

4.9

Côte-de-Liesse Road

General goals

- Improve access to the various parts of the area, by reviewing the role of Côte-de-Liesse Road
- Optimize development in the area, by taking advantage of the proximity of Montréal – Pierre Elliott Trudeau International Airport and of Highways 13, 20 and 40
- Improve the image of the Côte-de-Liesse Road corridor in accordance with the role of the airport as the main gateway to Montréal

Planning issues

The Côte-de-Liesse Expressway serves both as a major access route to Montréal – Pierre Elliott Trudeau International Airport and as a link between Highways 20 and 40. It is bordered by industrial and retail areas that support numerous jobs. Businesses benefit from the expressway network, which enhances their visibility and facilitates freight and passenger transportation.

This link between Highways 20 and 40 is not as functional as it should be, however. The problems are located at its junctions with the Décarie interchange and the Dorval Circle, where the present configuration of lanes is complex and impedes traffic flow.

Local traffic is also a problem, as the Expressway constitutes a barrier between the employment zones on its two sides. Sites are therefore isolated between the Expressway and the airport on the north or between the Expressway and the railway tracks on the south. In addition, the limited number of entrances and exits along the Côte-de-Liesse Expressway further complicates access routes. The solution to these problems depends largely on decisions by the Ministère des Transports du Québec, which is responsible for this transportation corridor.

Up to the end of 2001, planning for the area along the Expressway came under four different municipalities, which did not necessarily share the same goals. This resulted in the absence of a design and development strategy for the area. However, it should be noted that this corridor has a heavy concentration of industrial and commercial firms that are active in fields that complement airport operations, a tendency that may be reflected in a development strategy.



Furthermore, several sites are currently used below their potential: parking lots are huge and outdoor storage is a widespread practice. Buildings are frequently low-slung and have reduced lot coverage. The resulting strong impression of a destructured built form is accentuated by huge billboards and the lack of tree lines or vegetation.

These factors, combined with the poor architectural quality of the buildings and the presence of the Expressway and overhead telephone and power lines, convey a substandard image for a City gateway.

Planning guidelines

- 1 Consider converting the Côte-de-Liesse Expressway and its service roads into an urban boulevard in order to improve access to the various parts of the area, to provide adequate public transportation, to facilitate bicycle and pedestrian travel and to improve the area's image.
- 2 Review the configuration of the junctions of Côte-de-Liesse Road with 55th Avenue, Highway 13, Montée de Liesse, the Décarie interchange and the Dorval Circle.
- 3 Improve road signage in order to facilitate travel within the area.
- 4 Encourage retail and industrial enterprises to move into the area, including those whose activities complement airport operations.
- 5 Require quality architecture and landscaping for every project and harmonize the regulations regarding authorized uses to give the corridor a coherent appearance.
- 6 Improve the streetscape by reducing setbacks, favouring the construction of larger buildings and designing better-landscaped and better-integrated parking lots.

