a one-way northbound flow on Forden Avenue between the crescents and a one-way southbound flow on the crescent, ranks second with **25%** of the votes, tied with the "none of the above" option. Finally, **Model 1**, which proposes two-way traffic on Forden Avenue and a one-way southbound flow on Forden Crescent, received the fewest votes, with **12.5%**.

Pedestrian Crosswalks

Question 2 : Of the three pedestrian crosswalk proposals, which one do you prefer?



- Model 1: Pedestrian crosswalks at intersections
- Model 2: Pedestrian crosswalks located at the ends of islands with additional crosswalk towards King George Park entrance
- Model 3: Pedestrian crosswalks at intersections with additional crosswalk towards King George Park entrance
- None of the above



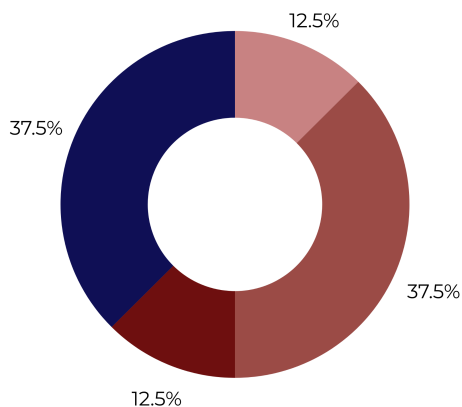
According to the respondents, the "**none of the above**" option was the most selected, with **37.5%** of the votes. **Models 2 and 3** each received two votes, representing **25%** of the votes each. Model 2 features pedestrian crossings located at the ends of the triangular islands, with an additional crossing leading to the entrance of King George Park. Model 3 proposes pedestrian crossings aligned with intersections, also including an additional crossing toward the entrance of King George Park. In comparison, **Model 1**, which envisions pedestrian crossings only aligned with intersections, received just one vote, or **12.5%**.

Intersections

Question 3 : Of the three proposals for the north/south intersections on Forden Avenue, which one do you prefer?

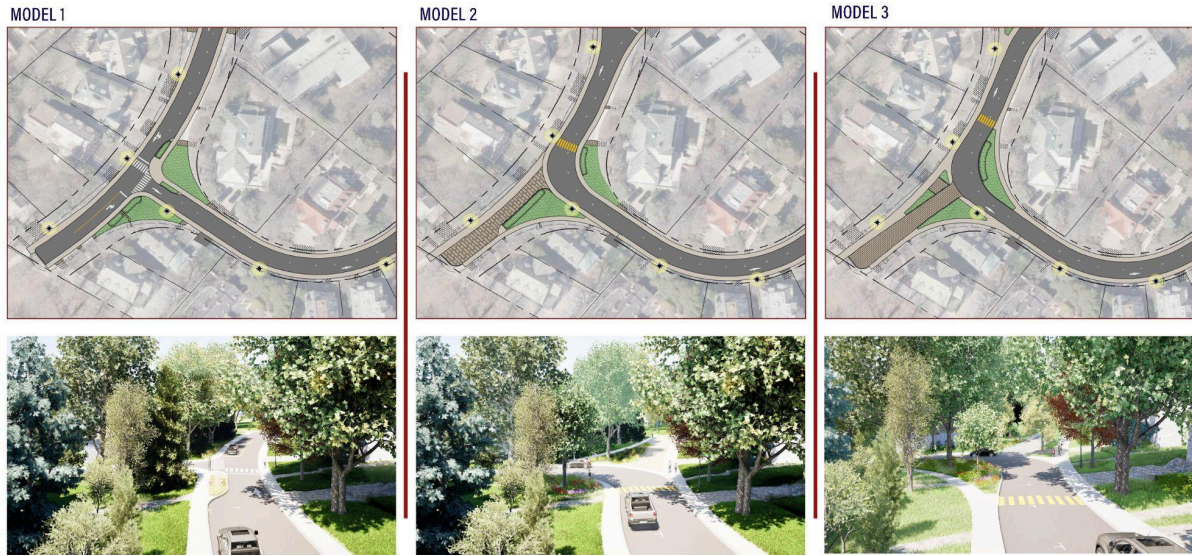


- Model 1: Conventional T-intersections
- Model 2: Intersections in the form of triangular "Y" islands
- Model 3: Slightly oblique T-intersections
- None of the above

