

**REM DE L'EST – PROGRESS REPORT**

# Vision for urban and architectural integration

Reinventing the transportation axes

**MARCH 2022**

Subsidiary of Caisse de dépôt et placement du Québec | [cdpqinfra.com](http://cdpqinfra.com)

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# Multiple discussions and consultation sessions

## Public meetings

13

Public meetings

5

Information sessions and webinars

Over 1,000

Online proposals from the public

Over 32,500

People reached

## Targeted meetings

Over 70

Meetings with stakeholders

3 tours

Elected Borough officials

## Independent expert committee

on urban and architectural integration

20

Expert committee meetings

*since May 2021*

## Municipalities and government bodies

≈ 30

Strategic committee meetings

with the Ville de Montréal

≈ 45

Technical committee meetings

with the Ville de Montréal

*7 committees formed*

≈ 55

Follow-up meetings on the expert committee and the project

with Ville de Montréal and Boroughs

# Changes to the route to date

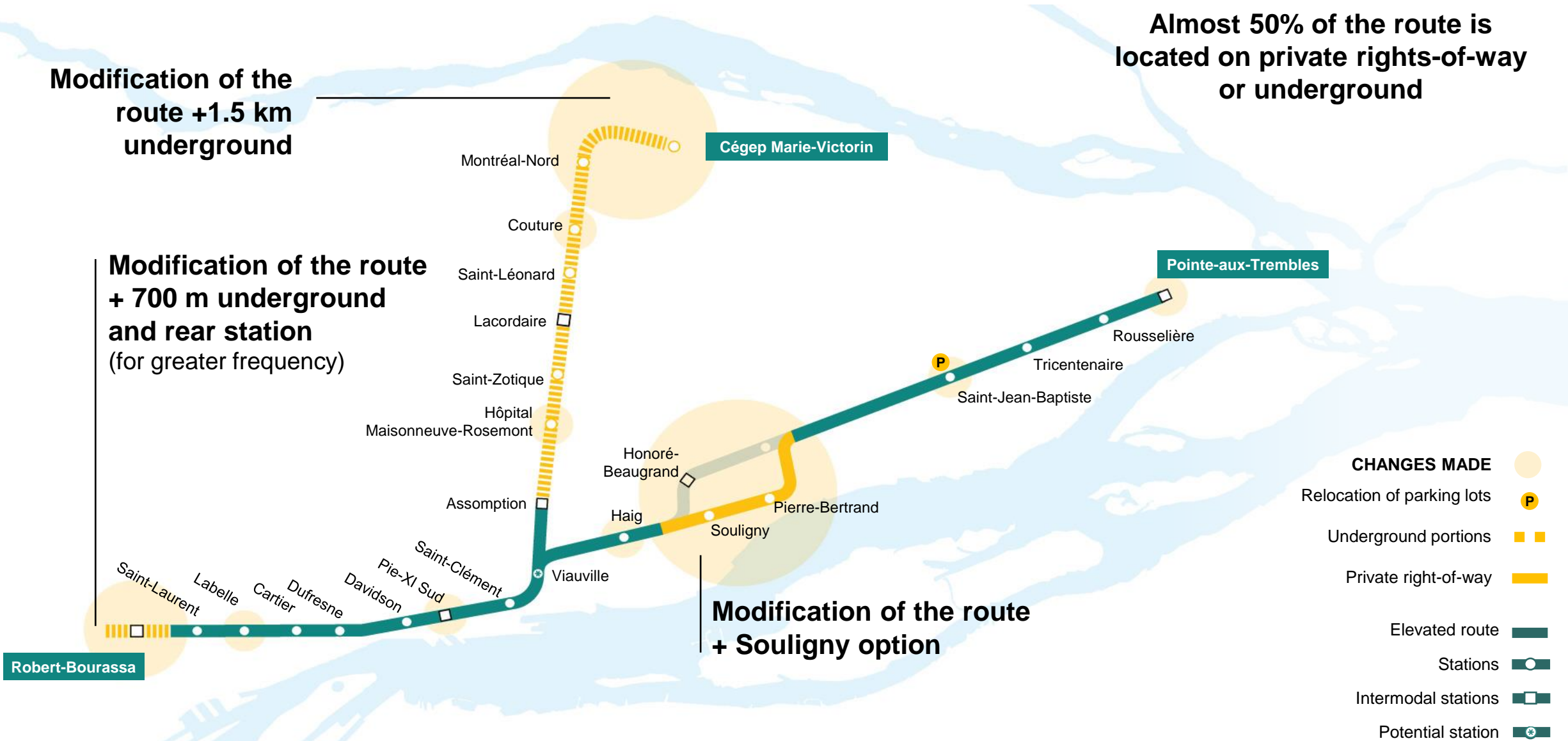


**Modification of the route +1.5 km underground**

**Almost 50% of the route is located on private rights-of-way or underground**

**Modification of the route + 700 m underground and rear station (for greater frequency)**

**Modification of the route + Souigny option**





## Main concerns

- 1 Aesthetics**  
Fears related to the elevated structure

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- 2 Quality of life**  
Concerns related to nuisances (noise and vibrations) and loss of privacy

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- 3 Territory**  
Apprehensions about the project's impact on neighborhoods

