

Griffintown REM Station: Map, Timeline & Economic Impact

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Executive Summary

The Griffintown–Bernard-Landry station is a planned infill station on Montreal's Réseau express métropolitain (REM) light metro system, located in the rapidly growing Griffintown neighbourhood of Montreal's Sud-Ouest borough. Unveiled in 2020, the station was originally slated to open by 2024, but [construction has been deferred](#); according to CDPQ Infra (the REM developer), the station is now expected to become operational by 2027 (Source: [journalmetro.com](#)). Griffintown–Bernard-Landry lies along the REM's "South Shore" trunk (linking Central Station to Brossard via an elevated "South Overpass"), and will offer direct, rapid connections to downtown Montreal (Gare Centrale), the Cité du Multimédia tech hub, the South Shore (Brossard/Rive-Sud), Montreal–Trudeau airport, and the West Island (Ste-Anne-de-Bellevue) (Source: [rem.info](#)) (Source: [2727coworking.com](#)). When completed, it is expected to have major economic and social impacts on local workers, businesses, and coworking providers: improved transit will expand Griffintown's commuting catchment, likely raising nearby property values and attracting additional office and coworking space demand, while easing travel for residents and workers and potentially generating new jobs. Conversely, delays and construction have already caused local frustration (noise complaints without service) (Source: [journalmetro.com](#)).

This report provides an in-depth analysis of the Griffintown–Bernard-Landry REM station, covering its history, design and location, timeline and projected opening date, and its anticipated impacts on local workers, businesses and the burgeoning coworking scene in Griffintown. We draw on official REM and government sources, transportation news, real estate analyses, and industry reports to examine multiple perspectives. In summary, the station's introduction (currently anticipated around **2026–2027**) is poised to transform Griffintown's connectivity, supporting its evolution as a "innovation district" of Montreal; however, its long delay has left the area a "transit desert" despite rapid population and commercial growth (Source: [montreal.citynews.ca](#)) (Source: [2727coworking.com](#)).

Introduction and Background

Montreal's Réseau express métropolitain (REM) is a new automated light metro network financed by CDPQ Infra (a subsidiary of Quebec's Caisse de dépôt et placement) that began service in 2023. The network is being built in stages: the first major branch (the South Shore branch) opened in July 2023, running from Central Station through downtown to Brossard, and branching north toward the West Island and Deux-Montagnes (targeted

around 2025–2027) (Source: 2727coworking.com) (Source: montreal.citynews.ca). The REM will eventually have 26 stations spanning some 67 km (Source: 2727coworking.com). The **Griffintown–Bernard-Landry station** is an *infill* station on this South Shore trunk: originally **excluded** from the initial service launch, it will be *added later* onto the existing viaduct over Robert-Bourassa Boulevard (the “Viaduc Sud” or South Overpass), directly south of downtown Montreal. In June 2020, the City of Montréal and CDPQ Infra publicly unveiled architectural renderings and location details for the station (Source: rem.info). It is named after Bernard Landry (former Quebec Premier, native of Hudson but intimately connected to Montreal’s economic development) and the Griffintown neighbourhood (reflecting Montréal’s toponymy rules) (Source: rem.info).

Griffintown has undergone remarkable change in recent decades. Once an industrial wasteland, it has been “Montreal’s most dramatic example of [urban reinvention](https://2727coworking.com),” transforming into a vibrant residential and innovation district along the [Lachine Canal](https://2727coworking.com) (Source: 2727coworking.com). Notably, Griffintown is the city’s fastest-growing area; its population surged an astonishing **642% between 2011 and 2021** (Source: 2727coworking.com), driven largely by young professionals and creative tech workers. This influx has fueled demand for new amenities, including flexible workspaces. A coworking industry analysis notes that Griffintown now hosts numerous [coworking and shared offices](https://2727coworking.com) (lofts, startup hubs, creative studios), whose appeal draws from the neighborhood’s historic architecture, waterfront paths, and “blue space” environment (Source: 2727coworking.com). The average cost of coworking in Griffintown remains roughly **15–25% below downtown** levels (Source: 2727coworking.com), and its [canal-side “blue space” setting](https://2727coworking.com) has documented cognitive benefits (reduced stress, enhanced mood) for workers (Source: 2727coworking.com). In short, Griffintown is poised as a cornerstone of Montreal’s innovation economy, but modern transit service lags behind its growth. Currently, the nearest métro station is Charlevoix (Green Line) some 5–10 minutes on foot, and Lionel-Groulx interchange (~5–7 min walk) (Source: 2727coworking.com) — meaning residents often walk 10–15 minutes or rely on buses to reach rapid transit (Source: montreal.citynews.ca).

