

BACKGROUND

The Belfast Yard Maintenance, Storage, and Administration Facility (MSF), used to ensure the good repair and availability of the O-Train Confederation Line light-rail vehicle fleet, will be operated by the Rideau Transit Group (RTG) until 2048. The first stage of LRT service will start with a fleet of 34 Alstom Citadis light-rail vehicles (LRVs), although the site currently has capacity to store up to 44 vehicles. The expansion of this facility was anticipated to occur when the City expanded beyond Confederation Line, and was captured in the original Environmental Assessment (EA) for the site.

FREQUENTLY ASKED QUESTIONS

Why is the Belfast Yard expansion required?

In order to accommodate the additional fleet of LRVs required for Stage 2, the Belfast Yard MSF requires an expansion in order to maintain and house 72 LRVs on a temporary basis until additional storage is established at another location as part of the implementation of Stage 2. All of these additional vehicles would also be assembled as well as come to this site for heavy maintenance.

What is to be expanded? What construction is required?

An addition to the shed will be constructed, extending further west on the site. Additional maintenance bays will be constructed just north of the shed, joined by a pedestrian walkway over the shed. Due to space requirements, the existing berm will be removed, and a sound attenuation wall will be built.

Why can't the expansion be built further east on the site?

The eastern portion of the site was considered. However, there are multiple utility connections present, as well as the storm water management pond. These factors greatly reduced the ability to build in that area.

Why can't the expansion be built elsewhere?

The City has plans for an additional Light Maintenance and Storage Facility and an EA is currently underway to gain approval for this in the area adjacent to the future LRT extension from Bayshore to Moodie. In addition, the approved Confederation Line EA allows for the expansion within the footprint of the existing MSF at Belfast, which is what is being pursued here. Ultimately, this facility will house 66 vehicles on a permanent basis; whereas, Stage 2 requires a total of 72 vehicles on opening day which will be stored between 2 separate locations—the Belfast MSF, and a new facility either at Moodie or at Baseline Station.

Who will complete construction of this expansion?

The Rideau Transit Group (RTG) will undertake the expansion of the facility, including design and construction.

How was this agreement negotiated?

Late in 2016, the City negotiated with RTG with the goal of finding efficiencies and cost savings by using existing Confederation Line assets, such as the Belfast Yard infrastructure, for the next phase of light rail expansion. The resulting Memorandum of Understanding (MOU) between the City and RTG provides a fixed-price for:

- 38 additional Alstom Citadis LRVs;
- The expansion of the Belfast Yard MSF; and
- On-board train control and communications equipment.



FAQs: Belfast Yard Expansion

When will construction begin? When will it end?

Crews are currently onsite conducting soil tests on the berm along the northern end of the site. Removal of the berm will begin as early as late April 2017. Once the berm is removed, construction will begin on the sound wall, utility relocations, and building foundations. Substantial completion of the exterior of the building is anticipated by the summer of 2018 with interior outfitting to continue to December 2018.

Why is construction imminent if Stage 2 work won't start until 2018?

The City's MOU with RTG stipulates the 38 new vehicles would be ordered in 2017, so that RTG can continue assembling and commissioning the vehicles at the Belfast Yard while maintaining the existing supply chain and assembly system. It is also more efficient to complete the majority of the expansion works before Stage 1 goes into revenue service and the yard begins its normal daily operations. Delivery of Stage 2 vehicles on the heels of the first phase of the Confederation Line has enabled the City to secure even better pricing per vehicle than was achieved in 2012.

What will be done to mitigate community impacts of the facility addition and construction?

A permanent sound attenuation wall will be built as soon as feasible in the construction schedule and in advance of other major works associated with the expansion. In contrast to past work, no significant demolition work is required. Additionally, some components of the expansion will be constructed offsite and transported to the Belfast Yard for installation, which will be less disruptive.

Will lighting be implemented in a way that does not impact neighbours?

Perimeter lighting will be installed at a low elevation, pointing downward, as not to impact neighbors. As well, some existing lights and security cameras will have to be relocated in a manner that is least disruptive.

What transit, traffic and pedestrian detours are anticipated?

No impacts to OC Transpo routes are anticipated as part of this work. Any temporary adjustments to traffic patterns and pedestrian connections will be communicated by the City and the Ward Councillor's office. In the development of traffic detour options, every effort is made to minimize the impact on traffic and the community.

How will we be kept informed during construction?

The O-Train Stakeholder Relations team will continue to work closely with RTG and the Ward Councillor to ensure the community is promptly informed as soon as additional information becomes available, via community meetings and regular electronic updates.

For further information about this project, please contact the City's representative:

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