Aesthetics

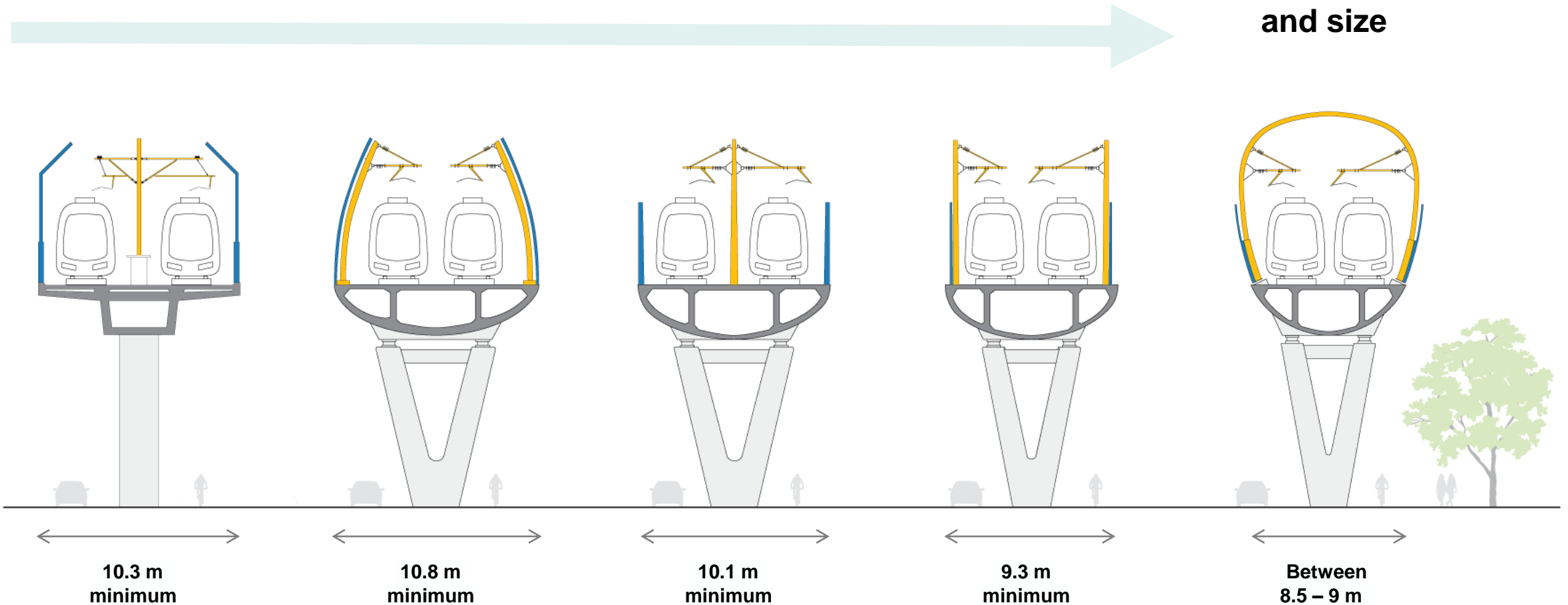
# A light, streamlined design

Four main components of the structure

# A light, streamlined design

Studies on the materiality and identity expression of the following elements:

■ Apron    □ Column    ■ Catenary    ■ Screen



## AESTHETICS

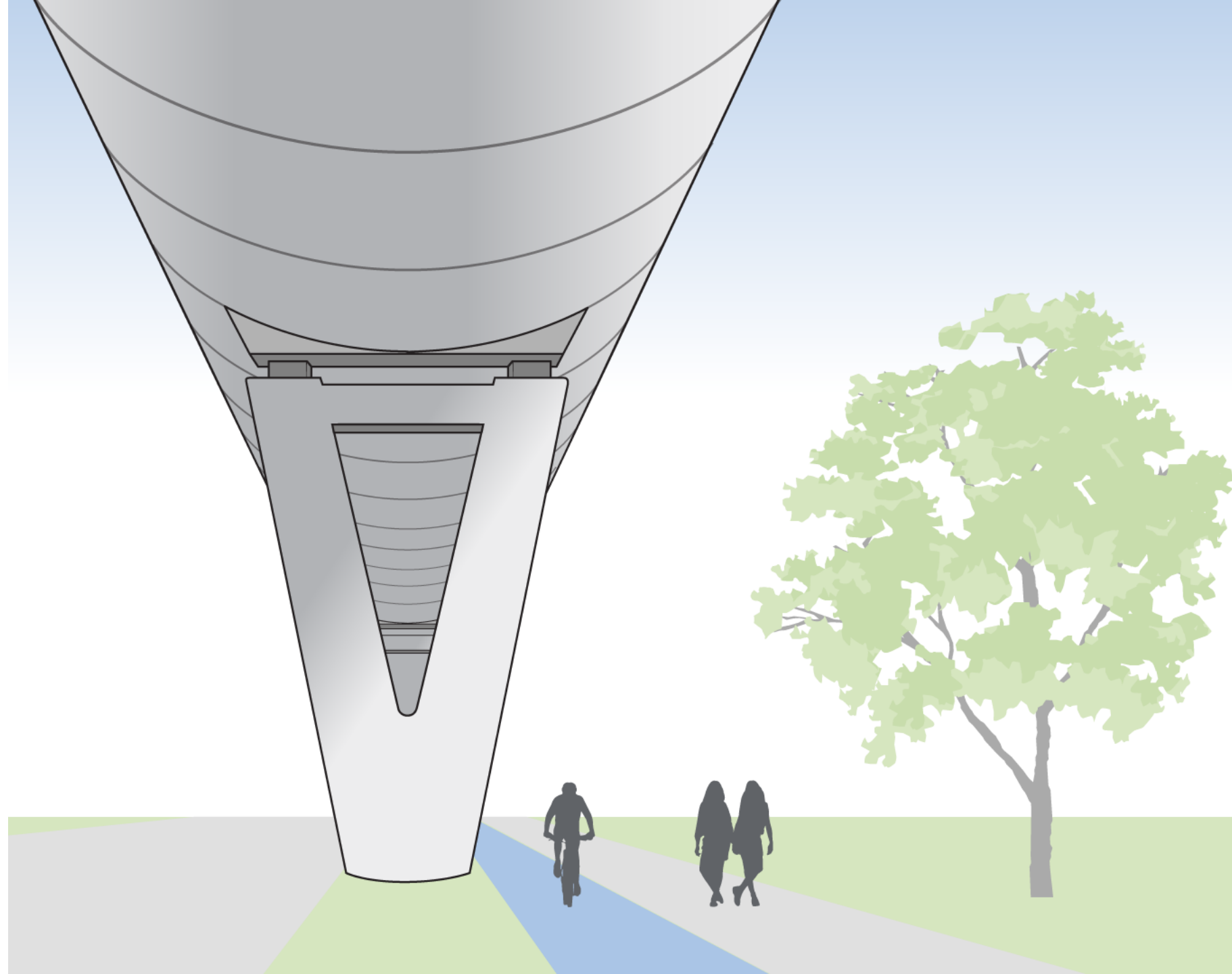
### 1. The deck

Resembling the hull of a ship, the deck is designed to create the effect of floating above the street, evoking the St. Lawrence River, which it partially runs along.

Built with **prefabricated concrete slabs**, it has the benefit of **absorbing vibrations and dampening noise** around it.

Allowing for the production of much thinner elements with moulded forms, today's concrete creates a much lighter effect.

To optimize the distance between the columns, the chosen solution features spans of up to 50 metres. The structure appears less massive.

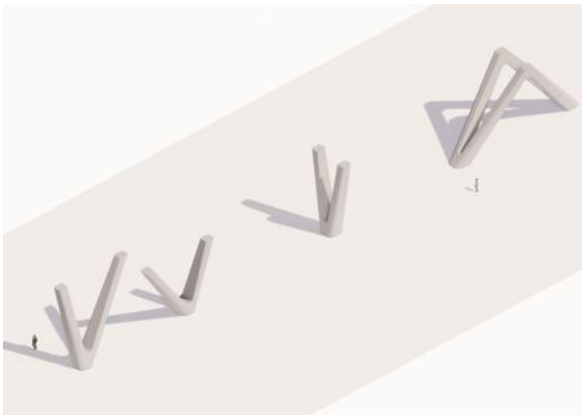


## AESTHETICS

# 2. The dance of the pillars

To counter the perception of repetition in the structure, the proposed series of columns have varying expressive qualities (asymmetrical, split, etc.), which creates a wave of **dynamic movement along the route**.

A sequence of columns appear to dance through the city.