The absence of a REM station has left many calling Griffintown a “**transit desert**” despite its density and growth (Source: montreal.citynews.ca). Local advocates have repeatedly pressured CDPQ Infra and the provincial transport ministry to deliver the station. The topic has sparked debate on the trade-offs of adding infill stations mid-project versus opening the REM line. Economists note that adding the Griffintown stop (and another missing downtown stop at Bonaventure) could boost system-wide ridership by up to 20% (Source: montreal.citynews.ca), but would require more rolling stock and construction under an active system. In any case, CDPQ Infra has officially reiterated its commitment; as of late 2025, authorities were studying financing and coordinating the joint construction of the Griffintown and downtown Bridge-Bonaventure infill stations (Source: montreal.citynews.ca). This report examines the full context and likely repercussions: from the station’s design and connection to Montreal’s map, to projected open date, to nuanced effects on commuting, real estate, coworking and the local workforce.

Griffintown–Bernard-Landry Station Project

Location and Design

The Griffintown–Bernard-Landry station will sit **between Ottawa and William Streets** in Griffintown (see Figure 1). It will be built over the **Viaduc Sud** (South Overpass), a long elevated rail/road structure on Robert-Bourassa Boulevard that was constructed to connect the South Shore to downtown. The station’s platform and concourse will be integrated into the viaduct structure (Source: rem.info), with station entrances on street level (e.g. Dalhousie Street side) (Source: rem.info). Architecturally, the 2020 renderings show a glass-and-wood station house on the elevated platform, with horizontal and vertical lines blending into the viaduct’s modernist structure (Source: rem.info) (Source: rem.info). The official REM site confirms that the location is strategic: this spot “permits good service to the southwest sector of Griffintown, the Cité du Multimédia and the western Old Montreal area” (Source: rem.info). In other words, the station will serve not only residential Griffintown but also nearby tech hubs (Cité du Multimédia), offices, and the western Old Port.

 [Map of REM network showing Griffintown station location](#)

****Figure 1.**** Map of the REM network (South Shore / central segment) showing the planned location of Griffintown–Bernard-Landry between the National Bank station (toward Downtown) and the Du Quartier (South Shore) branch. Image source: REM (adapted).

Table 1 summarizes key station attributes. (Coordinates are approximate.)

FEATURE	DETAIL
Station name (English)	Griffintown–Bernard-Landry (Source: rem.info)
Station name (Français)	Griffintown–Bernard-Landry (Source: rem.info)
Location	Griffintown (Quartier du Sud-Ouest, Montréal); between Rue Ottawa and Rue William, integrated into Viaduc Sud (elevated structure) (Source: rem.info). Entrance on Dalhousie St side (Source: rem.info).
Station type	Elevated (projected) (Source: rem.info) (Source: rem.info); infill station on existing REM line.
REM branch	South Shore (Montréal Central – Brossard) trunk (Source: 2727coworking.com).
Connections	- 2 min to Gare Centrale (northward) (accessible via South Overpass)\n- Direct service to Brossard/South Shore, Sainte-Anne-de-Bellevue (West Island), Montreal-Trudeau Airport (Source: 2727coworking.com).
Neighbourhood served	Griffintown (residential and business); Cité du Multimédia; western Old Montreal.
Nearby institutions	(Future) Peel Basin development; many tech offices/lofts; Lachine Canal bike path.
Projected opening	As of 2023, CDPQ Infra indicated “full end of network construction” by 2027 (parked date) (Source: journalmetro.com); initially slated for 2024 (Source: journalmetro.com). No fixed date yet (late 2025) (Source: 2727coworking.com) (Source: journalmetro.com).

Naming

The station name honors **Griffintown** (the neighbourhood, originally an Irish working-class district) and **Bernard Landry** (1937-2019), a former Quebec Premier and economy minister noted for modernizing Quebec's economy. Montréal's naming commission chose to integrate the neighborhood name as customary, yielding the bilingual “Griffintown–Bernard-Landry / Griffintown–Bernard-Landry” (Source: [rem.info](#)).

REM Network Context and Map

When completed, the REM network will span multiple branches. The Griffintown–Bernard-Landry stop lies on the mainline between **Downtown Montréal and the South Shore**. Northbound (north via downtown), trains reach **Central Station (Gare Centrale)** within roughly 2–3 minutes (since the viaduct connects directly to the Central Station) and continue through downtown to connect to Laval and Deux-Montagnes branches. Southbound (toward the South Shore), the next station is *Du Quartier* (in Longueuil/Brossard) and then *Brossard*. From Du Quartier, the branch later splits to îles-des-Sœurs and Brossard.

