



Thanks for waiting

The session will start shortly.

A word from

Harout Chitilian

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Development and Strategy*

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*Directeur exécutif,
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A new public transit network for the East end of Montréal

Information session

REM DE L'EST | MAY 2021

Filiale de la Caisse de dépôt et placement du Québec | cdpqinfra.com

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Agenda

1 The CDPO Infra model

2 Analysis and reference project

PHASE 1 - Mobility analysis

PHASE 2 - Multi-criteria analysis of preliminary scenarios

PHASE 3 - Analysis of the stakes

Proposed solution

3 Integration

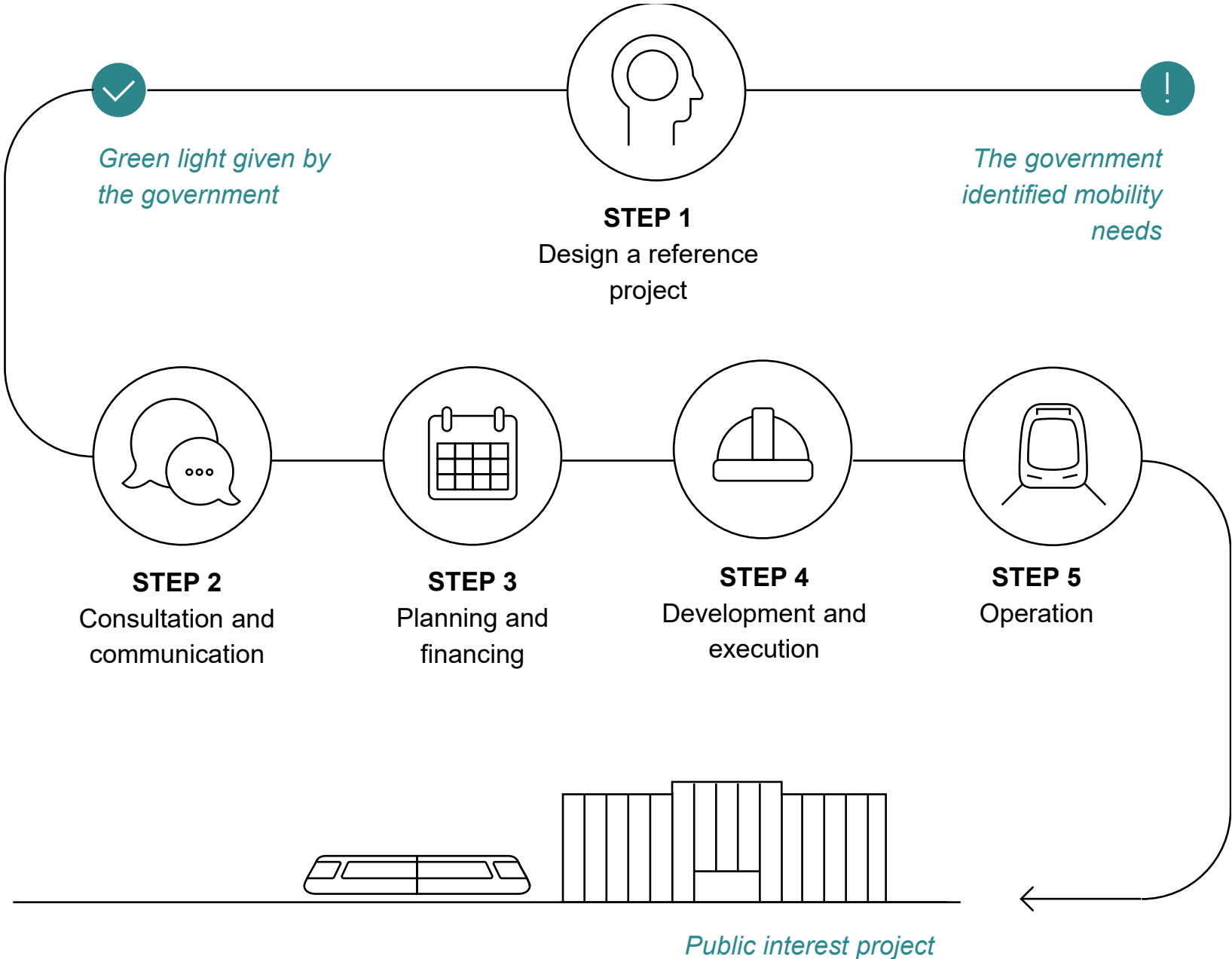
4 The next steps



The CDPO Infra Model

An innovative model unveiled in 2015

CDPQ Infra is one of the few organizations in the world with the financial capacity and technical expertise required to carry out public transit infrastructure projects.



An aerial photograph of a city, likely Montreal, showing a dense urban landscape with numerous buildings and trees. In the background, the distinctive white, curved structure of the Olympic Stadium is visible. The sky is clear and bright, suggesting a sunny day. The text "Analysis and Reference Project" is overlaid in the center of the image in a white, sans-serif font.

Analysis and Reference Project

Input considered in selecting the solution



PRELIMINARY PHASE
Territory diagnosis



PHASE 1
Mobility analysis

Identification of mobility needs



PHASE 2
Multi-criteria analysis of preliminary scenarios

Identification of potential routes



PHASE 3
Analysis of the stakes

Identification of reference solution



RESULT
Reference project proposal

The data analysis and the choice of the solution are studied **with our partners.**

