

# 4.4

## Ville-Marie Expressway

### General goals

- Optimize the development of the area in order to restore links between Old Montréal and Faubourg Saint-Laurent
- Improve the image of the area and allow for a more pedestrian- and cyclist-friendly environment



## Planning issues

The Ville-Marie Expressway, built in the 1970's to provide fast and efficient access to Montréal's Centre, cuts across a very strategic area bounded by the Quartier international, the Old Montréal historic district, Faubourg Saint-Laurent and Faubourg Québec.

The entrenched segment of the Expressway creates a major break in the urban fabric and in a number of north-south streets between Saint-Urbain and Sanguinet streets. In this context, the development of the Quartier international, which has led to improvements in one of Centre's most destructured areas, provides an eloquent example of the benefits of building above the Expressway.

Viger Square allows for a certain continuity of the urban fabric, but its inward-looking layout often makes it appear unsafe. In addition, the fact that it is adjacent to Viger Avenue and Saint-Antoine Street, which function as service roads with heavy traffic, makes access difficult and reduces its appeal.

As a result, this area presents a relatively unfriendly environment containing more than six hectares of vacant lots, whose development is vital for the image and cohesiveness of the Centre. In this environment, pedestrians are often forced to walk in uncomfortable conditions: the unattractive tunnel that connects the Champ-de-Mars metro station to Saint-Antoine Street East is a good example. The two-way bicycle lane on the western sidewalk of Berri Street further adds to the discomfort.

## Planning guidelines

- 1 Cover the Ville-Marie Expressway between Saint-Urbain and Sanguinet streets and develop the covered area and the adjacent sites.
- 2 Restore the continuity of certain north-south streets between Viger Avenue and Saint-Antoine Street.
- 3 Maintain enhancement activities in the Quartier international, the Cité administrative, Faubourg Saint-Laurent and Faubourg Québec.
- 4 Redesign Viger Square in order to improve its relationship with the surrounding area and to increase its visibility from adjacent streets.
- 5 Reconfigure Viger Avenue and Saint-Antoine Street in order to increase pedestrian comfort (streetscape, public facilities, safety).
- 6 Eliminate the pedestrian tunnel between the Champ-de-Mars metro station and Saint-Antoine Street.
- 7 Redesign the Berri Street bike path in order to make it safer for users.