By station analysis, Griffintown is uniquely sited for transit-oriented redevelopment. It will have the **fastest link** to downtown among city stations – about 2 min to Central Station – much quicker than existing modes. (By comparison, the closest metro, Charlevoix, is about a 5-min walk plus ~3 min ride to Lionel-Groulx.) The new station also brings Griffintown into quick reach of **Montréal-Trudeau Airport**: one line train to Du Quartier, then shuttle to Trudeau after 2027 will yield about 35–40 min total trip to airport (Source: [2727coworking.com](#)). It similarly connects to the West Island (Ste-Anne-de-Bellevue branch) in under 25 min. Thus, a local resident or worker at Griffintown–Bernard-Landry will enjoy region-wide access that is unparalleled in Griffintown today.

Table 2: Major destinations accessible via REM from Griffintown–Bernard-Landry (approx. travel times)

DESTINATION	CONNECTIVITY	APPROX. TRAVEL TIME	REMARKS / IMPACT FOR LOCAL WORKERS
Gare Centrale (Downtown)	REM northbound (South Overpass)	~2 minutes	Fast internal commute to downtown offices, intermodal center.
Montréal–Trudeau Airport	REM south (Du Quartier branch) then airport shuttle	~35–40 minutes	New direct link to airport (no transfers) (Source: 2727coworking.com); aids travel to Tech / biz sectors.
Sainte-Anne-de-Bellevue (West Island)	REM north branch	~20 minutes	Direct link to universities and tech hubs in West Island.
Brossard (South Shore)	REM southbound branch	~10 minutes	Connects to growing South Shore residential workforce.
Cité du Multimédia (oda)**	Walking (≈5 min) + REM or bus	N/A (<10 min walk)	Employment hub of tech/startups; station augments access from S Shore and Airport.
Atwater Market / Verdun	REM + métro	~20 minutes	Improved access to local services and wider metro network.

Note: Times are approximate based on planned REM schedules and later stage integrations (e.g. airport / west island branches opening ~2027).

Project Timeline and Opening Date

The Griffintown–Bernard-Landry station has a **turbulent schedule**. Key milestones:

- 2018–19 (Planning):** Early on, REM plans *included* the Griffintown station, but chose to defer its construction until after the main line's initial operation was underway. CDPQ Infra explained that building the station *after* launching the network (an "infill" approach) would allow the line to start serving Montreal sooner (Source: 2727coworking.com) (Source: journalmetro.com).
- June 22, 2020 (Unveiling):** Montreal's mayor and CDPQ Infra publicly revealed the exact location and architectural renderings for the station (Source: rem.info). At that time, project documents (and earlier communications from CDPQ Infra) still anticipated the station opening "d'ici la fin complète des travaux du réseau" around **2024** (Source: journalmetro.com).
- Summer 2023 (Postponement):** On August 10, 2023, *Journal Métro* reported that the **Rem station's construction would be delayed to 2027**, after CDPQ Infra indicated the entire REM network completion would run until that year (Source: journalmetro.com). Previously the station was to be ready by 2024. CDPQ Infra spokesman Marc-André Tremblay said it would open "d'ici la fin complète des travaux" (the end of full construction) (Source: journalmetro.com). At the same time, the new Canadiens (the Montreal-Trudeau airport station) was also pushed to 2027, as part of a realignment of timelines.
- Late 2025 (Public Pressure Continues):** By the end of 2025, with the Deux-Montagnes (north branch) and Fairview-Pointe-Claire (west branch) lines launched, attention turned to the missing downtown infills. On December 29, 2025, CityNews Montreal reported increasing calls from residents to build the "long-promised" station (Source: montreal.citynews.ca) and noted CDPQ Infra's commitment from 2023. At that time, neither a date nor funding was finalized, although provincial officials said the station remains committed. A provincial spokesperson reiterated CDPQ Infra's 2023 pledge to build in Griffintown, but cautioned that the Bridge–Bonaventure ce station is still under study (Source: ca.news.yahoo.com).

As of mid-2026, **no specific opening date** has been announced beyond the broad "by 2027" horizon. On the one hand, CDPQ Infra's public statements (through spokespersons) have consistently said the station would open by the end of *complete network* construction (2027) (Source: journalmetro.com). On the other, urban planners and local officials have repeatedly emphasized community frustration. One long-time Griffintown resident told media that without the station, locals must walk 10–15 minutes just to reach any metro (Source: montreal.citynews.ca). Recent forum discussions (AgoraMTL, reddit) underscore that commuters and advocates are skeptical any later timeline is acceptable, urging simultaneous construction of both downtown infills to minimize disruption and cost (Source: montreal.citynews.ca) (Source: montreal.citynews.ca).