PHASE 1

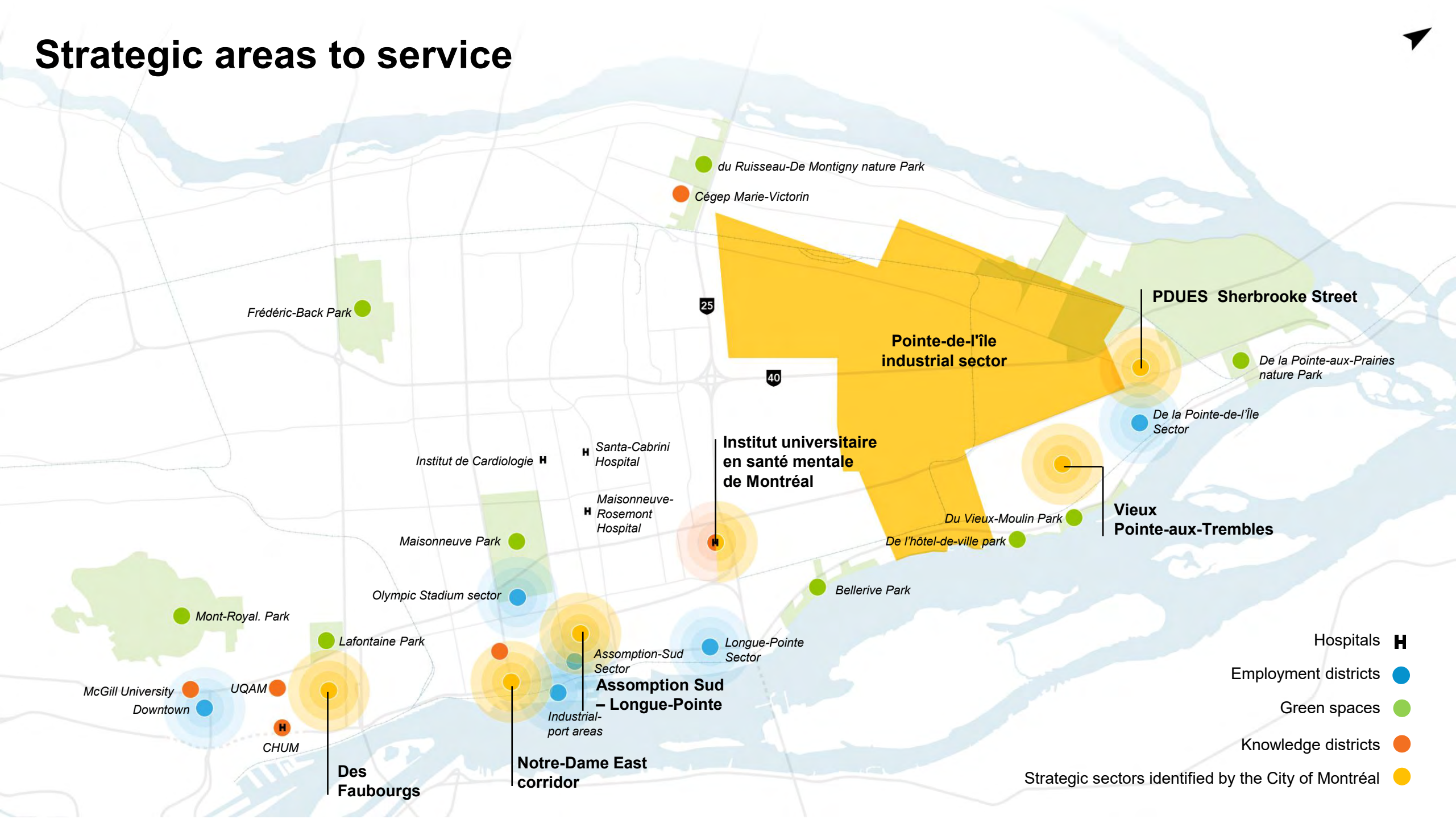
Mobility analysis

Objective:

Identification of mobility needs



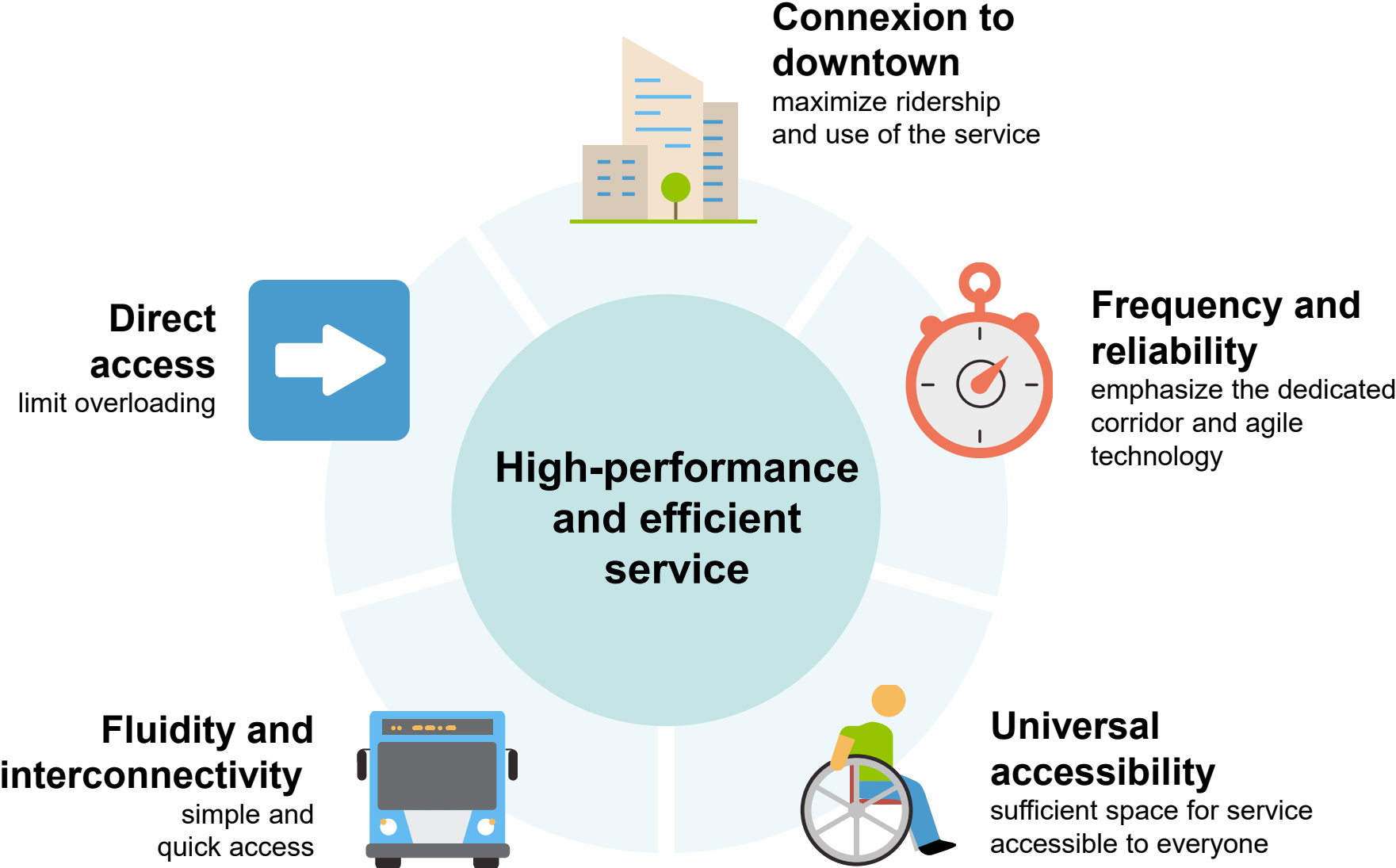
Strategic areas to service



- Hospitals **H**
- Employment districts **●**
- Green spaces **●**
- Knowledge districts **●**
- Strategic sectors identified by the City of Montréal **●**