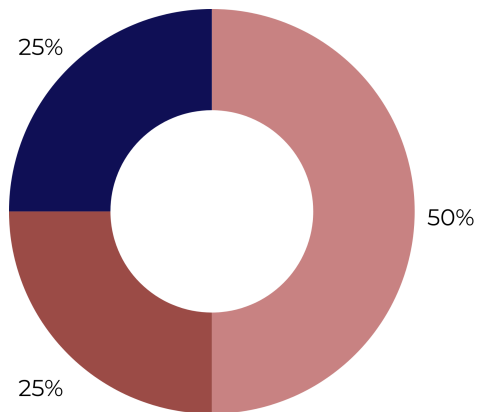


Among the three proposals for the north/south intersections of Forden Avenue, respondents' preferences vary considerably. The most popular options are the **triangular "Y" intersections** and **"none of the above,"** each receiving three votes, or **37.5%**. **Conventional "T" intersections** and **slightly oblique "T" intersections** received more limited support, with one vote each, or **12.5%**.

Question 4 : Of the three proposals regarding the intersection of Forden Crescent and its access to King George Park, which one do you prefer?



- Model 1: Conventional T-intersections and access to King George Park via a cul-de-sac street.
- Model 2: Conventional T-intersections and access to King George Park converted into a shared street.
- Model 3: Slightly oblique T-intersections and access to King George Park converted into a shared alley.
- None of the above



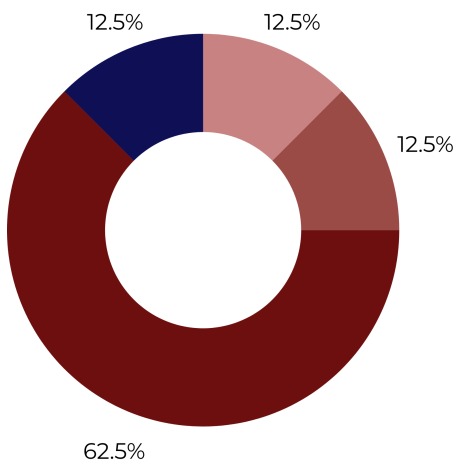
The results show a preference for **Model 1**, which received **50%** of the votes. This model proposes conventional "T" intersections with access to the park via a cul-de-sac and garnered 4 votes. **Model 2**, which envisions "T" intersections with park access transformed into a shared street, received 2 votes, representing **25%** of respondents. As for **Model 3**, which proposes slightly oblique "T" intersections and park access in the form of a shared street, it did **not receive any support**. Finally, 2 respondents opted for "**none of the above**," also corresponding to **25%** of the votes.

Parking

Question 5 : Of the three proposals regarding parking, which one do you prefer?



- Model 1: 2 parking spaces on Forden Avenue; Parking available in three sections of the inner circle of Forden Crescent
- Model 2: 9 parking spaces on Forden Avenue; Parking available throughout the entire inner circle of Forden Crescent
- Model 3: 22 parking spaces on Forden Avenue; Parking available in three sections of the inner circle of Forden Crescent
- None of the above



