

# 4.3

## Angrignon

### General goals

- Intensify and diversify activities in the area
- Improve overall accessibility of the area
- Improve the area's general image and allow for a more pedestrian- and cyclist-friendly environment



## Planning issues

The Angrignon area is one of the main activity centres in southwest Montréal, thanks to the presence of commercial, industrial and residential activities. However, the abundance of vacant or underused lots coupled with the presence of the park and the metro station give it strong potential for the intensification and diversification of activities.

In order to improve public transit service, which currently consists of the metro and the reserved bus lane on Newman Boulevard, the City is considering the creation of a new public transportation corridor from the Angrignon metro station to the LaSalle commuter train station and then towards the Borough of Lachine. The potential addition of this component to the public transportation network calls for more intense urban development.

Angrignon Boulevard is one of the area's primary access routes. However the continued increase in activity and the eventual redevelopment of the Turcot site will likely cause serious traffic problems, particularly at the Angrignon overpass. The Ville de Montréal, in collaboration with the Ministère des Transports du Québec, plans to redesign the Angrignon interchange in order to facilitate access to the area.

Despite the presence of the Angrignon metro station, the public and private domain and the setting of buildings all remain automobile-oriented. The width of Newman and Angrignon boulevard and the scarcity of vegetation create an environment that is neither pedestrian- nor bicycle-friendly. The area's commercial buildings open onto parking lots rather than the street, which also serves to discourage pedestrian activity.

Angrignon Park, a major green space in the area, is presently cut off by parking lots, the bus terminal and the Angrignon metro station's terminal facilities. The proximity of this large urban park is nonetheless one of the area's major assets.

## Planning guidelines

- 1 Develop vacant or underused lots, while giving preference to the construction of indoor parking lots.
- 2 Ensure the urban integration of the eventual public transportation corridor from the Angrignon metro station to the LaSalle commuter train station and towards the Borough of Lachine.
- 3 Improve automobile access to the area via the Angrignon overpass, keeping in mind the projected redevelopment of the Turcot site.
- 4 Improve the image of the area by favouring quality architecture, a better streetscape and well-designed parking areas.
- 5 Redesign the public spaces, especially along Newman Boulevard and around Carrefour Angrignon, in order to encourage pedestrian and bicycle traffic.
- 6 Increase the accessibility and visibility of Angrignon Park.