Strategic sectors identified by the City of Montréal

Principles for promoting use of public transit



PHASE 2

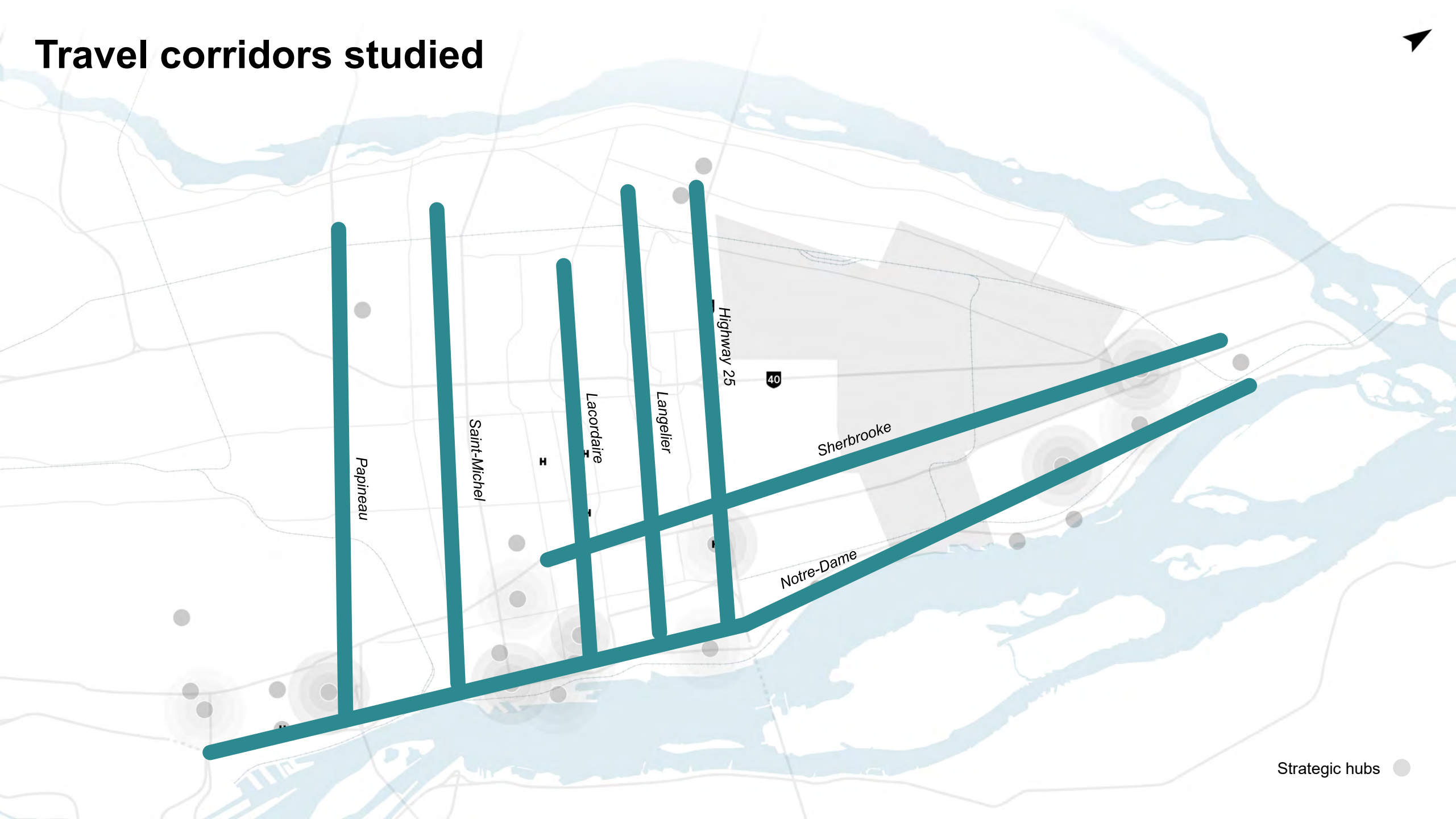
Multi-criteria
analysis of
preliminary
scenarios

Objective:

Identification of potential routes

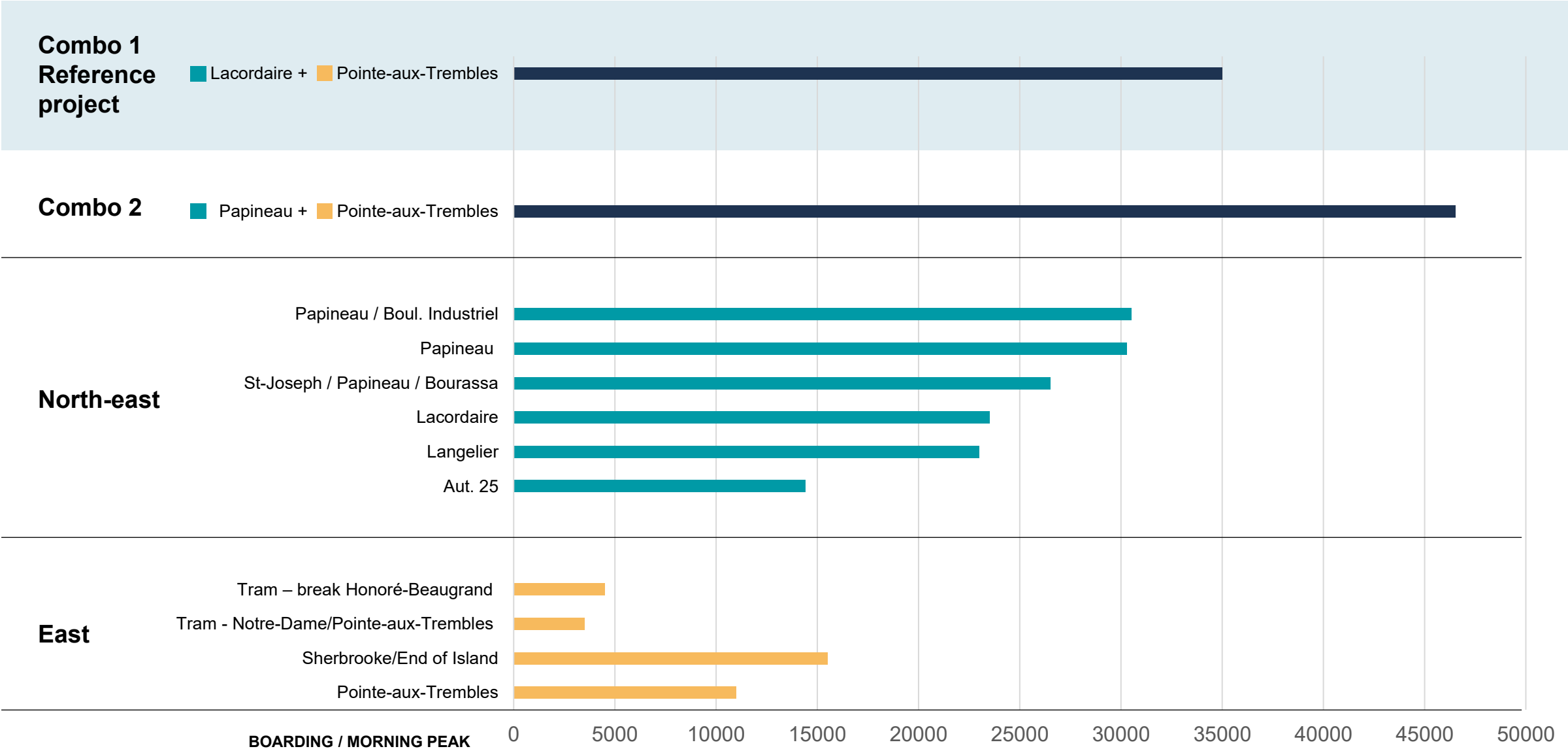


Travel corridors studied

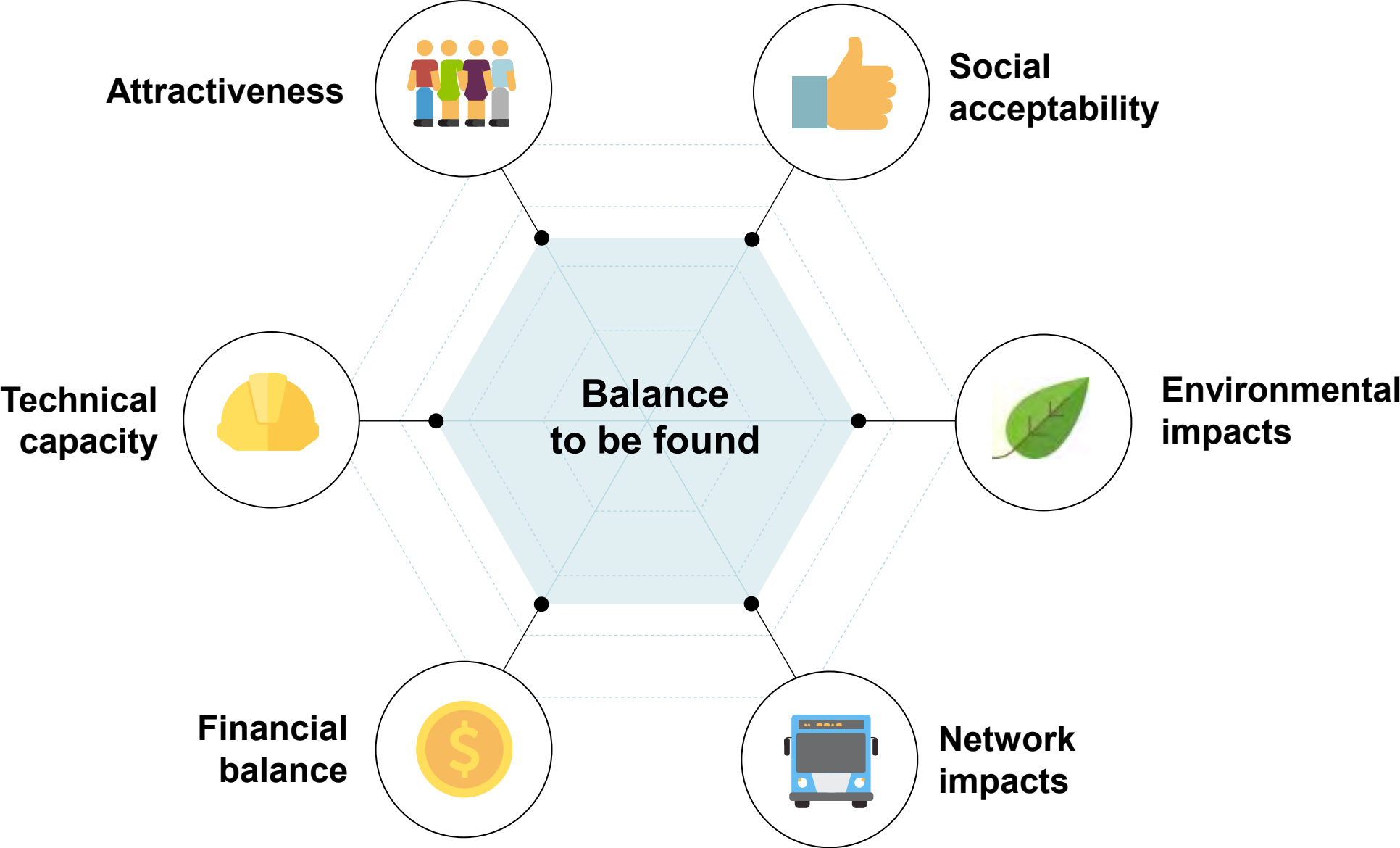


Strategic hubs ●

Ridership – preliminary studies



Multi-criteria analysis of preliminary scenarios and analysis of the stakes



PHASE 3

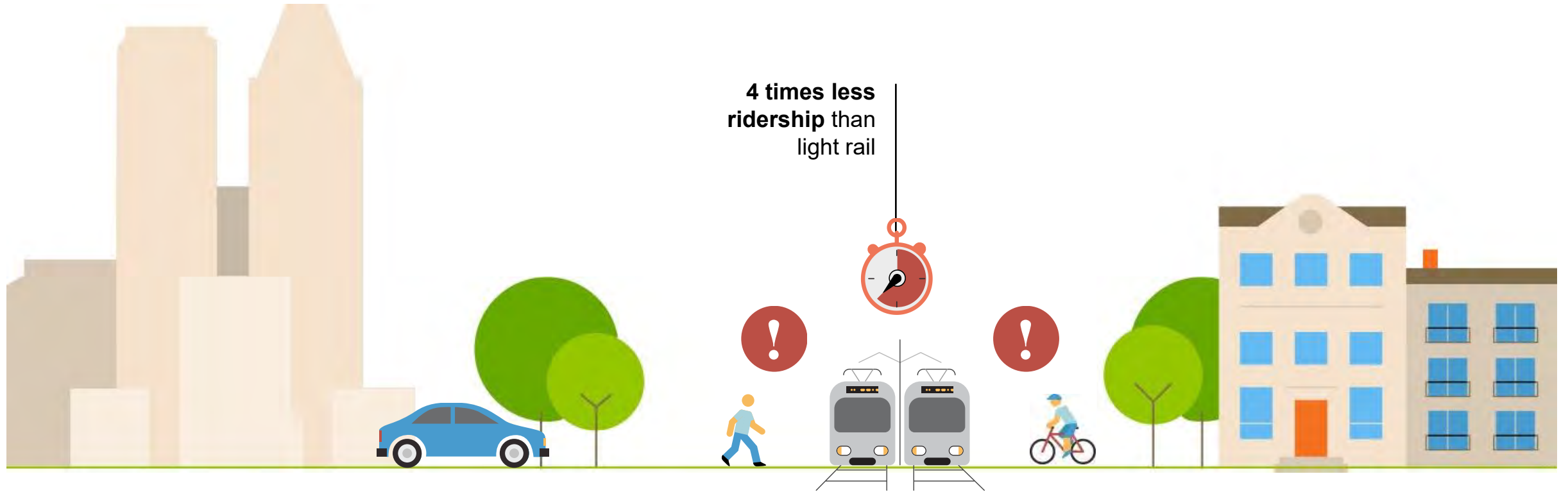
Analysis of the stakes

Objective:

Identification of the mode and the type of insertion



Tramway



4 times less
ridership than
light rail



Non-competitive travel time:
20 km/h



Frequency of passage:
3.5 to 4 minutes

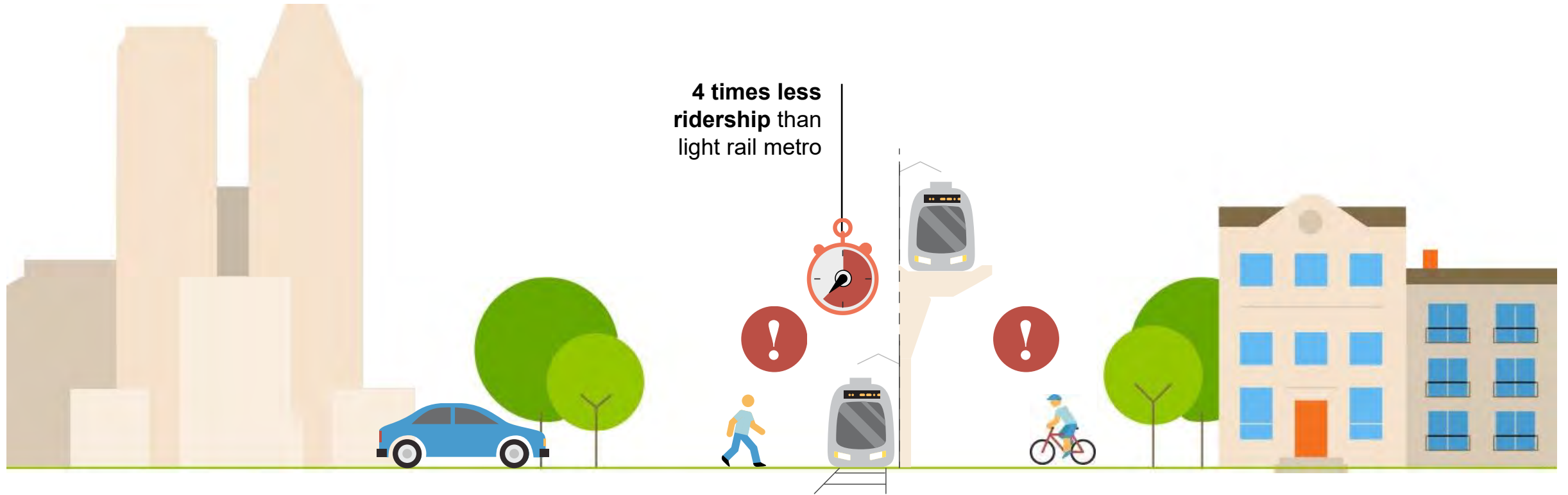


**Major limitation to ridership
capacity:**
insufficient to meet demand



Not very flexible
to changing needs

Tram-train



Average travel time, depending on type of route



Frequency of passage equivalent to the tramway when at ground level
3.5 to 4 minutes

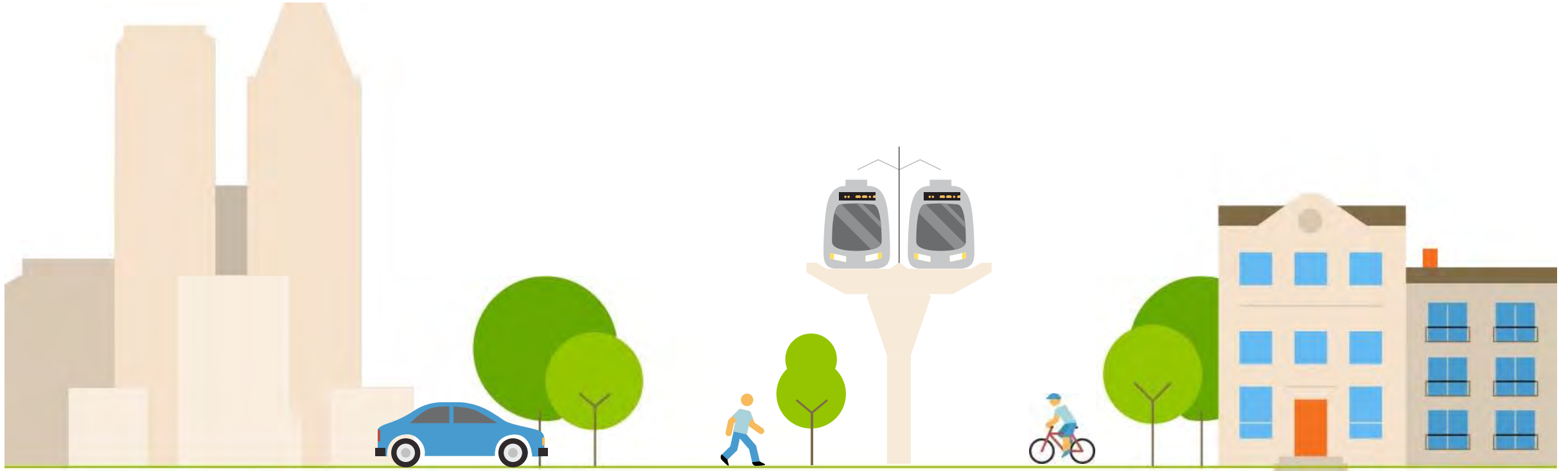


Ridership: insufficient to meet demand



Not very flexible to changing needs

Light rail metro



Competitive travel time:
40-45 km/h



Frequency of passage:
up to every 90 seconds



Ridership: sufficient
to meet demand



Flexible evolution
over time

RESULT

Reference project

Objective:

**Maximize the satisfaction of all
the criteria analyzed**



REM de l'Est reference route

7 days/week

Schedule synchronized with the Montréal metro

2 to 4 min.