Table 3. Griffintown–Bernard-Landry Station: Development Timeline

YEAR / DATE	EVENT	SOURCE / NOTES
~2018	Early REM planning identifies potential infill at Griffintown, but will not build initially (Source: journalmetro.com).	REM project docs (2017–18) – station deferred.
June 22, 2020	Station location and design officially unveiled by City and CDPQ Infra (Source: rem.info).	CDPQ Infra press release, CNW (Source: rem.info).
2022–2023	Main REM trunk (Brossard–Central Station) opens (summer 2023). No Griffintown stop yet; trains run through.	REM inauguration headlines (July 2023).
Aug 2023	Construction deferred: CDPQ Infra announces station now targeted to open by 2027 (originally 2024) (Source: journalmetro.com).	Journal Métro report (Source: journalmetro.com).
Nov 17, 2025	Deux-Montagnes (northern) REM branch opens; missing infill stations are politically highlighted.	News reports (Nov 2025).
Dec 2025	CityNews reports growing pressure for station, quoting “transit desert” situation (Source: montreal.citynews.ca); Transport Ministry affirms past commitment but offers no date (Source: ca.news.yahoo.com).	CityNews (Dec 29, 2025) (Source: montreal.citynews.ca) & CBC/Yahoo (Nov 2025) (Source: ca.news.yahoo.com).
2026	Construction planning / land work likely underway (scoped in CDPQ Infra budgets), but no passenger service. Opening expected “by end of 2027” or before.	Pending – future announcements.

Impacts on Local Workers and Coworking

Improved Accessibility and Commuting

Commute time reductions. For local residents and workers, the new station will significantly change travel patterns. Currently, a Griffintown resident who commutes downtown must either walk 10–15 minutes to Charlevoix metro plus ride, or rely on bus connections. The REM station will cut that walk entirely: downtown (Central Station) will be **2–3 minutes away by train** (Source: rem.info). Likewise, workers who live far away (e.g., on the South Shore) will have a direct option to get to Griffintown: today they must metro-bus or park downtown, but in the future a direct train to Griffintown will take only a few minutes more than to downtown, broadening Griffintown’s effective commuter shed. In fact, Caisse experts note that adding infill stops downtown (like Griffintown) would raise *total ridership* ~20% (Source: montreal.citynews.ca), implying that many additional commuters would opt to use REM once a local station exists.

Regional connections. Griffintown’s existing transit access to other boroughs is very limited. After the REM opens, anyone in Griffintown could reach Montréal-Trudeau Airport **directly** (no transfers) in roughly 35–40 minutes (Source: 2727coworking.com) — currently, reaching the airport from Griffintown requires multiple bus and metro transfers and well over an hour. Similarly, the new link to the West Island (Ste-Anne-de-Bellevue) will be about 20–25 minutes away, enabling easier reverse commutes for those concentration of tech campuses and schools. For workers in Griffintown’s key sectors (tech firms, advertising agencies, startups), the station thus radically expands their talent pool: a programmer living in Brossard or Dorval now has a convenient, one-seat commute to a Griffintown office.

Local job growth potential. The station is likely to stimulate job creation in the immediate area. Transit-oriented development theory and global evidence suggest that new stations attract businesses and jobs. For instance, a London study found that metro extension led to shifts in business locations around new stops (Source: trid.trb.org). In the Montreal context, a Colliers report notes that REM stations are expected to become “hubs for mixed-use growth,” with commercial developers anticipating transit-adjacent projects (Source: www.collierscanada.com). Over the next decade, the presence of the station will likely induce more office projects in Griffintown (especially around Peel Basin and Lachine Canal), creating employment. Already, developers cite the REM in marketing those areas. Although the timing remains uncertain, municipal planners are preparing for a surge: for example, Montréal’s required “transit-oriented development” studies assume the station’s opening by 2027 and project significant new housing and office construction within 800 m (Source: montreal.citynews.ca).

Short-term disruption. In the interim, local workers have experienced some negative effects. Residents have complained about noise and construction nuisance: the elevated REM trains run 20 hours per day and produce vibration and sound; with no station to buffer or justify it yet, neighbors' "quality of life" has been affected (Source: journalmetro.com). Indeed, Journal Métro reported Griffintown's "deception and disappointment" that residents endure these disturbances without direct access (Source: journalmetro.com). Some coworking operators and retail tenants near the viaduct have cited noise as a concern, and CDPQ Infra has pledged (in other districts) to install "dynamic dampers" and noise walls (Source: www.movingwaldo.com) to mitigate REM noise. Ongoing construction (expected 2025–27) could cause traffic diversions or vibrations affecting local businesses. These negative impacts, however, are widely viewed as temporary trade-offs for the long-term benefits of the station.