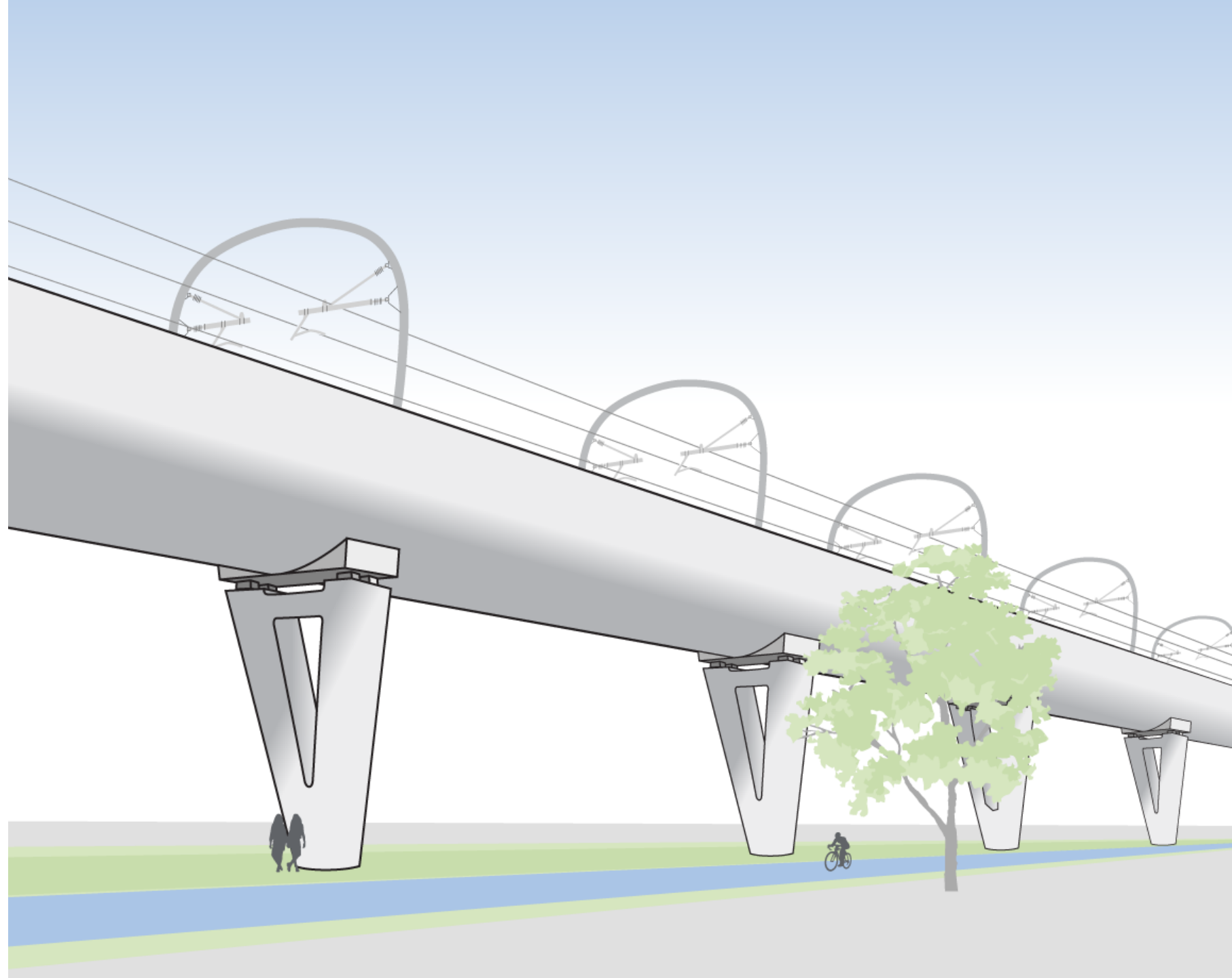
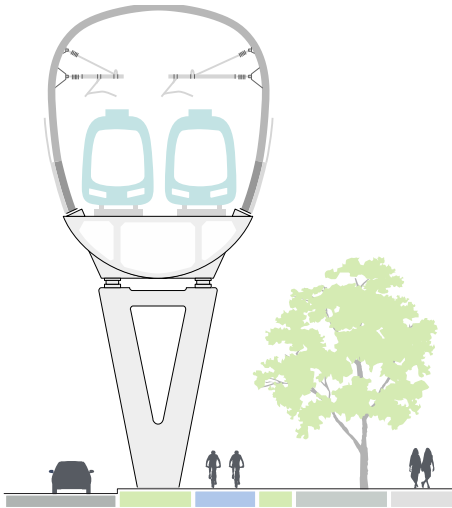




### 3. The rounded arch

The catenary system has been designed as a single unified system: the roundness of the deck continues with a rounded arch, for an optimal integration of all the components of the structure.

The catenary supports therefore become a distinctive architectural feature, while minimizing the structure's footprint along the route.



## 4. The veil

**An aesthetic architectural screen** between the light metro system and the city, the veil provides flexibility in its materiality and expression throughout the network.

It serves **multiple purposes**, acting simultaneously as an architectural screen, an acoustic, reflective and absorbent barrier, and a guardrail.

