

TECHNICAL FACT SHEET: CHANGES TO THE REM'S ROUTE

Pointe-Saint-Charles and Griffintown sectors

In the Pointe-Saint-Charles and Griffintown sectors, the original route included a tunnel from Fernand-Séguin Street passing under the Basin Peel. The station there was to be built underground and equipped with two entrances to serve the Griffintown neighbourhood to the north and the Pointe-Saint-Charles neighbourhood to the south. The variation proposed by the consortia modifies the route to run along the existing CN rail corridor. The route will be aerial throughout the neighbourhood.

In terms of urban planning and development of the Bassin Peel neighbourhoods, the aerial route variation means:

- Avoiding the definitive closing of Ottawa Street, thereby contributing to the City of Montréal's objective of connecting various neighbourhoods to downtown, as initiated with the Bonaventure project;
- Repositioning the station closer to the developing neighbourhoods around the Bassin Peel;
- Provide, jointly with the City of Montréal, an opportunity to implement urban planning projects in these developing neighbourhoods.

On the technical side, the aerial route variation means:

- Using an existing rail corridor, thereby maximizing existing right of ways;
- Eliminating challenges with harmonizing schedules for the construction of the William retention basin;
- Preventing the demolition of a building next to the PACO building;
- Avoiding interaction with the City of Montréal's underground water infrastructure (Riverside collector and south interceptor);
- Remove the risk associated with managing contaminated soil and water in the Pointe-Saint-Charles business park.

Highway 13 sector

The original route included the construction of a new rail infrastructure from the Deux-Montagnes branch to deploy the Sainte-Anne-de-Bellevue and Airport branches. This new infrastructure would have had to span Highway 13 via a new overpass. The proposed and selected variation modifies the route to run along the existing CN rail corridor. The route will be on the ground and pass under Highway 13.

In terms of the technical and urban planning aspects, the new route means:

- Using an existing CN rail corridor;
- Maximizing existing right of ways;
- Removing the impact of a new rail infrastructure on the connections between natural parks (Liesse and Saraguay natural parks);
- Avoiding impacts on wooded areas.

As part of this change, today, the A13 station is removed from the current scope of the project for the following reasons:

- Low ridership expected (fewer than 1,000 users per day);
- The sector is surrounded by already very congested road arteries, so it would be hard to access;
- The sector can be served by the Des Sources station, located less than four kilometres away.

Ultimately, the cost-benefit ratio for the A13 station is not currently advantageous because of its low ridership.