

## MEMORANDUM - DRAFT

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TO: Chris Swail, Director, O-Train Planning

FROM: Peter Schwartzentruber, Deputy Project Manager,  
CTP2, Owner's Engineer, O-Train Planning

RE: Relocated Walkley Yard MSF, West of Albion  
Road

DATE: January 17, 2016

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The purpose of this memorandum is to recommend a relocation of the Walkley Yard Maintenance and Storage Facility (MSF) on City land, immediately west of Albion Road, as part of the scope of the Stage 2 Trillium Line DBFM contract.

### **Background:**

The current Walkley Yard site has limited overall functionality for rail car maintenance and is a collection of antiquated buildings with no consolidated storage space. The site is currently leased by the City of Ottawa; the lease expires on December 31, 2021 with options to extend for four additional terms of five years to December 31, 2041.

The 2016 Planning and Environmental Assessment Study for the Trillium Line Extension recommended the expansion and renovation of the current Walkley Yard site for the Stage 2 LRT Project. This expansion would have resulted in the City acquiring 0.5 ha of additional land. The roughly 25 year concession for operating the Trillium Line will extend to 2048 and as a result, the Lease, as currently drafted, will not be sufficient to cover the whole term of the concession.

The Trillium Line is now expected to be delivered as a Design Build Finance Maintain (DBFM) contract, whereby the contractor who constructs the system will also be responsible for maintaining the system and operating the MSF for the duration of the concession period. This approach allows the City to transfer to the contractor the future operational risks of the facility; however, it also means that the City must give Proponents as much discretion as possible to design the system and, in this case, their MSF, in a manner which they deem to be most efficient.

With these considerations in mind, the preliminary engineering team has reviewed the existing MSF at Walkley Yard together with an alternative scenario whereby the MSF would be constructed on City-owned lands on the west side of Albion road adjacent to the existing facility. This analysis suggests that when property acquisition and potential remediation costs at the current Walkley Yard are factored in together with the extensive retrofitting that would likely be required at the existing facility, the alternative site west of Albion Road would be less costly and provide Proponents the most opportunity for an innovative and efficient MSF design.

### **Project Description**

The Walkley Yard MSF would be expanded and constructed on a City parcel of land immediately west of the the existing site. A Tributary of Sawmill Creek will need to be relocated northwards to allow sufficient area for the MSF. The site currently contains rail but does not contain any existing buildings

which would need to be removed thus providing the successful proponent with more flexibility in the design and layout of the MSF to be operated and maintained by Project Co. Space allowance for OC Transpo operational staff would be provided within their building.

The Walkley Yard MSF will consist of a new maintenance building housing heavy maintenance bays, shop storage and administration offices. A trainwash building, fueling area and inspection pits as well as storage tracks holding up to 18 DMU's and a parking lot off of Albion Road are also components of the MSF. The site will be fully secured with perimeter fencing and access will be controlled. An acoustic wall is planned on the north side of the facility to mitigate any potential environmental noise impacts.

### **Impact of Change**

The Environmental Project Report completed for the Trillium Line Extension provides guidance on whether a change to the Recommended Plan is significant or not significant. The Preliminary Engineering team undertook an assessment of this proposed change based on the checklist of items provided in the EPR, including noise and vibration impacts, and determined that this proposed change is not significant.