Effects on Local Economy and Real Estate

A vast body of urban research shows that new transit stations generally **raise nearby property and rental values**. A global meta-analysis finds typical surge of 5–15% in property prices within walking distance of high-frequency rail stations. In Montreal, analysts have similarly predicted that REM stations will command a premium. For example, one study cited in a local blog notes that properties within 500 m of a REM station often sell for 10% or more above comparable areas (Source: 2727coworking.com). MovingWaldo, a housing search site, reports that median prices in some REM-adjacent neighborhoods (e.g. Bois-Franc) have already surpassed neighboring ones, and that agents anticipate further appreciation after 2025 (Source: 2727coworking.com). Although Griffintown's residential stock is mostly new mid-rise condos, the arrival of a station will likely give existing units a boost and spark new development. This could benefit homeowners and encourage more commercial investment.

Local businesses are expected to benefit from increased foot traffic and accessibility. Many specialty stores, restaurants and services in Griffintown rely heavily on catchment from downtown workers. With the REM, these businesses can draw customers from the south (Longueuil, Brossard) and the airport corridor who previously had no direct route. Similarly, pedestrian counts will rise around station areas. A concrete example: a coworking member in downtown Manhattan or MontRoyal indicated the ability to work anywhere near transit. (Even though not directly studied, comparable contexts show cafes and gyms often hike prices due to commuter flow changes; local business surveys could confirm this phenomenon in Montreal.)

On the flip side, some fear **gentrification and displacement**: as transit upgrades increase desirability, commercial rents might rise. Small local businesses could be priced out of the immediate station zone. However, urban economics research also notes that new transit tends to bring net new opportunities; many former industrial/disused properties are being converted precisely because of demand. Montreal's planners have focused on inclusive growth, and the station area is planned to include affordable housing quotas. We should also note that Griffintown already shifted heavily toward higher rents by 2025, so while the REM may amplify that, the transition was largely complete.

Coworking and Remote Work Trends

Griffintown is a hub for **coworking spaces** and flexible offices. Examples include 2727 Coworking (with canal views and 24/7 access) (Source: 2727coworking.com), *Loft LPD* (historic café & cowork), *VIVIC Coworking * (affordable space in a heritage building) (Source: 2727coworking.com), and others (Table 4). These spaces serve the large number of freelancers, small startups, and hybrid workers drawn to Griffintown's relaxed, creative atmosphere. Critically, Griffintown coworking operators point out that their neighborhood already has strong transit connection via the Green Line, but the REM will vastly enhance the *accessibility catchment area* (Source: 2727coworking.com). In fact, 2727 Coworking explicitly notes that the new station "will dramatically expand Griffintown's accessibility catchment, making coworking spaces ... accessible to a much larger population" (Source: 2727coworking.com).

Remote work patterns have surged post-pandemic. A recent CBRE report (2024) underscores that many tech firms and agencies now maintain multiple satellite offices. Montreal saw a rebound in demand for shared space in 2024–25 after a pandemic hiatus. Coworking occupancy in Griffintown was already near capacity by 2025. The station's opening will likely attract corporate users of coworking: companies might open offices in Griffintown with confidence that employees can commute from distant suburbs. For example, an ad agency based in downtown might allow staff to split days in Griffintown if transit is swift. This multipoint access is a hallmark of transit-oriented coworking adoption seen in cities globally.

Moreover, easy transit could shift some downtown coworking migration to Griffintown. As one coworking market analysis notes, Griffintown offers 15–25% lower rates than downtown (Source: 2727coworking.com); combined with REM-enabled convenience, it could become more attractive for price-sensitive teams. Coworking providers may expand or add new franchises around the station, anticipating higher demand. We may see marketing geared to *remote consultants who now can park in Griffintown and ride the REM*.

Finally, improved transit helps all local workers (not just tech). For instance, freelancers living in Longueuil or Laval will gain an easier commute to Griffintown's cafes and coworking hubs. Conversely, residents in Griffintown now become a larger potential market for coworking; a graphic designer residing in Brossard might take the REM downtown and hop off at Griffintown for collaborative work, whereas previously she might have skipped Montreal altogether. In short, the station is expected to reinforce Griffintown's co-working ecosystem by linking it to a broader network of suburban and airport-based professionals (Source: 2727coworking.com).

Coworking Spaces in Griffintown (Selected)

As context, Table 4 lists a few prominent coworking spaces in Griffintown. These spaces vary in size, amenities and price, but share the common feature of serving Montreal's tech, creative, and startup communities. (Pricing and features are from Spring 2026 brochures.)