### OPPORTUNITIES UNDER CONSIDERATION:



Round perforations



Triangular perforations



Tiles

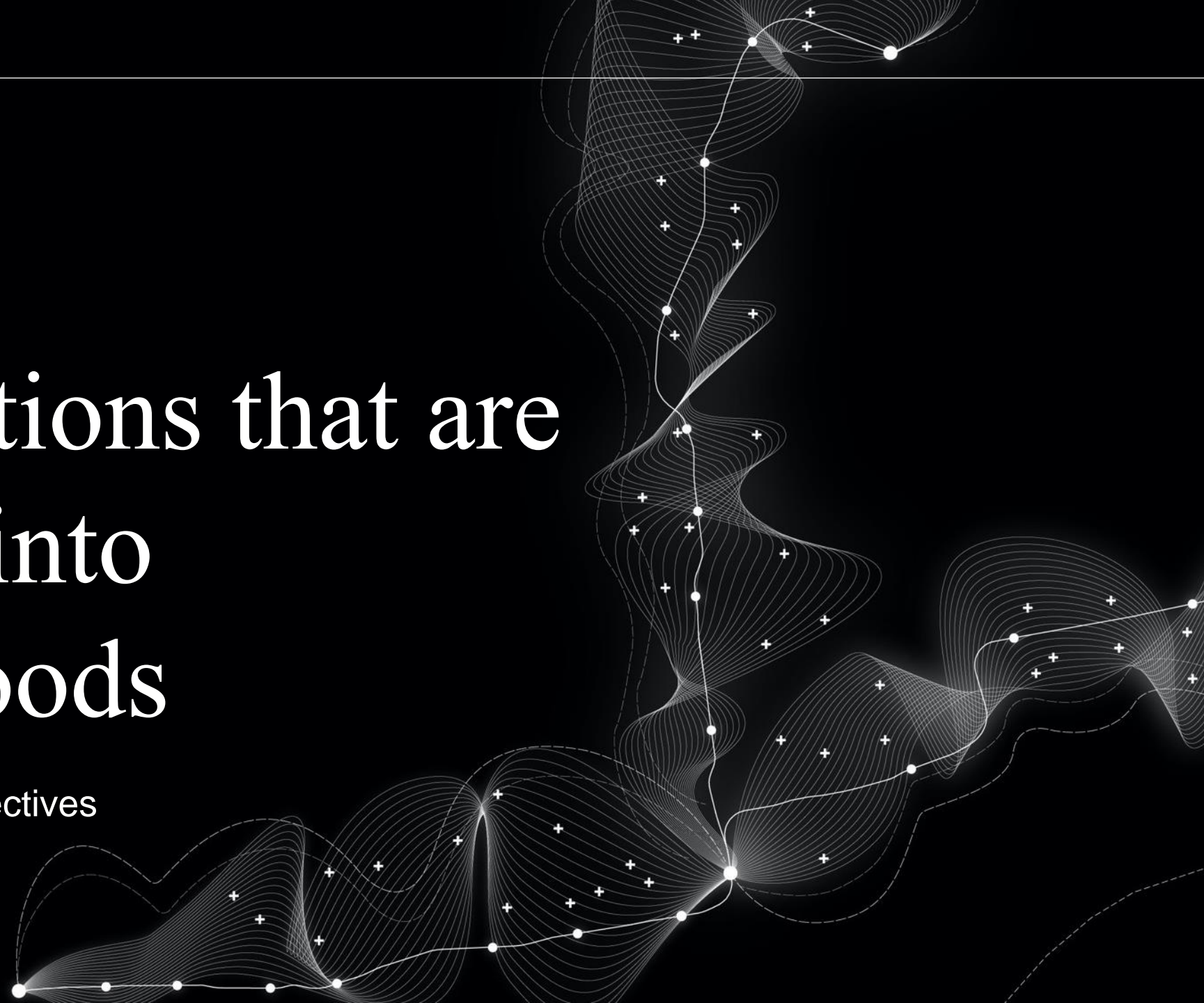


Glass

Quality of life

# Unique stations that are integrated into neighborhoods

Proposed architectural perspectives



## A complete analysis of the neighborhoods

# A detailed analysis for each area

See detailed analysis on [cdpqinfra.com](https://cdpqinfra.com)

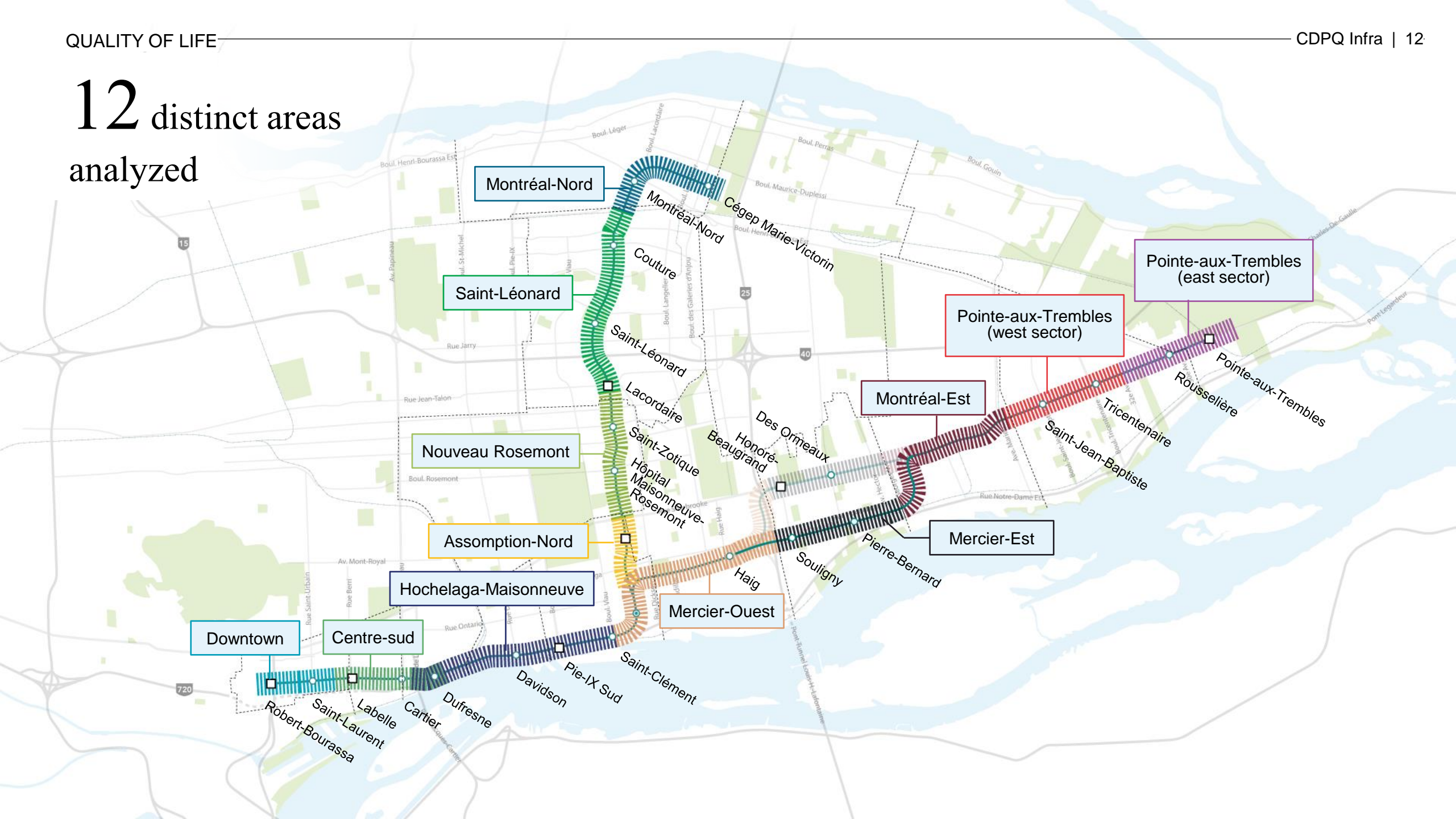
- Visual analysis (landscape)
- Characterization of the built environment
- Heritage analysis
- Existing socio-demographic and mapping data
- Public and private plans and planning policies
- Site visits

