

REM DE L'EST
FACT SHEET

Rosemont – La Petite-Patrie



REM DE L'EST

The REM de l'Est is a public transit project that will connect the east and northeast to downtown Montréal by providing reliable and frequent service to create new, fast and comfortable connections between residents and neighbourhoods. The REM de l'Est is a fully automated electric light rail metro system, consisting of 23 new stations and 32 km of new, dedicated public transit corridors with both elevated and underground route segments.

7:00
7:02
7:04

2 to 4 min
frequency during
rush hours



7 days/week



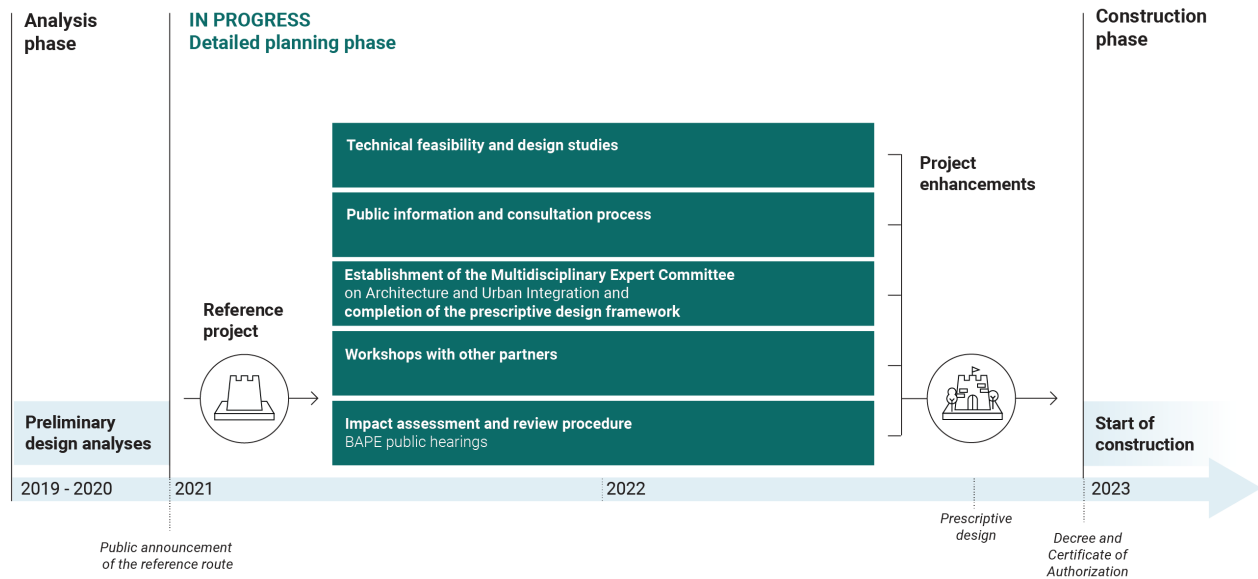
7 intermodal
stations



23 universally
accessible stations



SUMMARY OF PROJECT PROGRESS



After 18 months of study and analysis, the REM de l'Est reference project was publicly announced in December 2020, marking the beginning of the project's **detailed planning phase**.

This phase involves detailing and enhancing the project using input from citizens, stakeholders, CDPQ Infra's public transit, engineering and architectural experts, as well as from the multidisciplinary committee of experts for the urban and architectural integration of the REM de l'Est.

Detailed project planning will continue throughout 2021 and 2022 and may include optimizations subsequent to the Bureau d'audiences publiques en environnement (BAPE) public hearings.

REM DE L'EST IN ROSEMONT – LA PETITE-PATRIE



Why light rail metro?

Three modes were analyzed for the REM de l'Est: tramway, tram-train and light rail metro. The light metro, which runs on a dedicated corridor, was selected because of its high commercial speed and flexibility, which promotes the attractiveness of the network and maximizes the transfer between car and public transit. In addition, among the modes studied, light rail is the only one that has the capacity to meet the mobility needs of the people of the East. In fact, in the central section, the light rail system can accommodate up to 12,000 passengers per hour, while the streetcar and tram-train can only accommodate 5,100. This capacity is divided by two in each of the branches that feed the central section. The light rail system can run up to one train every 90 seconds without any risk of traffic disruption. The tramway and tram-train, on the other hand, can only pass every 3.5 minutes in the central corridor and every 7 minutes on the branches.

