

# 4.13

## Décarie / Cavendish / Jean-Talon West

### General goals

- Intensify and diversify activity in the area
- Improve road access and public transportation to the various parts of the area
- Improve the image of the main thoroughfares and allow for a more pedestrian- and cyclist-friendly environment.
- Mitigate environmental nuisances



## Planning issues

This economic area, served by the Namur and De La Savane metro stations, is underused and characterized by a destructured urban fabric, varied site coverage and building bulk, disparate urban functions and numerous parking lots. The areas around the metro stations, Jean-Talon Street West and Décarie Boulevard, as well as the Hippodrome site and its retail area, offer substantial potential for redevelopment and an intensification of employment activities. Certain sites, just west of the train tracks and belonging to Canadian Pacific, also have potential for residential and economic activities.

However, development of the section west of Décarie Boulevard is problematic. The railway infrastructure, the expressway corridors and the discontinuity of the road network, particularly Cavendish Boulevard, limit access to many parts of the area. The Cité scientifique, the Borough of Mont-Royal's industrial park, the Hippodrome site and the residential area of the Borough of Côte-Saint-Luc – Hampstead – Montréal-Ouest along Cavendish Boulevard are not easily accessible. In addition, the City will have to provide sufficient water and sewer infrastructure to enable construction on the Hippodrome and Cité scientifique sites.

As part of the proposals regarding the commuter train network, the City calls for a new station near the Namur metro station, which would facilitate intermodal connections.

The area also experiences environmental nuisances generated by heavy traffic on the Décarie Expressway. Retail stores, businesses, the snow disposal site and other urban activities generate substantial movements of workers, customers and freight that generate automobile and truck traffic. Thus, the area is not pedestrian- or cyclist-friendly. The poor organization of public space, along with architectural and urban integration problems along the main thoroughfares, contribute to a negative image.

## Planning guidelines

- 1 Support, by means of appropriate regulatory tools, the intensification and diversification of activities in the areas surrounding the metro stations, the new commuter rail station, Jean-Talon Street West and Décarie Boulevard.
- 2 Plan for a new vocation for the Hippodrome site, favouring the diversification and intensification of activities and, where applicable, make improvements to the activity patterns on the land occupied by stores and the Namur park-and-ride.
- 3 Limit the number of parking spaces in new non-residential construction projects near metro stations.
- 4 Favour the expansion and development of the Cité scientifique
- 5 Plan for new residential development on the west side of the tracks, with appropriate mitigation measures.
- 6 Provide appropriate water and sewage infrastructure, including retention basins if necessary.
- 7 Improve access to the area by building new road links especially in the Cavendish Boulevard corridor and incorporating appropriate facilities for public transportation, bicycle and pedestrian travel.
- 8 Improve the urban landscape along the area's main thoroughfares, including Décarie Expressway, Jean-Talon Street West, Royalmount/De La Savane Avenue and Côte-de-Liesse Road, with high-quality design and architecture.
- 9 Mitigate noise from the Décarie Expressway through appropriate means such as noise-absorbing screens on the Expressway's walls.
- 10 Mitigate the environmental nuisances generated by the snow disposal site.
- 11 Improve the visibility of the Cité scientifique and the area's industrial parks through adequate signage.
- 12 Reconfigure road intersections, improve the safety of pedestrian links to metro stations and widen the Décarie Expressway overpasses.