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### **OBJECTIVE:**

Identify issues and opportunities to be taken into consideration for the project's urban integration

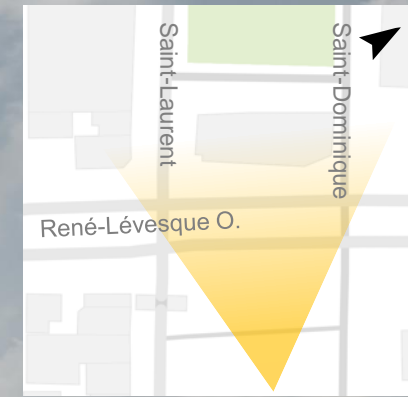
# 12 distinct areas analyzed



COMMON SEGMENT | DOWNTOWN

# Saint-Laurent Station

**An emblematic and dramatic station that enters into dialogue with the Chinatown arch, Saint-Laurent Boulevard and the adjacent public square**



**A public square serving as an extension of the station and a meeting place, featuring street furniture and vegetation**

for information purposes only

# Davidson Station

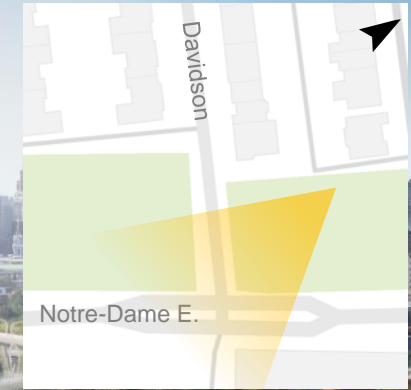


**A location as close as possible to Notre-Dame Street**

**A dedicated bike path,** ensuring improved co-existence between pedestrians and cyclists, and a quick connection to the neighborhood and downtown

# Davidson station, a view on the river

**A station characterized by its expressive volume, with an eye toward the bridge and the river**



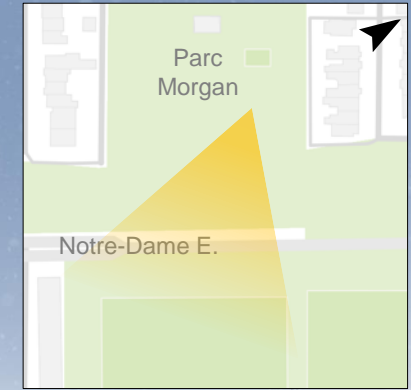
**Adjustable veil height based on acoustic needs, with a focus on keeping the view unobstructed for passengers**

**Creation of a promenade for pedestrians and cyclists near Notre-Dame Street that complements the existing corridor**

**Creation of public spaces around the structure**



# Parc Morgan



**Enhancement and diversification of the canopy (trees) to filter views of the structure**

**Maximum span between pillars to highlight the heritage area of the site**

**Redesign of the site's topography to create a screen to dampen noise from Notre-Dame Street for park users**

**An opportunity to enhance the park's amenities by adding bleachers with a view of the park**



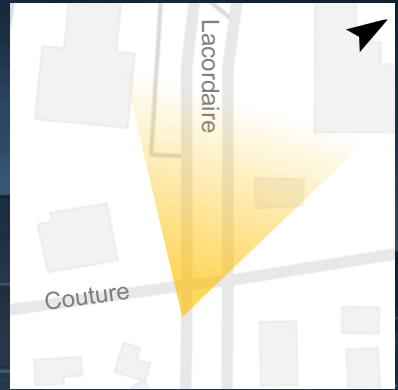
# Couture Station

Sites that allow for future real estate development

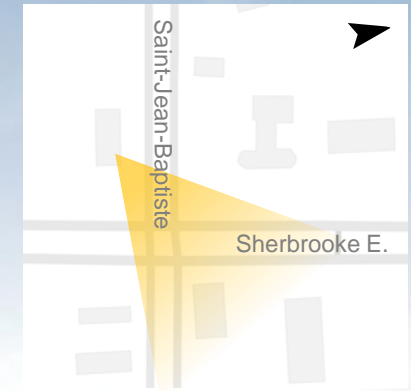
Creation of a large public square

A distinctively shaped entrance and an emblematic architectural statement

Glass entrances, which allow natural light to enter



# Saint-Jean-Baptiste Station



**A distinctive entrance, connected to the station by a pedestrian bridge**

**A new public square adjacent to the station**

**A promenade along Sherbrooke Street East, with a dedicated bike path and user-friendly pedestrian walkways**

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## The urban lookout

A new public square offering a bird's-eye view of René-Lévesque Boulevard and downtown.

