New Port Colborne Operations Centre
PUBLIC INFORMATION CENTRE NO.3
Tuesday November 17, 2009
Municipal Class EA Process

• Many projects related to municipal services and infrastructure that are similar in nature, are carried out routinely, and have predictable and mitigable environmental effects are investigated according to the Municipal Engineers Association "Municipal Class Environmental Assessment,” (October 2000, as amended 2007).

• The Municipal Class Environmental Assessment (Class EA) process categorizes proposed municipal projects according to their anticipated environmental impact, and requires increasingly stringent review requirements as the magnitude of the anticipated environmental impact increases.

• This project will be conducted in compliance with Schedule “C” of the Municipal Engineers Association "Municipal Class Environmental Assessment,” (October 2000, as amended 2007).
Municipal Class EA Process

Phase 1
Identify and Describe the Problem(s)

Phase 2
Alternative Planning Solutions
- Identify reasonable alternative planning solutions.
- Evaluate the alternative solutions, taking into consideration environmental and technical factors.
- Identify a preferred solution to the problem(s).

Phase 3
Alternative Design Concepts For the Preferred Solution
- Identify alternative designs to implement the preferred solution.
- Inventory natural, social/cultural and economic environments.
- Identify the impact of the alternative designs after mitigation.
- Evaluate alternative designs.
- Identify a preferred design.

Phase 4
Environmental Study Report
- Compile an Environmental Study Report (ESR).
- Place ESR on public record for review for 30 days.
- Notify the public and government agencies of completion of the ESR and of the Part II Order provision in the EA Act.

Phase 5
Implementation
- Proceed to construction of the project.
- Monitor environmental provisions and commitments.

Problem Statement
Preferred Solution
Preferred Design
ESR

Agency and Stakeholder Consultation
Agency and Stakeholder Consultation

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
Problem Statement

• The City of Port Colborne maintenance operations are currently carried out at two locations:
  • the Central Operations Facility at 11 King Street and
  • the Parks Division at the Port Colborne Arena at 52 West Side Road.
• The current facilities are undersized and need of upgrading in order to meet Best Practices.
• The City of Port Colborne has initiated a Class Environmental Assessment to complete a functional preliminary design for a New Operations Centre.
Existing Conditions/Need

Existing Conditions: Public Works Facility

NEW PORT COLBORNE OPERATIONS CENTRE  CLASS ENVIRONMENTAL ASSESSMENT
NOVEMBER 9, 2009

Facts & Figures
Staff – 27
Vehicles/Equipment - 33 large pieces
No. of Buildings – 3 + Sand/Salt Dome
Building Space - 12,420 sq. ft.
Site Area – 142,862 sq. ft.
Existing Conditions/Need

Existing Conditions: Public Works Facility

Facts & Figures

- Staff: 14 + seasonal
- Vehicles/Equipment: 9 large pieces
- No. of Buildings: 2
- Building Space: 3,884 sq. ft.
- Site Area: 17,326 sq. ft.
Existing Conditions

Both facilities are inadequate to meet the Operation Division current needs for the following reasons:

• Lack of central facility impacts operations resulting in higher maintenance and operational costs;
• The current space does not meet needs resulting in difficulties in serving the public at the Operations facilities;
• Congested traffic in yard area at 11 King Street resulting in increased time to load winter control materials;
• Undersized fleet maintenance facilities resulting in some vehicle/equipment being serviced in the yard;
• Outdated HVAC equipment at facilities resulting in poor climate control;
• Lack of adequate locker facilities for male and female employees resulting in difficulty in maintaining work clothing and general hygiene;
• Lack of dry vehicle and equipment storage resulting in vehicles and equipment being exposed to the environment;
• Facilities are dated and would not meet current Building Code requirements for space;
Existing Conditions - continued

- Inadequate site security, particularly at 52 Westside Road;
- Facilities do not address requirements for disabled persons;
- Fuel system nearing the end of expected service life and inventory management is subject to human error;
- Lands at 11 King Street are leased from St. Lawrence Seaway and long-term liabilities related to previous use are a concern;
- Lack of suitable space for storage of hazardous materials;
- Environmental concerns due to the location relative to the Welland Canal;
- Federal regulations for hazardous materials handling;
- Equipment is isolated to north end of City and access can be an issue during winter control;
- Buildings at 11 King Street has presence of asbestos which cannot be disturbed without undertaking proper procedures and has cost implications; and
- Limited ability to grow and meet future requirements.
Facility Requirements

Administration:
• Administration/Management of Staff and Facility
• Reception Area
• Meeting and Training Space
• Filing and Photocopier
• Material Storage
• Lunch Room
• Washroom Facilities
• Utility Areas
• Health and Safety

