

De la Commune Service Yard

Site #9 – Building #0669 - 987 De la Commune Street - Ville-Marie borough, H3C 4H5
Montréal, Province of Québec, Canada

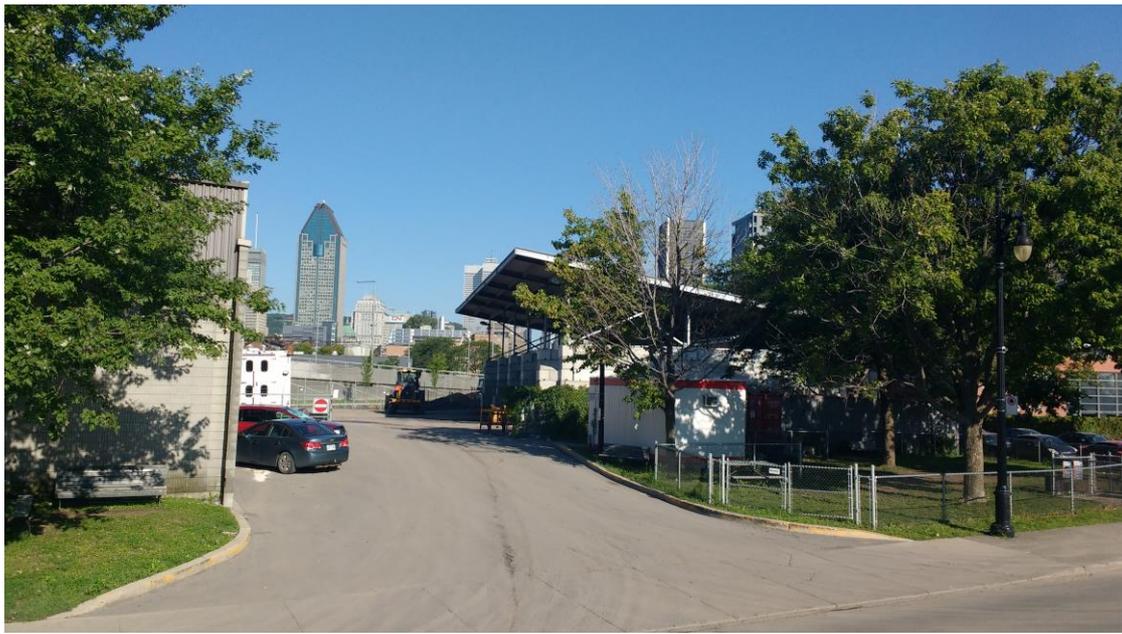
Reinventing
Cities

De la Commune Service Yard, the considered site, is located in the Cité du Multimédia adjacent to the west end of Vieux-Montréal. The Cité du Multimédia is a neighbourhood located between Vieux Montréal, Griffintown and downtown Montréal. It is the result of a vast real-estate project launched by the Québec government in the late 1990s, which redeveloped abandoned nineteenth-century industrial buildings into a business cluster for information technology companies.

This site consists in a 9 910,5 m² lot, currently occupied by a satellite service yard. It enjoys exceptional exposure, being located at the entrance to the city via the Bonaventure highway. It also benefits from a good accessibility by public transit, with two metro stations located less than 1.2 km away and three bus lines running in the area. The

site is linked to Montréal's bike path network as well.

In addition to the reconstruction of the satellite service yard, the site proposes an attractive opportunity for an open program, including the possibility to develop a mixed-use project (allowed uses are residential, commercial, industrial and institutional ones).



Expected program:

Reconstruction of the city of Montréal satellite service yard and open program including the possibility to develop a mixed-use project (mixed zoning)

Owner:

The City of Montréal

Plot area:

9,910.5 m² / 106,675 sq. ft.

