

4.21

Notre-Dame East

General goals

- Meet passenger and freight transportation needs while mitigating the impact of traffic on living environments
- Make Notre-Dame Street East more pedestrian- and cyclist-friendly
- Develop vacant or underused sites
- Protect and enhance the significant features of the waterside roadway and the built heritage

Planning issues

Notre-Dame Street East is the main passenger and freight transportation route from the City's East End to the Centre. The quality of life of residents is significantly affected by the traffic on Notre-Dame Street East and its spillover onto other streets, especially Sainte-Catherine and Hochelaga streets. The adjacent areas also present some deficiencies in terms of accessibility, the quality of public places and the condition of buildings. Public transportation service warrants an in-depth review within an integrated planning approach, as does the safety of pedestrians, cyclists and motorists.

Many obsolete or vacant industrial sites could be developed for economic purposes while taking into account soil contamination levels, for instance around the proposed Assomption Boulevard extension.

In the vicinity of the Maison de Radio-Canada and the Jacques-Cartier Bridge, many vacant lots could accommodate mixed-use buildings whose architecture would enhance the image of the area. This area would also benefit from the reconfiguration of Papineau Square, which is currently reduced to a median on Papineau Avenue.

Links between living environments and the river need to be improved, while maintaining the port operations that play a strategic economic role. Finally, the area contains significant built heritage elements, including some of an industrial nature, which deserve special attention in terms of preservation and enhancement.



Planning guidelines

- 1 Design and construct an urban boulevard running in the Notre-Dame Street East corridor including its connection with Souigny Avenue and the Assomption Boulevard extension.
- 2 Improve public transportation service, meeting the needs of both local residents and those in areas farther east.
- 3 Limit through traffic in residential areas by eliminating certain access points.
- 4 Mitigate nuisances generated by traffic.
- 5 Improve the streetscape of the Notre-Dame Street East corridor by rebuilding certain block ends and improving the design of public spaces, such as Papineau Square.
- 6 Design safe and convivial public spaces, giving priority to providing substantial greenery.
- 7 Develop vacant or underused land chiefly for economic purposes, particularly along the Assomption Boulevard extension and in areas surrounding the Maison de Radio-Canada and Jacques-Cartier bridge.
- 8 Create and enhance views of the river and port operations.
- 9 Link Champêtre and Morgan Parks with one another and integrate Bellerive Park with the living environments north of Notre-Dame Street East.
- 10 Preserve and enhance heritage sites and buildings.
- 11 Develop coordination mechanisms for planning issues involving the City, the Port of Montréal, the Ministère des Transports du Québec and the railway companies.