frequency during rush hours

100%

electric and automated

\$10 B

total estimated project cost

32 km

of dedicated tracks:
8 km underground and 24 km elevated

23 stations

universally accessible

Robert-Bourassa

Saint-Urbain
Labelle
Cartier
Dufresne

Davidson
Pie-IX Sud
Saint-Clément

Assomption
Viauville

Maisonneuve-Rosemont
Hôpital
Honoré-Beaugrand

Saint-Zotique
Lacordaire

Saint-Léonard

Couture

Montréal-Nord

Cégep Marie-Victorin

Pointe-Aux-Trembles

Rousselière
Tricentenaire
Saint-Jean-Baptiste

Contrecoeur

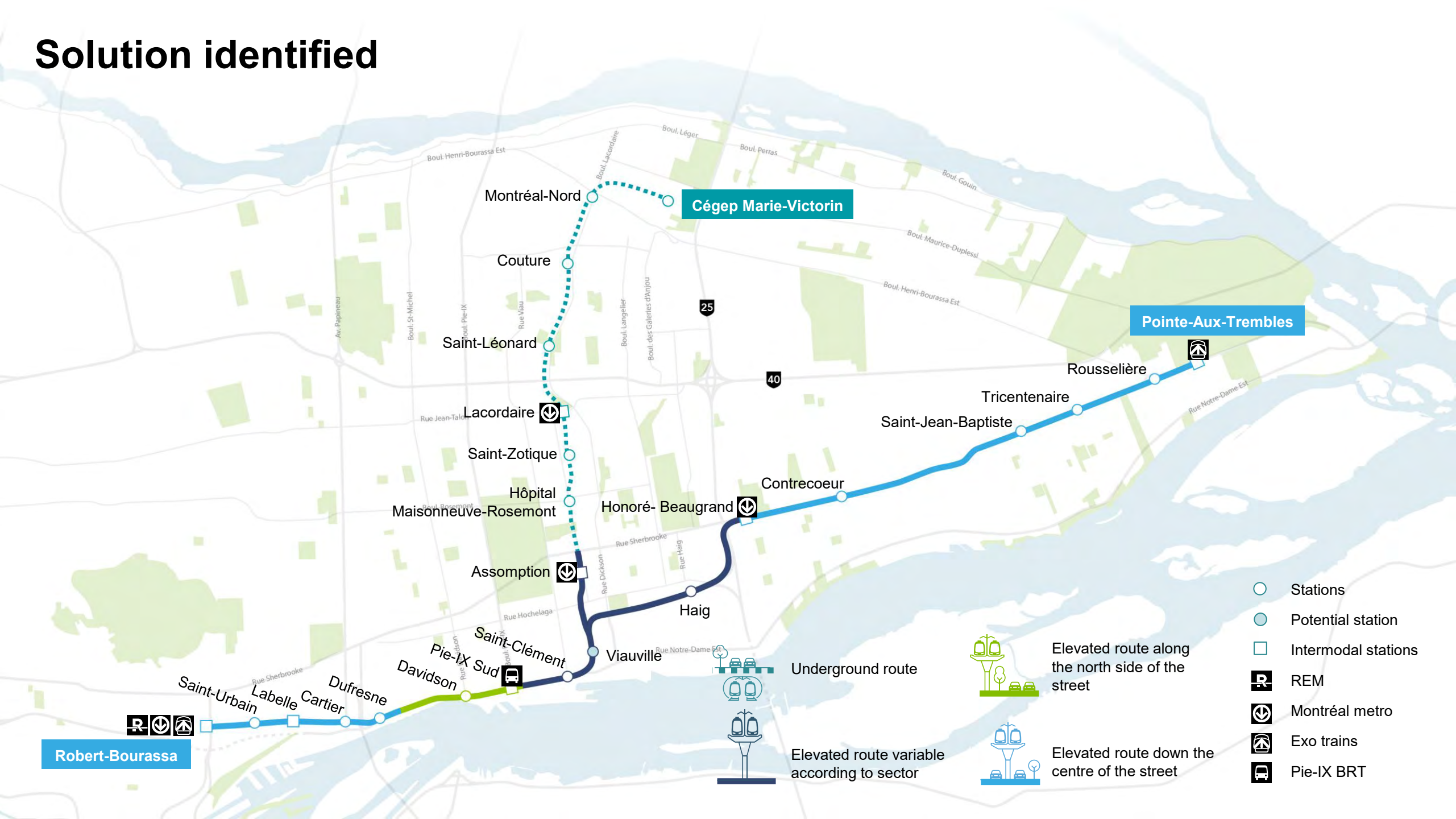
Haig

Scenic river views

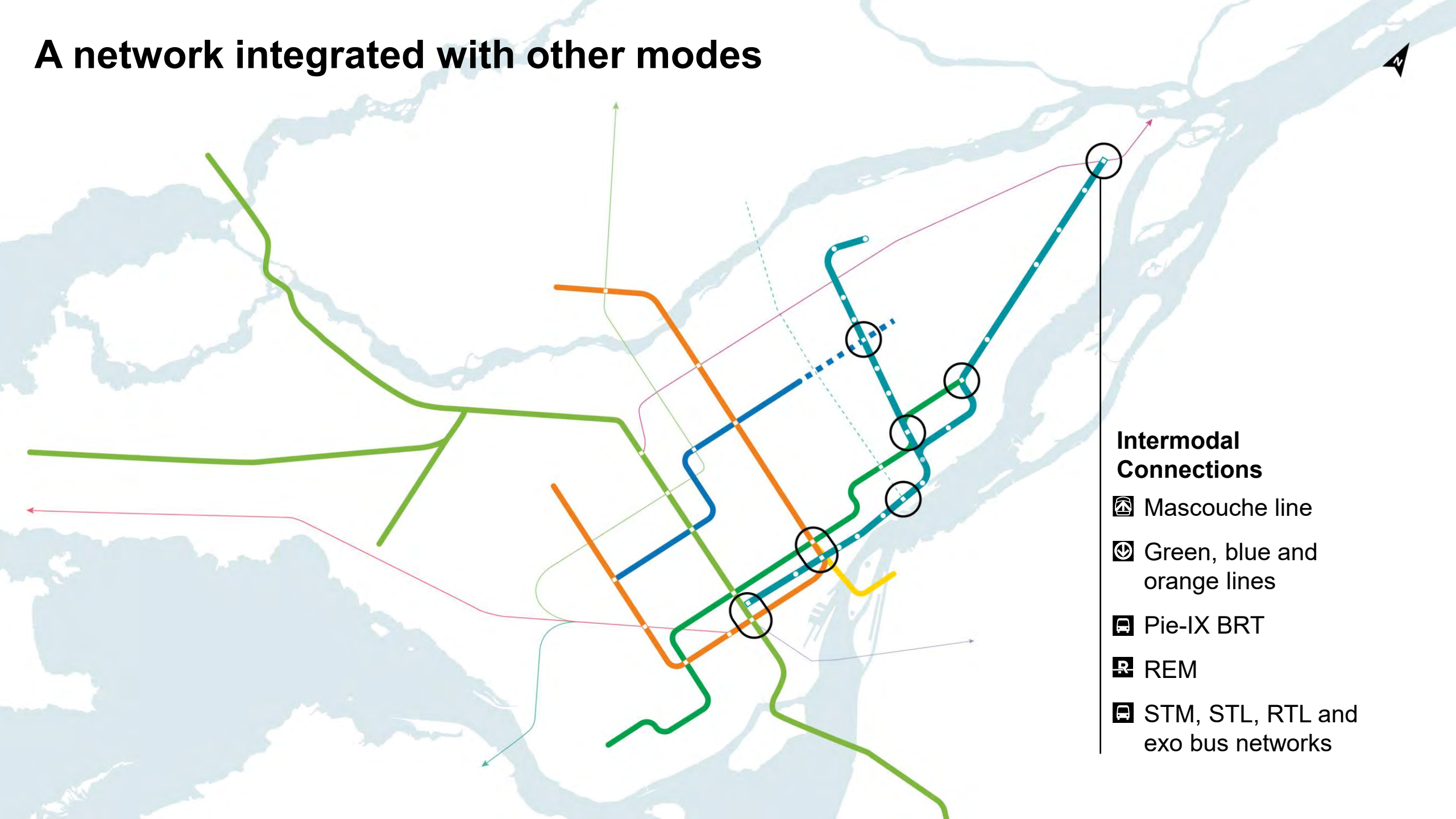
- Aerial track
- Underground route

- Stations
- Potential station
- Intermodal stations






Solution identified



A network integrated with other modes



Intermodal Connections

-  Mascouche line
-  Green, blue and orange lines
-  Pie-IX BRT
-  REM
-  STM, STL, RTL and exo bus networks

Importance of offering an attractive solution

TARGETED OBJECTIVES WITH THE REM DE L'EST

	Current situation	with the REM de l'Est	% time savings compared to the current situation
Pointe-aux-Trembles ↔ downtown	45 to 60 minutes	25 min	45 to 60%
Pointe-aux-Trembles ↔ Maisonneuve-Rosemont Hospital	55 minutes	35 min	35%
Pointe-aux-Trembles ↔ Port of Montréal	55 to 70 minutes	30 min	45 to 60%
Pointe-aux-Trembles ↔ Les Faubourgs	65 minutes	30 min	55%
Mercier-Est ↔ Université de Montréal	35 to 55 minutes	30 min	15 to 45%
Cégep Marie-Victorin ↔ downtown	55 to 70 minutes	30 min	45 to 60%

Mobility benefits

- **Reduces traffic congestion** associated with “solo cars”
- **Doubles the coverage of the metro network** in Montréal East (x 2.5)
- Services destinations **other than just downtown**
- Offers **frequent and reliable** service

BY 2044

133,000

users per day

380 million

passenger-km per year

165 million

vehicle-km

Environment benefits

- Encourages **modal transfer** from “solo car” to public transit
- Acts as an important vector for **rehabilitating contaminated brownfields** in the East end of Montréal
- Contributes to **improving the overall environmental balance** of the East end of Montréal
- Includes a **GHG offset strategy** during the construction phase

IN OPERATION

35,000

tons of GHG prevented
per year

Economy benefits



- Serves the industrial parks, including the Port of Montréal and the recreational and tourist area of the Olympic district
- Leverages **development** in the industrial sectors of Pointe-de-l'Île and L'Assomption Sud – Longue-Pointe