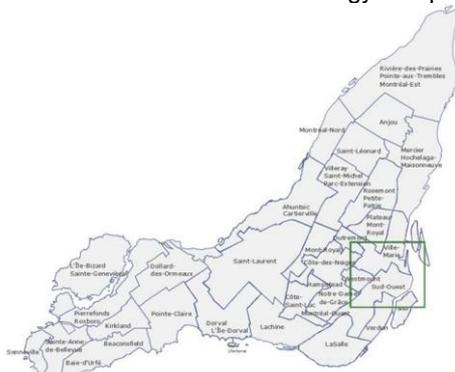
Type of property transfer intended:

Sale

Presentation of the site and expectations for its redevelopment

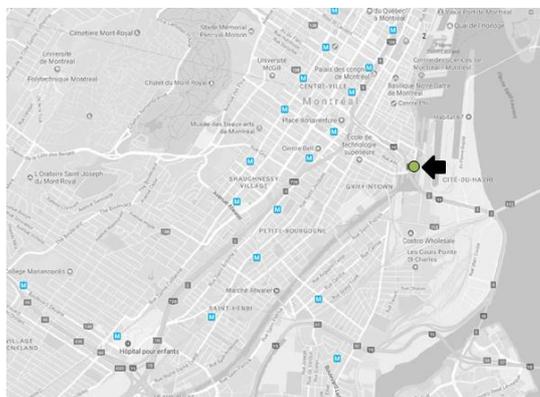
The site is located in the Cité du Multimédia adjacent to the west end of Vieux - Montréal. It enjoys exceptional exposure, being located at the entrance to the city via the Bonaventure highway.

The Cité du Multimédia is a neighbourhood located between Vieux Montréal, Griffintown and downtown Montréal. The neighborhood is the result of a vast real - estate project launched by the Québec government in the late 1990s, which redeveloped abandoned nineteenth - century industrial buildings into a business cluster for information technology companies.



The site is easily accessible by public transit. Two metro stations are located less than 1.2 km away and three bus lines run in the area. As well, the site is linked to Montréal's bike path network, connecting the site to public transit systems, to Vieux-Montréal and to downtown.

The current plans for the Réseau électrique métropolitain (REM) light rail project include the potential addition of an underground station beneath Bassin Peel to reach the areas of Pointe St-Charles and Griffintown. The timeline indicates that the REM will be operational in 2020.



The property is currently occupied by a satellite service yard for the Ville-Marie borough, including some 1,590 m² of rental area as well as a two-storey building with a footprint of about 1,125 m². A layout plan for the current land occupation and floor plans for the two storeys of the building will be provided in the dataroom.

The gas station will be relocated to another site and does not need to be included in the C40 Reinventing Montréal project.

The project must necessarily include spaces for the city's exclusive use for the satellite service yard's operations and the construction of the satellite service yard.

During the project's construction, the current satellite service yard will be relocated in order to free up the site for the implementation of the new C40 Reinventing Montréal project. The duration of this phase must be set out in the proposals, and the winning applicant must commit to respecting that time frame.

The city's specific space requirements will be similar to those in the current yard.

The technical and functional program specific to the spaces that will be the city's property will be provided to C40 by February 28, 2018, and are part of the call for proposals documents, meaning for the last phase of the Competition, set to start in June 2018.

In general, the satellite service yard requires office spaces, including locker rooms and lockers, a kitchen, warehousing space and two vehicle maintenance spaces. As well, it needs industrial spaces, listed under "yard function" below, which are currently outside the site but which will need to be incorporated within the applicant's project. In a preliminary way, the allotment for the main spaces required for the operations of the satellite service yard, other than traffic spaces and other secondary functions, can be summed up as follows:

- Office space : 815 m²
- Warehouse space : 380 m²
- Vehicle maintenance space : 275 m²
- Yard function:
 - 5 shelters for abrasives / waste / gravel : 379 m²
 - parking spaces for maintenance vehicles to be determined

The minimum height for the "yard function" is 6 metres and the required number of garage doors remains to be determined.

Specific planning rules and regulations regarding the development of the site

CADASTRAL LOT NUMBER(s)	5 521 975
USED	M.7C
HEIGHT MIN. /MAX. (meters)	11 m/30 m
EXTRA HEIGHT (meters)	80
C.O.S MIN. /MAX.	0/9



Today, the site is designated as lot 5 521 975 of the Québec Land Register and belongs to the city of Montréal with full rights. This lot is made up of the following part lots: Part 1483, Part 1484, Part 1502, Part 1503, Part 1505 and Part 1506. Montréal acquired these properties by expropriation.

