

**REM DE L'EST**  
**FACT SHEET**

# Saint-Léonard and Montréal-Nord





# 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 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.



# THE REM DE L'EST IN SAINT-LÉONARD AND MONTRÉAL-NORD

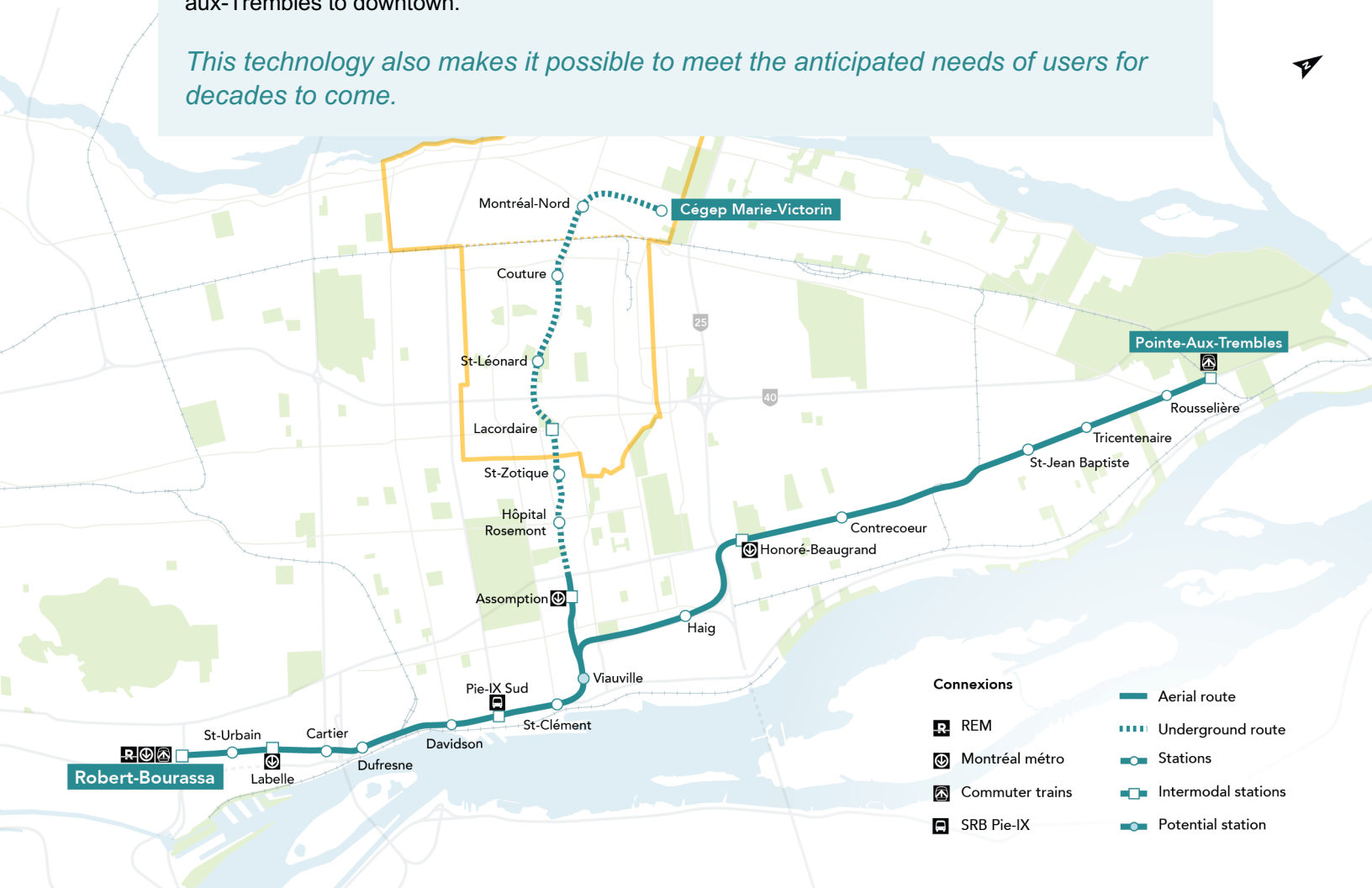
In the sector that links the boroughs of Saint-Léonard and Montréal-Nord, the REM de l'Est will run underground along Lacordaire Boulevard between Highway 40 and Henri-Bourassa Boulevard, L'Assomption north of Sherbooke Street, all the way to Cégep Marie-Victorin.