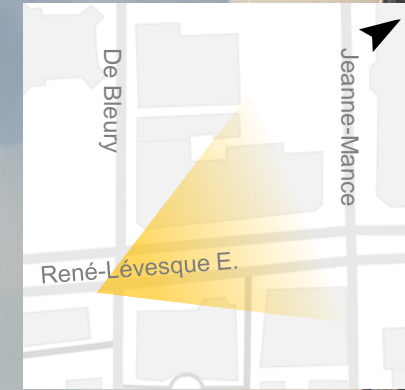
Its design blends seamlessly with the route's plunge underground.

Strategically located near the Place des Festivals, this urban lookout will offer a view of the Quartier des spectacles along Jeanne-Mance Street. The project provides a new gathering place in the city.



Intersection Bleury/René-Lévesque  
Westbound

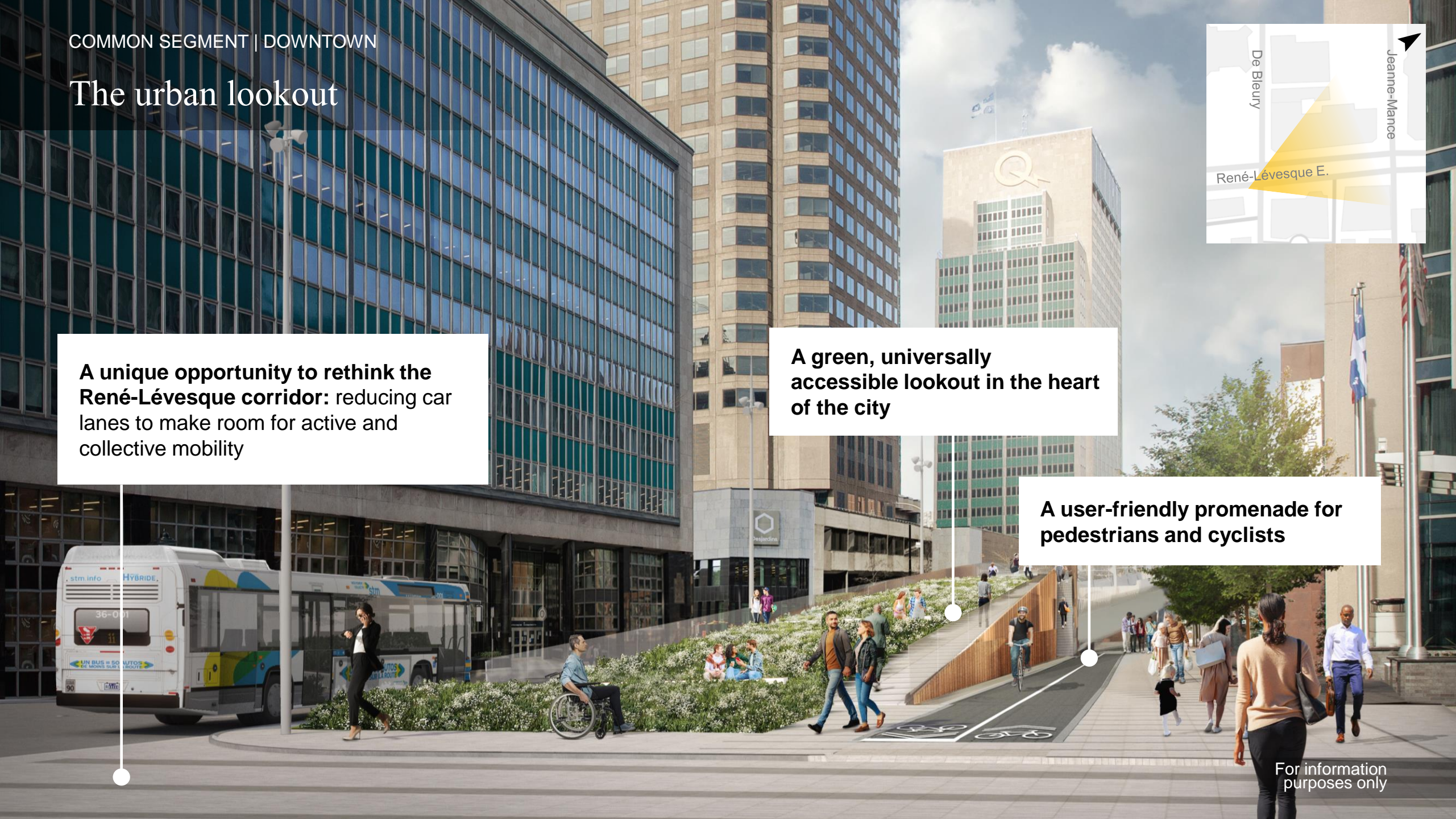
# The urban lookout



**A unique opportunity to rethink the René-Lévesque corridor:** reducing car lanes to make room for active and collective mobility

**A green, universally accessible lookout in the heart of the city**

**A user-friendly promenade for pedestrians and cyclists**





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Territory

# Beyond the architecture

Opportunities



## TERRITORY



# The promenade

is a new linear public space that follows the route of the REM de l'Est.

