

4.16

L'Acadie / Chabanel

General goals

- Intensify and diversify employment activities
- Improve access to and traffic flow within the area, for freight transportation as well as for passengers traveling by automobile, public transportation, foot or bicycle
- Improve the image of the area through increased design quality in the public realm
- Mitigate the nuisances generated by industrial activities on adjacent living environments



Planning issues

The L'Acadie / Chabanel area, currently being redeveloped, includes more than 1,500 businesses and 22,700 jobs in three different sub-areas. Sub-area 1 is located between Saint-Laurent Boulevard and the railway and includes many businesses in the fashion industry as well as a residential area to the south. Many premises are unoccupied or underused. Sub-area 2, the former site of the Central Market, is under development with the construction of large- and medium-sized retail outlets. Sub-area 3 is situated between Highway 15 and L'Acadie Boulevard and includes a concentration of clothing and food processing factories. The vacant lots in that sub-area cover a total of almost 14 hectares.

Access to and traffic flow within the area is difficult, especially for freight transportation. The addition of a service road on the east side of Highway 15 in the Jean-Pratt Street corridor would help increase its accessibility.

In an effort to improve public transportation, a light rail transit system is being considered in the Parc Avenue corridor to Jean-Talon Street West and eventually to the L'Acadie / Chabanel area. Another option under study involves the construction of a commuter train station on the Montréal-Blainville line at Chabanel Street. In addition, the extension of the Route verte bikeway in the Canadian Pacific right-of-way is projected.

The narrow sidewalks, scant vegetation and poor street furniture in the area make pedestrian and bicycle travel less appealing. In addition, the interface between the residential and industrial areas is difficult. No buffer zone mitigates nuisances, including the through traffic, dust and noise generated by some industrial activities. Similarly, the interface between the L'Acadie / Chabanel area and the expressways should be improved in order to increase visibility of businesses and enhance the area's image.

Planning guidelines

- 1 Foster diversification of businesses in sub-areas 1 and 3 and evaluate the possibility of reusing some or all of the buildings occupied by the fashion industry in order to accommodate other types of businesses.
- 2 Intensify and diversify the activities in sub-area 2.
- 3 Improve road access to the area, especially from Highway 15, for both freight and passenger transportation.
- 4 Build a service road for Highway 15 in the Jean-Pratt Street corridor.
- 5 Define necessary measures for improving freight transportation within the area.
- 6 Construct a light rail transit system in the railway corridor from Jean-Talon Street East, including a commuter train station on the Montréal-Blainville line at the corner of Chabanel Street.
- 7 Build a segment of the Route verte bikeway in the Canadian Pacific right-of-way.
- 8 Foster quality architecture, especially at sites adjacent to Highway 15 and the Métropolitaine Expressway.
- 9 Redesign the public realm to encourage pedestrian and bicycle travel, for instance by planting more vegetation, creating public spaces and widening sidewalks, especially on Chabanel Street.
- 10 Mitigate, in residential areas, the nuisances generated by the industrial activities east of the railway tracks.
- 11 Improve the interface between the area and the expressways, for instance by planting trees.