Similarly, the light rail allows high speed travel up to 45 km/h, while the tramway is limited to a speed between 17 and 25 km/h and the tram-train has to vary its speed according to the insertion. This greatly affects travel times, with the streetcar mode requiring nearly an hour to travel from Pointe-aux-Trembles to downtown.

This technology also makes it possible to meet the anticipated needs of users for decades to come.



STATIONS

The fundamental character of the stations justifies the care with which they will be designed. The design assumptions are as follows:

- Focus on active transportation access, particularly from pedestrian and bicycle paths.
- Encourage the use of public transit.
- Provide universal accessibility to system users.

In addition to these general principles, there is also the desire to promote a user-friendly, functional design that is consistent with the development in current neighbourhoods.

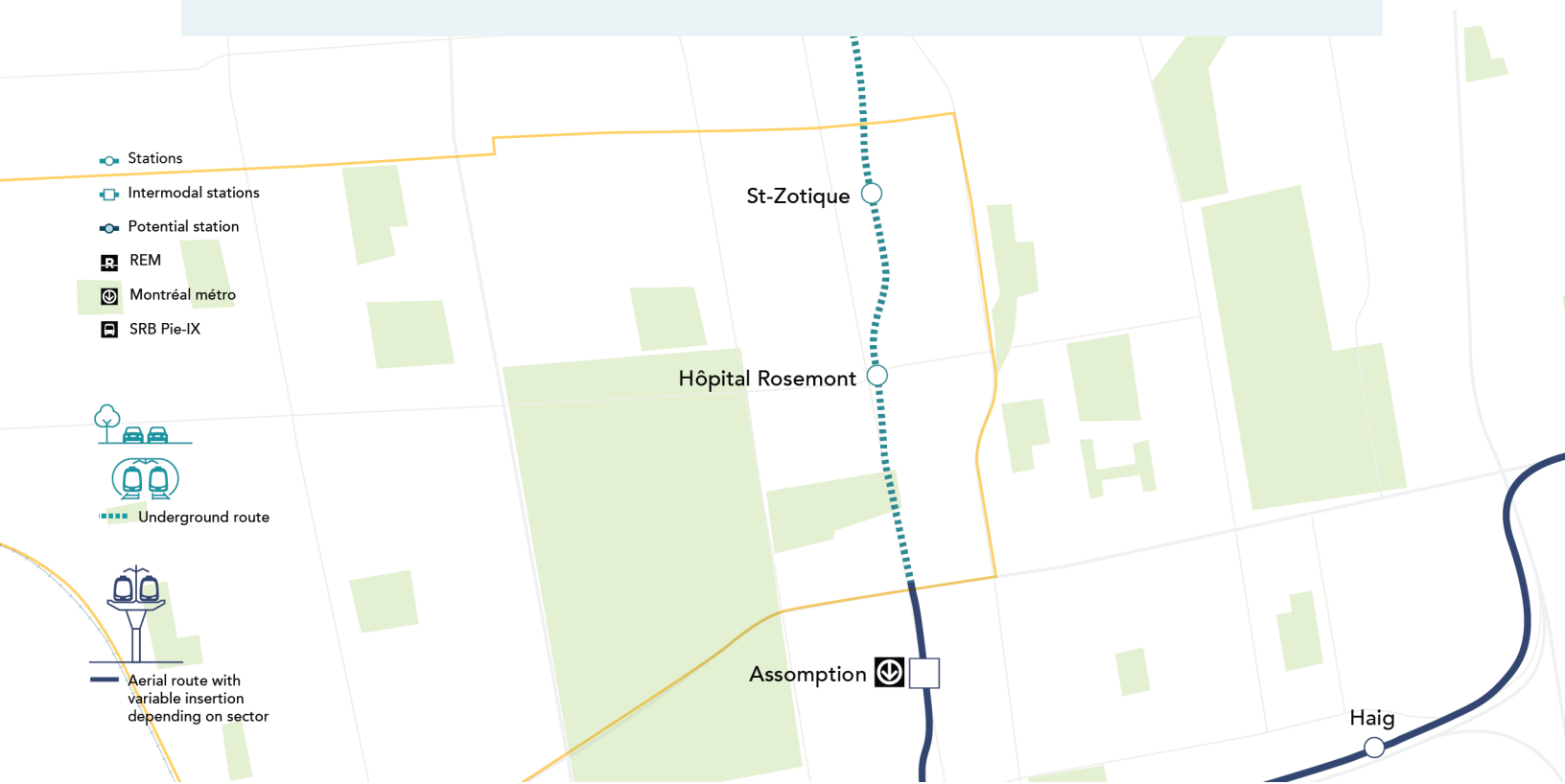
They will feature an entrance on the side of the street where tickets can be purchased and ticket validation terminals will be located. From the entrance, passengers descend to a mezzanine level, where they will have access to the platforms.