- Contributes to **revitalizing the commercial arteries**
- Improves workforce **recruitment and retention**
- Services **27 million square feet of vacant land** conducive to redevelopment

DURING CONSTRUCTION

+ 6.3 B \$

contributed to
Québec's GDP

+ 60,000

direct and indirect jobs

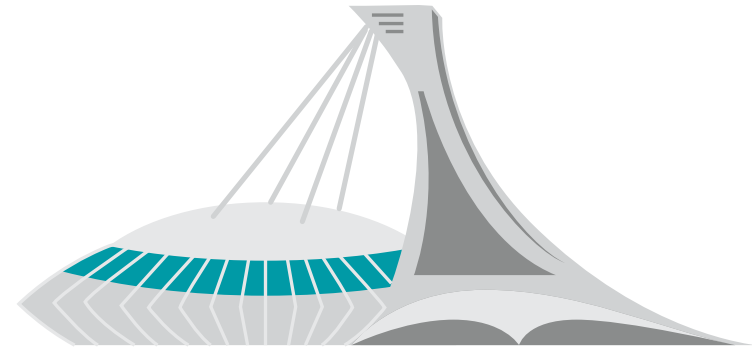
Integration



Distinguishing Montreal



Design of elevated structures and stations with a **modern and symbolic signature for Montreal**, similar to other large metropolises around the world



A design that **adapts to the identifying characteristics** of each segment.

Multidisciplinary expert committee



Maud Cohen,
*Committee Chair,
President and
Executive Director,
CHU Sainte-Justine
Foundation*



**Ken
Greenberg,**
*urban designer,
professor, author*



**Paula
Negron,**
*Ph.D., Associate
Professor, Université
de Montréal*



**Christian
Savard,**
*Executive Director,
Vivre en ville*



**Stéphanie
Trudeau,**
*Executive Vice
President, Québec
at Énergir*



**Éric
Gauthier,**
Architect, FABG



**Christian
Yaccarini,**
*President and CEO,
Société
développement
Angus*



**Jean-Paul
Viguié,**
*Architect, President and
Founder of VIGUIER*



Luc Gagnon,
*Director of the
Service de
l'urbanisme et de la
mobilité, Ville de
Montréal*



**Rose
Lyndsay
Daudier,**
*Executive Director,
Fusion jeunesse*



**Mouna
Andraos,**
*Co-founder of Daily
tous les jours*



**Éric
Millette,**
*Architectural Conservation
and Integration Consultant,
CONTEXTURE*



**Monique
Simard,**
*Producer and cultural
manager*



**Marie Elaine
Farley,**
*President and Chief
Executive Officer,
Chambre de la
sécurité financière*



**Frédéric
Bouthillette,**
*Assistant Deputy Minister for Strategic
Public Transit and Rail Projects,
Ministère des Transports*

Multidisciplinary expert committee

Upstream development of guidelines through a concerted approach, led by experts, for the architectural, urban and landscape integration of the network.



Vision

Inspired by best practices around the world, ensure the design and architecture of the REM de l'Est integrates seamlessly with its surroundings



Mandate

Participate in developing the architectural design guidelines that will be imposed on the consortiums during the request for proposals process.

Provide recommendations to the CDPQ Infra design team on the architectural quality of the network and its urban integration prior to the design stage.