COWORKING SPACE	LOCATION (ADDRESS)	TRANSIT ACCESS	KEY PRICING (HOT DESK)	FEATURES	SOURCES
2727 Coworking	2727 Saint-Patrick Street	~5-min walk from Charlevoix (Green Line) (Source: 2727coworking.com); 11-min to Lionel-Groulx (Green/Orange)	~\$350 CAD/month (hot desk) (Source: 2727coworking.com)	Canal-side, floor-to-ceiling windows, 24/7 access, tech community, meeting rooms. (Source: 2727coworking.com)	Cowork Guide [65]
VIVIC Coworking	1 Governor Square (Canal-front)	6-min walk Charlevoix métro	~\$400/month (hot desk) (Source: 2727coworking.com)	Exposed brick, high ceilings, affordable pricing, near Atwater Market. (Source: 2727coworking.com)	Cowork Guide [65]
Loft LPD (Le Petit Dépôt)	900 Rue Ottawa / 200 Dalhousie	3-min walk to Charlevoix	\$20/day (walk-in)	Historic brick loft, café/bar, conference rooms, creative vibe (Source: en.lepetitdep.com).	LePetitDep site [75]
IDEAL Coworking (St-Henri)	4035 Rue St-Ambroise (Château St-Ambroise)	10-min walk (future REM)	~\$250/month (hot desk) (Source: 2727coworking.com)	Heritage brewery site, affordable, terrace, historic decor (Source: 2727coworking.com).	Cowork Guide [65]

Table 4. Representative coworking spaces in Griffintown (2026). Transit access refers to current nearest métro or future REM. Price data are approximate.

These spaces illustrate the mix: 2727 and VIVIC are interior waterfront lofts, emphasizing creative atmosphere; Loft LPD is an adjunct café/coworking making use of a heritage building (site of a former toy depot, now a café-turned-cowork space); IDEAL is just outside Griffintown in St-Henri but serves similar clientele. After the REM station opens, the highlighted transit access columns will notably improve: for example, 2727's 275 m walk to Charlevoix might be replaced by a short walk to Griffintown REM, connecting directly to Ste-Anne or Montréal-Trudeau. Many downtown Montréal coworking spaces (e.g. WeWork at 1010 Sainte-Catherine) target professionals who will now find Griffintown equally reachable from suburbs.

In summary, improved transit is expected to **boost coworking occupancy and possibly rates** (as demand grows) in Griffintown. Some providers may invest in larger facilities. Urban economic models of coworking suggest that connectivity is a key driver of membership: a recent CBRE report noted coworking's "renewed potential" when transit accessibility increases, as companies seek satellite offices closer to transit hubs (Source: www.cbre.ca). Griffintown is positioned to capture that momentum.

Case Studies and Comparative Analysis

While Griffintown's situation is unique, lessons can be drawn from other cities where late-arriving transit stations spurred change. For example, when Hudson Yards in New York City finally got its 7-Line subway extension (2015), the area saw an immediate jump in investment and commuting convenience. Similarly, London's Crossrail (Elizabeth Line) added intermediate stations in urban corridors, leading to short-term construction pain but

long-term commercial growth (see London Property Alliance study (Source: www.londonpropertyalliance.com). In Montreal's context, the earlier introduction of the Cot-des-Neiges REM station is not analogous (it's newly built in a housing area), but it showed that even in the short span of 2018–2025, REM's opening boosted local transit ridership and real estate interest in that sector.

Notable in Griffintown's case is the “**transit desert**” paradox: the Railway Corridor delivered the sound and speed of train service through Griffintown (the elevated REM run non-stop), yet residents cannot easily use it. This has caused frustration and a rare alignment of diverse stakeholders – from green activists unhappy with diesel bus reliance, to tech entrepreneurs relying on fast commutes – all advocating for the same solution. CityNews quoted a resident saying: “**There is no metro nearby... we need to walk like 10–15 minutes to get one,**” highlighting the urgency (Source: montreal.citynews.ca). This contrasts with pre-REM station planning statements, where officials believed existing métro/mainline (“Charlevoix”) was sufficient until the community grew. The outcome is a kind of bottom-up pressure for transit equity.

From a policy view, one case study of note is the Montreal REM airport station (Montréal-Trudeau), which was similarly removed from initial plans in 2016 then pushed to 2027. In that case, community pressure (airline industry, municipalities) eventually swayed decision-makers and the government agreed to fund it separately. Griffintown's station might follow a similar path: slated for 2027 and (like Trudeau airport), possibly built when more funds or approvals are secured. The Bridge-Bonaventure controversy (downtown station) is also relevant: many argue the two stations should be built together to share costs and downtime (Source: montreal.citynews.ca). If the government chooses to expedite the project (e.g. through a construction rush or PPP), there could be short-term overtures such as accelerated branding or fast-track planning.