## *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.

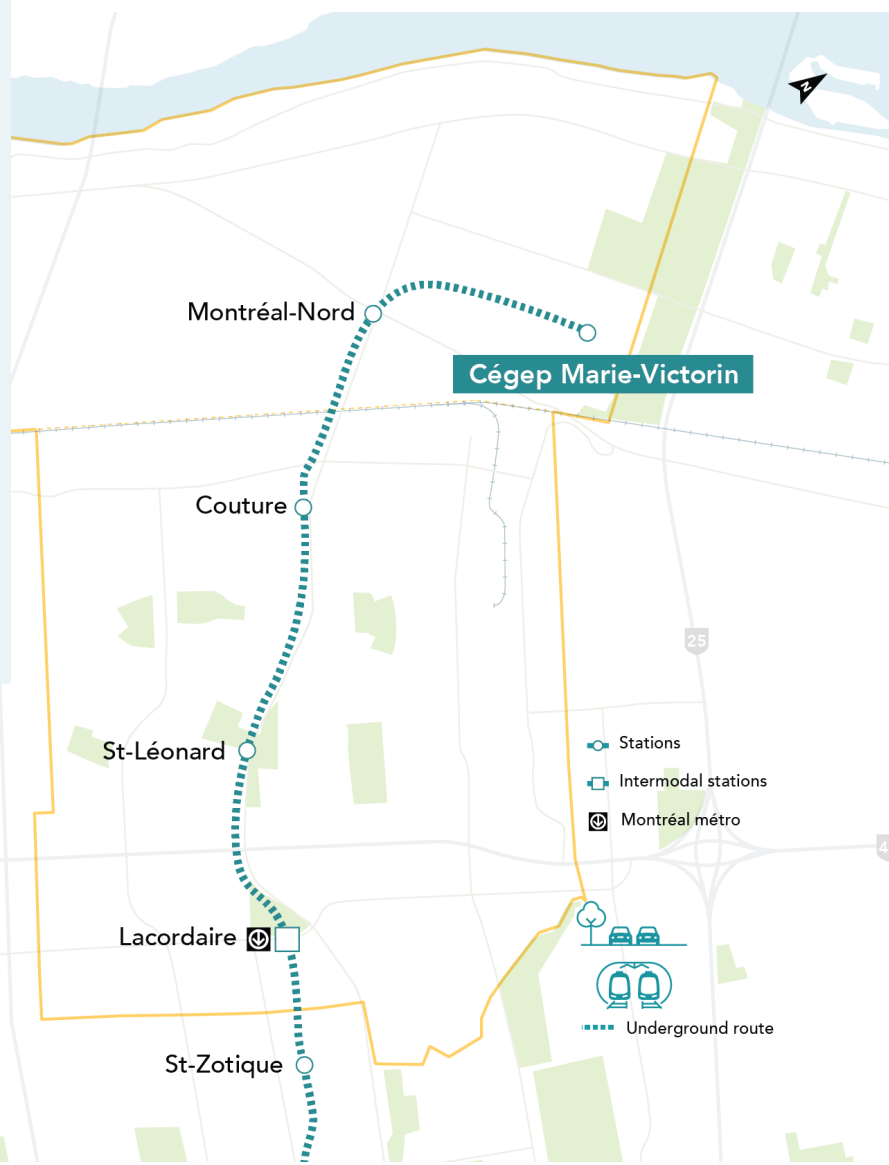
In addition to these general principles, there is also the desire to promote a user-friendly, functional design that is consistent with the development in current neighbourhoods.

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 along Lacordaire?*

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.





Five stations are planned in the area: St-Zotique, Lacordaire, St-Léonard, Couture, Montréal-Nord and Cégep Marie-Victorin.

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

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## Lacordaire

Corner of Lacordaire and Jean-Talon East.



**Connections available**  
to local bus lines and  
proposed Lacordaire metro  
station on the extended blue  
line.



Underground station

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## St-Léonard

On Lacordaire, in the Wilfrid-Bastien Park parking lot.



**Connections available**  
to local bus lines.



Underground station

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## Couture

*(formerly Honoré-Mercier)*

Corner of Couture and Lacordaire.



**Connections available**  
to local bus lines.



Underground station

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## Montréal-Nord

*(formerly Rolland)*

Corner of Lacordaire and Henri-Bourassa



**Connections available**  
to local and intercity bus  
lines.



Underground station

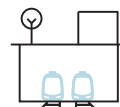


## Cégep Marie-Victorin

On Marie-Victorin Street near Cégep  
Marie-Victorin



**Connections available**  
to local and intercity bus  
lines.



Underground station

The network architecture is still under development.  
Image of Saint-Léonard station for information purposes only.





## 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 |
|--|---------------------------|-------------------|---|
| Cégep Marie-Victorin ↔ Downtown          | 70 min.                   | 30 min.           | 60%   |
| Cégep Marie-Victorin ↔ Promenade Ontario | 60 min.                   | 30 min            | 50%   |

### *Discover the area*

The REM de l'Est in Saint-Léonard and Montréal-Nord makes it possible to discover green spaces, cultural and educational destinations and local attractions. Indeed, the Ruisseau-De Montigny nature park and Wilfrid-Bastien Park are both within easy reach of the network stations. In addition, the Leonardo da Vinci Centre, the Salle de spectacles Désilets and the Cégep Marie-Victorin are located along the reference route. Beyond the connection with downtown, the REM de l'Est is an efficient public transit system that offers travelers the opportunity to discover and enjoy the attractions of Montreal's East End.



# 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.

## **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 near certain stations in this sector. 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