M.7C zoning allows for residential, commercial, industrial (with community equipment) and institutional uses.

The zoning profile will be available in the dataroom, along with the full list of authorized usages. You can also consult the urban planning regulation website:

http://ville.montreal.qc.ca/portal/page?_pageid=7317,102539873&_dad=portal&_schema=PORTAL

For residential usages, the city of Montréal adopted its Strategy for the Inclusion of Affordable Housing in New Residential Projects

which requires that all projects with more than 100 units include 15% social housing units and 15% affordable units.

Further details are available online:

http://ville.montreal.qc.ca/portal/page?_pageid=9437,121219636&_dad=portal&_schema=PORTAL

The order of intent using the city of Montréal's template will have to be provided, which sets out the purchaser's obligations, such as the maximum construction time for the project starting from the date of signature, an option to cancel if the promisor does not fulfill their obligations, a guarantee (letter of guarantee), and so forth.

The appropriate authority from the city must approve the list of proposers chosen in step 1, the call for interest (pre-selection) before moving ahead to step 2, selection of the winning applicant.

Once the winning promisor has carried out their due diligence, they must hire a notary to write a draft bill of sale, using the city's template. This draft bill of sale, once approved by the city's representatives and those of the winning promisor, will be presented to the appropriate authorities at the city for approval. Once the draft bill of sale is satisfactory to both parties (Montréal and applicant), a two-month time period is required to obtain the sale resolution. After the municipal council resolution authorizes the sale, the bill of sale may be signed. The acting notary is at the acquirer's cost.

The city of Montréal plans to sell the property to the winner of the call for proposals at its fair market value, which will be determined by an expert (chartered appraiser) from the city. The sale of the site must include a commitment from the applicant to sell the spaces dedicated to the city for operating the Ville-Marie borough's satellite service yard in the form of usufruct (see section above: Presentation of the site and expectations for its redevelopment).

This usufruct must be for an initial period of at least 40 years, plus four options for five years at the city's discretion. The rent will be set at market price by the city's experts depending on the winning project, and it will include a budget allotted for the base building cost of these dedicated spaces. The call for proposals for the Reinventing Cities competition will include the required specifications for these spaces

Specific climate or environmental issues regarding the development of the site

The vulnerability analysis carried out as part of the Climate Change Adaptation Plan for the Montréal Urban Agglomeration 2015-2020 for the six climate hazards identified for the island of Montréal (higher average temperatures, heavy rainfalls, heat waves, destructive storms, droughts and river floods) revealed that the area where the site is located presents no major vulnerabilities.

The site is located close to sampling station #103 of the Réseau de surveillance de la qualité de l'air (air quality monitoring network). According to the 2016 environmental report on air quality in Montréal, the air quality index for the area is generally good. In 2016, only four days of poor air quality were recorded. However, the site is located on a contaminated lot which is subject to the Land Protection and Rehabilitation Regulation under Québec's Environment Quality Act. Soil characterization studies were carried out and can be provided upon request.

The property has been home to many activities that may have had an impact on the quality of the soil and groundwater. Before the Bonaventure highway was built, this was an industrial area. Activities such as foundries, a

coking plant, and manufacturing of metal objects and chemical products took place on the site or nearby. Currently, the site is occupied by a satellite service yard operated by the Ville-Marie borough.

Because the site is subject to the Land Protection and Rehabilitation Regulation, a number of regulatory requirements apply. In particular, characterization studies must be carried out, attested to by experts recognized by the ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques (Quebec ministry of sustainable development, environment and the fight against climate change) (MDDELCC), a contamination notice must be registered, a rehabilitation plan must be approved by the appropriate authorities, and post-rehabilitation monitoring must be performed.

As well, the property is a recorded archeological site (in its entirety) according to the archeological heritage map produced by the city of Montréal's Service de la mise en valeur du territoire (land development service).

Some archeological expert reports were made about the site; they can be provided later.