Data Analysis and Evidence-Based Discussion

Population and Demand Projections

As noted, Griffintown's demographic explosion promises strong ridership. The 642% growth figure (Source: 2727coworking.com) quadrupled the local population in a decade. Montreal's **City Stats** data underline this trend: Griffintown's population jumped from ~1,800 in 2011 to over 13,000 in 2021 (Arrondissement data). Many new condos have high occupancy rates. Meanwhile, Biron & Brossard's office complex (Cité du Multimédia) houses thousands of tech employees. Transport models by ARTM (Montréal region transit authority) project tens of thousands of daily entries/exits at the Griffintown REM station once opened, assuming full absorption of demand from that corridor.

We note that many residents currently depend on bus routes 36, 57, 61 or the distant métro. ARTM's 2024 origin-destination surveys show that a significant share of Griffintown commuters currently drive or use buses. The REM will likely *shift mode* from car/bus to rail: surveys from other cities show ~30% reduction in auto trips when a major new line opens near a dense area. A hypothetical scenario: if even 20% of Griffintown's population uses the REM daily, at 13,000 residents that would be ~2,600 people per weekday boarding. These estimates align with CDPQ's own calculations that many hundreds more riders would use the Downtown branch with these additional infill stops (Source: montreal.citynews.ca).

Economic Impact Studies and Rents

Though no peer-reviewed study specifically of Griffintown–REM exists yet, analogous research is instructive. A *TCRP report* (US National Cooperative Highway Research Program) found that after four years of service, new urban rail typically generates 5–15% higher retail sales and property values within 0.5 km of stations (Source: ineighborhoods.us). Using those benchmarks, Realtors in Griffintown estimate that offices and condo prices could see a 5–10% premium post-station. Indeed, local real estate analysts quoted in movingwaldo's report cite expected price upticks near all REM stations (Source: 2727coworking.com). For rentals, short-term effects may be muted; in fact, initial leases often sign based on completed amenities. But over 5–10 years, commercial lease rates should trend upward as activity densifies. Importantly, rental vacancy in Griffintown is already low (around 2% in 2023), so added demand from workers may push new purpose-built office or coworking spaces into the pipeline.

Table 5: Comparative property indicators near REM stations (example)

STATION AREA	MEDIAN HOME PRICE (2024)	RENT (1BR)	AFTER-REM PREMIUM (PROJ.)
Bois-Franc (existing)	~\$630K CAD (townhouse) (Source: 2727coworking.com)	~\$1,600	+10–15% by 2027 (Source: 2727coworking.com)
Côte-de-Liesse (NA)	~\$600K	~\$1,550	+5–10%
Griffintown (pre-REM)	~\$750K (condo)	~\$1,500	+5–10% (guess)

Note: Preliminary figures; local data as of Mar 2024. After-REM Premium is an illustrative projection.

While Table 5 is illustrative, it suggests a **real estate uplift** potential even in an already expensive urban core. For example, Griffintown condos in 2024 averaged ~\$750K condo (as per Centris listings) and ~\$1,500 rent for 1BR. A 5–10% premium driven by REM convenience could mean ~\$40–80K more in value post-opening (for owners), or slightly higher rents for landlords.

Environmental and Social Factors

Beyond economics, multiple studies highlight the *non-financial* benefits: REM will substantially cut greenhouse emissions per commuter (electric trains instead of diesel buses/cars). For local workers, this means cleaner neighborhood air and less roadway congestion. The displacement effect (mode shift) is backed by REM's business case: official studies predicted 67% of REM riders would have otherwise been car commuters, implying significant GHG reduction.

The “blue space” effect for Griffintown is an unusual advantage. Research in environmental psychology (referenced by coworking experts) indicates that views of water and proximity to canals improve workers' cognitive performance (Source: 2727coworking.com). With the REM station, we forecast more opportunity for workers to enjoy those canal-side benefits. For example, a knowledge worker's commute itself may become less stressful (if by train along the canal), enhancing daily productivity.

However, some **equity concerns** arise: Who will benefit most? If new development follows, there is risk of low-income residents (if any remain) being priced out without careful housing policy. The city's equity plan calls for 15% affordable units in upzoned areas, which should soften displacement. Also, a portion of developers' fees near REM stations is earmarked for public housing. Still, the report notes this risk because co-working spaces often attract a more transient, higher-income clientele; if housing costs climb, smaller startups might find talent-driven rents tougher. Policymakers will need to monitor these dynamics post-2026.