Totalling more than **16 km**, the promenade follows:

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Sherbrooke Street East

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Notre-Dame Street East

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René-Lévesque Boulevard

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*It also meets up with other areas along the Marie-Victorin branch*



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# René-Lévesque promenade



**A streamlined structure with an architectural veil that incorporates acoustic screens**

**An urban pedestrian route that is clearly defined and user-friendly**

**A dedicated and safe bicycle path**



**Creation of spaces for public use**

TERRITORY



## Extending Montréal's bike path network

A lever for extending the  
Réseau Express Vélo  
(REV)

Reclaiming major arteries  
for **safe, active mobility**

Allowing for nearly

**24 km**

of additional safe, dedicated  
bike lane



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## Densifying the area and creating communities

Incorporating  
implementation principles  
that promote **future real  
estate development**  
(housing, offices and  
public spaces) to create  
sustainable communities

Potential of

**70,000**

new apartments, homes  
and offices



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# Conclusion



CONCLUSION

# A solution that meets identified needs

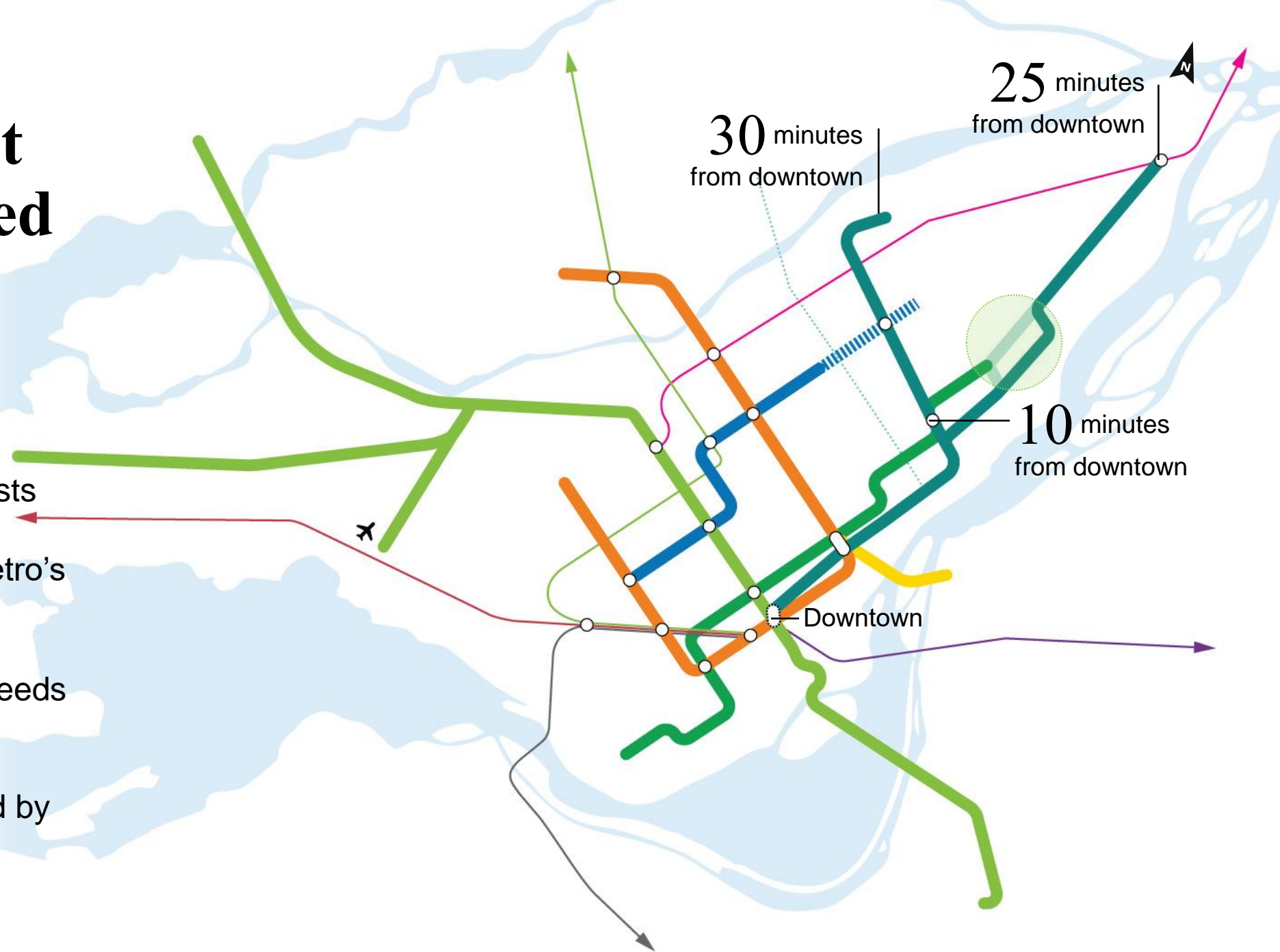
Estimated modal shift:

**17%**

= Nearly 8,000 less motorists

Less congestion on the metro's orange and green lines

**Nearly 40%** of the travel needs in the east end are for downtown and central Montréal, which are served by the project



# Vision Summary

178,000

trips per day

17%

modal shift

+ 6,3 B\$

contributed to Québec's GDP

35,000

tonnes of GHGs avoided per year



Urban lookout



Urban development potential



Dedicated bike lanes



Pointe-aux-Trembles Promenade











René-Lévesque Promenade



Notre-Dame Promenade



-  Urban lookout
-  Promenades ~ 16 km
-  Potential Dedicated bike lanes ~ 24 km
-  Route being studied
-  Segment under analysis and consultation
-  Urban development potential
-  Around the stations
-  Near the stations

Mise à jour  
sur le projet



**CDPQ**  
**Infra**

A subsidiary of the Caisse de dépôt et placement du Québec