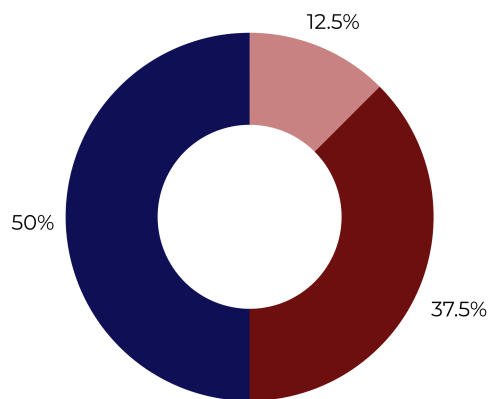
A clear preference emerged for **Model 3**, with 5 votes, representing **62.5%** of the responses. This model proposes 22 parking spaces on Forden Avenue and parking available on three sections of the inner circle of Forden Crescent. **Model 2**, offering 9 parking spaces on Forden Avenue and parking available along the entire inner circle of Forden Crescent, received 1 vote, representing **12.5%** of the votes. **Model 1**, which provides only 2 parking spaces on Forden Avenue and limited parking on one section of the inner circle of Forden Crescent, also received 1 vote, or **12.5%**. Lastly, one respondent chose the "none of the above" option, also representing **12.5%**.

Sidewalks

Question 6 : Of the three sidewalk proposals, which one do you prefer?



- Model 1: 1.5 meters wide sidewalks along the entire length of Forden Avenue and Forden Crescent.
- Model 2: 1.5 meters wide sidewalks along the entire length of Forden Avenue and Forden Crescent.
- Model 3: 1.8 meters wide sidewalks on Forden Avenue and 1.5 meters wide sidewalks along the entire length of Forden Crescent.
- None of the above



The results show a diverse distribution of preferences regarding the sidewalk proposals. **Model 3**, which suggests 1.8 m wide sidewalks on Forden Avenue and 1.5 m wide sidewalks along the entire Forden Crescent, received 3 votes, accounting for **37.5%** of the responses. **Model 1**, which proposes 1.5 m wide sidewalks throughout both Forden Avenue and Crescent, received 1 vote, representing **12.5%** of the respondents. **No votes** were cast for **Model 2**. Finally, 4 respondents, or **50%** of the votes, selected the "**none of the above**" option.

IV. Highlights of the Results

Activity 1 / Discussion of Each Preliminary Model

Application	Positions
General	<ul style="list-style-type: none"> • Widespread desire to preserve the current width of the sidewalks • Concerns about the narrowing of the roadway • No consensus on the layout of intersections • Interest expressed in conducting a pilot project before the street is redesigned
Model 1	<ul style="list-style-type: none"> • Sidewalk extensions considered irrelevant and restrictive • No consensus reached on the "T" intersection layout • Discontentment over the widening of a private driveway • Dissatisfaction with the number of parking spaces offered • Concerns about the vegetated spaces • Stormwater retention strategy questioned
Model 2	<ul style="list-style-type: none"> • Pedestrian crossings considered too numerous • Mixed reactions to the new traffic configuration on Forden Avenue • Proposals for speed reduction measures • Dissatisfaction with the number of parking spaces offered • Diverging opinions on the park entrance layout • Appreciation of the stormwater retention strategy
Model 3	<ul style="list-style-type: none"> • Diverging opinions on the sidewalk width • Diverging opinions on the direction of traffic flow • Appreciation for the number of parking spaces offered but concerns about its layout • Discontentment over the widening of a private driveway • Appreciation for the enhancement of vegetated spaces • Diverging opinions on the park entrance layout

Activity 2 / Comparative Analysis of the Three Models

Application	Model 1	Model 2	Model 3	No consensus
Location of pedestrian crossings				
Positioning and width of sidewalks				
Access to King George Park				
Creation of green spaces				
Direction of traffic				
Location and availability of parking				
Treatment of the north and south intersections				

V. Conclusion

The participatory workshop and the online questionnaire provided an opportunity to gather the public's opinions on the proposed developments for the area. More specifically, respondents were able to express their views on specific aspects related to pedestrian infrastructure, road infrastructure, and the living environment. This report highlights the issues raised during the participatory workshop and through the questionnaire while presenting the key points of this process.

As part of this comprehensive approach, this report serves as a preliminary step toward the final proposal for the area's redevelopment. Once this proposal is developed, a public information session will be organized to present the preferred model.