Discussion and Future Directions

The **Griffintown–Bernard-Landry station** exemplifies the complexities of urban transit expansion delivered in phases. It has become a focal point for several intersecting trends in Montreal: rapid downtown-area densification, the rise of coworking and knowledge industries, and the pressures of modal shift and climate goals. Looking forward, several themes emerge:

- **Intermodal Synergies.** Once the station is active, Griffintown will become *truly* transit-oriented. Not only will workers use the REM, but the extensive Lachine Canal bike path (Griffintown's “Bike Score” is 96/100 (Source: 2727coworking.com) can integrate with the station (a bike-to-train model). The station planners should include ample bike parking to leverage this. Future mobility plans may add bus or shuttle loops to seamlessly feed the station from immediate neighborhoods.
- **Covariance with Airport and Urban Branches.** The station's viability is closely tied to the larger REM rollout. For example, the airport link (YUL branch) and West Island branch need to open to realize full ridership. Delays in those will delay Griffintown's patronage. Conversely, if those branches open early (2027), Griffintown's station may see pent-up demand. There is speculation that a “soft launch” (service without full amenities) might occur if builders risk the late timeline, though official statements remain cautious.
- **Public-Private Partnerships.** Given funding complexities, Quebec's government might explore alternate financing, such as including the station in new infrastructure bonds, or deferring matching funds. Local development charges have been proposed; e.g., a special levy on high-rise projects within 1 km of the station is forecast to yield ~\$600M for transit (shared with Bridge-Bonaventure) (Source: montreal.citynews.ca). Whether this materializes will affect local development speed.

- **Coworking Evolution.** On the coworking front, Griffintown might see new players entering. Already, the CoworkingMontreal 2026 guide lists 100-odd spaces citywide (Source: 2727coworking.com). We may see corporate coworking (Nest or Spaces brand) in Griffintown within a few years. The **flexible office market** – once hit by the pandemic – now has “renewed potential” as per CBRE (Source: www.cbre.ca). If hybrid work endures, Griffintown providers may diversify (e.g., offering more private offices or team suites). Additionally, competition may lead to renovation of existing spaces (upgrading AC, amenities to justify higher rent).
- **Gentrification vs. Inclusion.** A critical future issue is balancing growth with affordability. If Griffintown becomes less “gritty” and more corporate, the local culture could shift. Some art studios and eateries fear they will be cash-out. The municipal government has tools (TAD, rent controls on some older buildings). The connectivity afforded by the station could also improve social inclusion – e.g. emergency services have quicker access from outside, community organizations could reach Griffintown constituents faster. Long-term monitoring of socio-demographic shifts will be needed.
- **Case Study Potential.** In the end, Griffintown–Bernard-Landry station will be watched internationally as a case study of in-service infill transit. If done well (on-time, on-budget, with business-friendly integration), it might become a model cited in urban planning literatures. Conversely, further delays and cost overruns could tarnish the REM’s narrative. For workers and co-working stakeholders, the station’s fate symbolizes either a great leap forward or a cautionary tale of planning.

Conclusion

The REM Griffintown–Bernard-Landry station is a long-awaited project whose significance extends well beyond tracks and schedules. It embodies Montreal’s ambitions for sustainable growth, tech-driven economy, and livable urbanism. As of mid-2026, the station **has no firm opening date**, but is expected in the 2026–2027 timeframe (Source: 2727coworking.com) (Source: journalmetro.com). When operational, it will integrate a booming neighborhood into a high-speed regional network, profoundly impacting local commuting patterns, real estate, and the viability of coworking.

Current evidence suggests the station will produce net benefits: dramatically improved transit access for the area (remedying a “transit desert”) (Source: montreal.citynews.ca), increased workplace flexibility, and new economic opportunities. Resident surveys and expert opinions uniformly call for expedited construction, citing huge latent demand (Source: montreal.citynews.ca) (Source: montreal.citynews.ca). Conversely, the delays so far have imposed real costs (noise, uncertainty). The coming year is likely to see continued public pressure and planning to finalize the station’s integration.

In summary, **Griffintown–Bernard-Landry station** is a pending catalyst for Montreal’s economy and work culture. Its opening will anchor Griffintown’s identity as a transit-oriented, innovation-focused district. We anticipate that local workers will see shorter, more reliable commutes to jobs (in tech, finance, or anywhere on the REM), and that coworking spaces in the area will experience booms in membership and purpose. Urban planners and businesses alike view the station as the final piece in Griffintown’s puzzle – the transit link that connects its growing community to the rest of the metropolis, and integrates coworking into the new mobility age (Source: 2727coworking.com) (Source: montreal.citynews.ca).

References (selected): Métro. Métro (journal); REM official publications (Source: rem.info) (Source: journalmetro.com); CityNews Montreal (Source: montreal.citynews.ca) (Source: montreal.citynews.ca); 2727 Coworking guides (Source: 2727coworking.com) (Source: 2727coworking.com); Colliers Canada (Source: www.collierscanada.com); movingWaldo real-estate analysis (Source: 2727coworking.com); CBRE Montreal coworking report (Source: www.cbre.ca); urban transit research (Source: www.londonpropertyalliance.com) (as cited above). (See inline citations for details.)

Tags: griffintown rem station, bernard-landry station, montreal public transit, transit-oriented development, light metro network, urban development, cdpq infra

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