Renowned architectural firm: Lemay

lemay

known for its transdisciplinary and sustainable projects in Québec and internationally, was selected to develop, together with the committee of experts, the architectural charter and prescriptive guidelines that will govern the integration of the REM de l'Est.

Recent projects that have been honoured with various awards and recognitions:



Redevelopment of Place Vauquelin
in Vieux Montréal



Restoration of
the Grand Théâtre



Bellechasse
Transportation Center



Frédéric-Back Park

A group of business professionals are seated around a dark conference table in a modern office setting. In the foreground, a woman with her hair in a ponytail, wearing a light grey sleeveless top and blue jeans, is pointing at a document on the table. The document features a colorful bar chart and a line graph. Other participants, including a man in a dark shirt and a woman in a black top, are looking towards her. The background is softly blurred, showing large windows and office furniture. The overall atmosphere is professional and collaborative.

The Next Steps

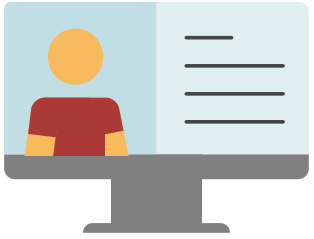
Project phases



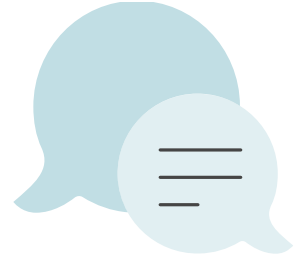
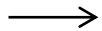
Public announcement of the reference project

Decree and Certificate of Authorization

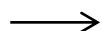
The Next Steps



**Themed
webinars**



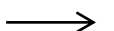
**Public
consultations**



**Online
interactive
platform**



**Detailed
documentation**



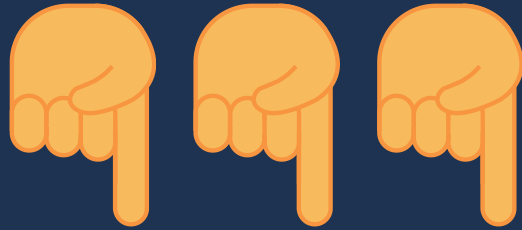
cdpqinfra.com/myrem



For a
large
integrated
network



Give your opinion:



cdpqinfra.com/myrem →





Question
and answer
period



Proactive management of nuisances – Noise, vibrations, dust



Work phase

- Implementation of mitigation measures (acoustic screens, mister, etc.)
- Continuous monitoring of the standards stipulated in the Order in Council



Operation phase

- Identification of sensitive receptors
- Current measurements (without project)
- Modelling of the impact after REM de l'Est commissioning
- Analysis of significant impacts
- Implementation of mitigation measures
- Monitoring during the operating period and adjustments if required

Regulatory framework

imposed by the
Order in Council of Quebec
Government

Continuous monitoring

measuring stations

Heritage

There are certain buildings and classified sites adjacent to the REM de l'Est:

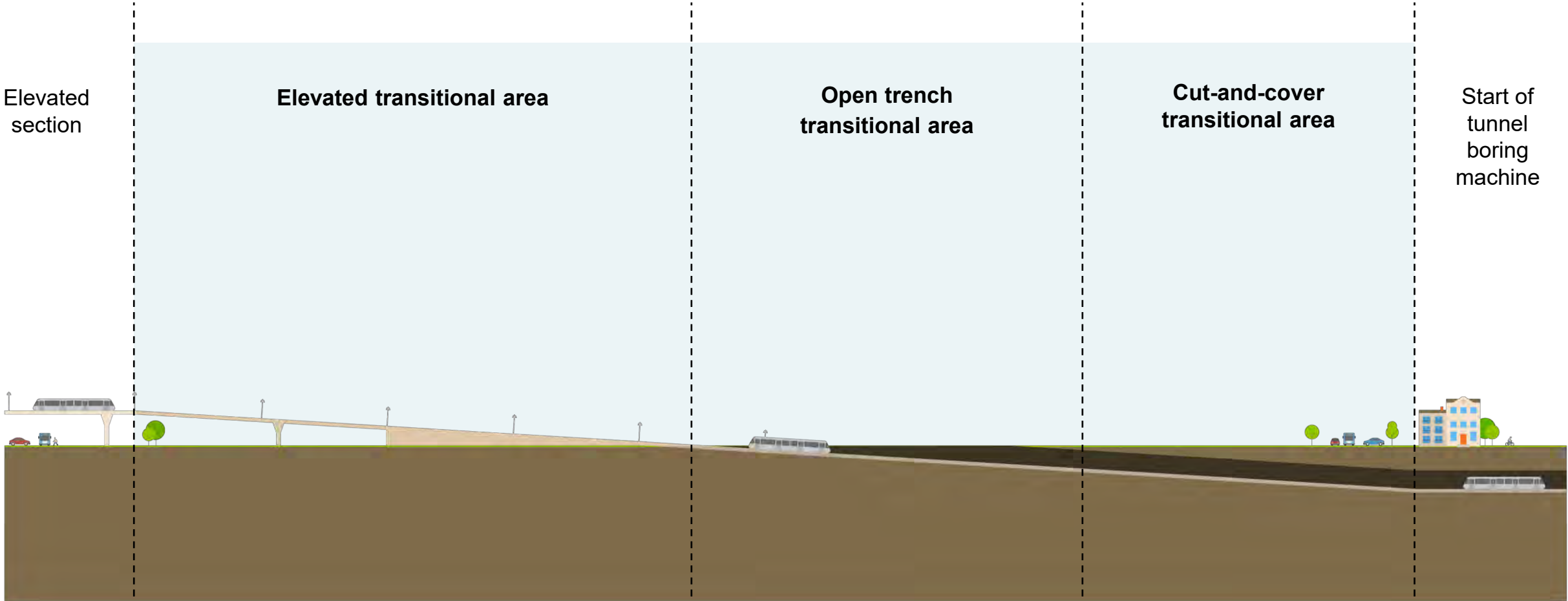
- **Morgan Park** has been the subject of a Notice of Intent to List for the Maisonneuve Heritage Site
- The ends of three protected heritage building areas in the René-Lévesque Boulevard sector, identified in the Quebec Cultural Heritage Register, namely: René-Lévesque
 - **William-Dow House Protection Area**
 - **Monument-National Protection Area**
 - **Église de la Mission-Catholique-Chinoise-du-Saint-Esprit Protection Area**

Special care will be taken in these areas during the design phase to ensure harmonious and coherent urban integration with the environment, in accordance with the requirements set out by the Ministère de la Culture et des Communications.

CDPO Infra's
objective :

Prevent impact in terms
of heritage.

Diagram of transitional areas that cannot be crossed



Maximum slope: 4%

* this diagram is not to scale

Thank you!
cdpqinfra.com/myrem