Why an underground route in Rosemont?

Studies have shown that in the section on Lacordaire Boulevard from Sherbrooke Street to Couture Boulevard, the built environment would not allow the height criteria of an elevated structure to be met.

An additional technical study was therefore carried out on this sector to assess the possibility of an underground route; that analysis proved conclusive.

In fact, in the Assomption and Lacordaire boulevard sector, there are very few physical obstacles underground such as metro lines, sewers or water mains. Furthermore, the geotechnical conditions in that sector are favourable for building a tunnel. The rock is shallow, allowing the TBM to build the tunnel safely, without impacting the built environment.



In the **Rosemont** sector, the REM de l'Est will be underground, it will run beneath Assomption Boulevard and Lacordaire Boulevard, heading north.

Two stations are planned in Rosemont: Maisonneuve-Rosemont Hospital and Saint-Zotique.

These stations will be universally accessible and equipped with platform screen doors, elevators and escalators. WiFi will also be available across the entire network.

Clearance required:

5,3 metres

40-metre
platforms

Hôpital Rosemont

At Maisonneuve-Rosemont Hospital.



Connections available
to local bus lines.



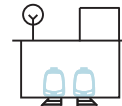
Underground station

Saint-Zotique

At Santa-Cabrini Hospital.



Connections available
to local bus lines.



Underground station

PROJECT BENEFITS FOR THE SECTOR

A new public transit option for communities

The project will provide a new public transit option that will open up neighbourhoods, generate greater fluidity, reduce congestion and improve access to health, education, employment and leisure hubs.

	Current situation with PT	With REM de l'Est	% of time savings compared to the current situation with PT
Maisonneuve-Rosemont Hospital ↔ Downtown	35 min.	16 min.	55%
Maisonneuve Park ↔ Cégep Marie-Victorin	35 min.	25 min.	30%
Collège de Maisonneuve ↔ Pointe-aux-Trembles Station	60 min.	35 min	40%

Discover the area

The REM de l'Est provides a much-needed connection to the health care hub that includes the Maisonneuve-Rosemont Hospital, the Heart Institute and the Santa-Cabrini Hospital. The REM de l'Est stations located in this area also allow travelers to enjoy important destinations such as Espace pour la Vie and Maisonneuve Park.

ANTICIPATED PROJECT IMPACTS ON THE SECTOR

A regulatory framework governing disturbances

The project will be governed by an Order in Council and an environmental certificate of authorization, with requirements set by government authorities for the construction and operating periods.

During the construction phase, the project will be subject to specific noise, vibration and air quality thresholds. Environmental experts will implement mitigation measures to minimize project noise impact on surrounding residents.

Similarly, during the operating phase, strict noise and vibration requirements will be applied by government authorities to ensure that the project does not significantly impact the environments involved. Where appropriate, mitigation measures will be considered in the detailed engineering phase. Environmental monitoring will also take place during the operating phase.

Visual impact

The elevated structure and elevated stations will alter the visual environment and the urban fabric. CDPQ Infra will expend a considerable amount of effort in architectural and urban planning to ensure the elevated structure's architectural signature becomes iconic for Montréal. Integrating new stations will provide an opportunity to create new living environments in the neighbourhoods served.

Fauna and flora

As the project is primarily in a highly urbanized area, impact on the natural environment will be limited. However, the planned approach will be to prevent impacts. If necessary, measures will be implemented to mitigate or compensate for the impacts.

Heritage

No anticipated impact on heritage assets in the sector.

Archaeology

The archaeological potential evaluation conducted in 2020 identified a few areas with archaeological potential along the route. CDPQ Infra has committed to conducting archaeological inventories in each of these zones prior to construction work, in accordance with the rules stipulated by the *Ministère de la culture et des communications*.



STAY INFORMED

- > [Click here](#) Technical sheet – Project presentation
- > [Click here](#) Project presentation
- > [Click here](#) Presentation video
- > [Click here](#) Public consultations