Fleet Maintenance:
• Maintenance Bays
• Wash Bays

Fleet Maintenance cont.:
• Parts and Tool Storage
• Small Equipment and Machinery Storage
• Vehicle and Equipment Parking (heated and non-heated)
• External areas for vehicle and equipment parking

Employee Facilities:
• Locker, Shower and Change Facilities
• Mud Room
• Dispatch
• Stores (Material Storage)
Preferred Alternative

The Preferred Alternative is Design and Construction of a new Centralized Facility. This option provides:

• The best opportunity to mitigate social environmental issues and meet environmental Best Practices.
• Can be designed to meet the needs of the City and the community.
• Improved opportunity to manage resources.
• The most cost effective solution for on going operation and maintenance.
Alternative Locations Considered

The Project Team used the following criteria to narrow down potential alternative locations for the centralized Operations Centre:

**Ownership** - Public ownership is preferred over private ownership but ownership of the site is acceptable if the current site owner is agreeable to sale of lands.

**Area** - Sites must be at least 5 ha in size.

**Zoning** - The candidate site should be zoned industrial or public to ensure complementary uses to an Operations Centre.

**Servicing** - Municipal water and wastewater servicing is preferred to the development of private services

**Access** - The access should be to arterial or collector roads and be adjacent to the populated area of the City.

**Land Use Conflicts** - Away from residential uses.

**Connection to the Community** – Proximity to the urban area and connection across the Welland Canal are important considerations.
Alternative Locations Considered

These following sites were considered:

Parcel 1 - 11 King Street - the current location of the Works Operations.
Parcel 2 - Elizabeth Street - across from the Community Park.
Parcel 3 - 52 Westside Road - the current location of the Parks Operations.
Parcel 4 - Canal Service Road/Barber Drive - in heavy industrial area of the City.
Parcel 5 - Snider Road at Concession 2 - in rural area of the City.
Parcel 6 - Port Colborne Industrial Park on Stonebridge Drive

The preferred site is the Parcel 6 (6 Ha.) - Stonebridge Drive site in the Port Colborne Industrial Park.

The cost estimate for the new facility is $6,433,053.75.
### Assessment of Alternative Locations

<table>
<thead>
<tr>
<th>Parcel 1 11 King Street</th>
<th>Parcel 2 Elizabeth Street</th>
<th>Parcel 3 West Side</th>
<th>Parcel 4 Canal Service Road/Barber Drive</th>
<th>Parcel 5 Snider Road</th>
<th>Parcel 6 Stonebridge</th>
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<tbody>
<tr>
<td>Ownership</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>St. Lawrence Seaway</td>
<td>Private</td>
<td>City</td>
<td>Private</td>
<td>Private</td>
<td>City</td>
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<tr>
<td>(leased)</td>
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<tr>
<td>Area</td>
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<td></td>
</tr>
<tr>
<td>3.6 ha (too small)</td>
<td>5.3 ha</td>
<td>4.3 ha (too small)</td>
<td>9.2 ha</td>
<td>5.8 ha</td>
<td>6 ha</td>
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<td>Zoning</td>
<td></td>
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<tr>
<td>Heavy Industrial</td>
<td>Residential Development</td>
<td>Public</td>
<td>Heavy Industrial</td>
<td>Industrial Deferred</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>(OP Amendment Required)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Light Industrial</td>
<td></td>
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<tr>
<td>Servicing Water</td>
<td></td>
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<td></td>
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<tr>
<td>Wastewater</td>
<td>Yes</td>
<td>Yes</td>
<td>No (Service available on Main St.)</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td></td>
<td>No (holding tank)</td>
<td>No (available near site)</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Road Access</td>
<td></td>
<td></td>
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<tr>
<td>King Street - Single</td>
<td>Elizabeth Street -</td>
<td>West Side -</td>
<td>Canal Service Road/Barber with two</td>
<td>Snider Road/</td>
<td></td>
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<tr>
<td>point access</td>
<td>Frontage access</td>
<td>Frontage</td>
<td>access point</td>
<td>Hwy.140 - Single</td>
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<td></td>
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<td></td>
<td></td>
<td>access</td>
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<td>Land Use Conflicts</td>
<td></td>
<td></td>
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<tr>
<td>Industrial -Trucks</td>
<td>Public across from</td>
<td>Public</td>
<td>Adjacent to Canal</td>
<td>Agricultural/</td>
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<td>through residential</td>
<td>site - Recreation</td>
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<td>- Identified as potential industrial</td>
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<td>-Conflicts exist</td>
<td>- Within Public Use Area</td>
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<td>- No conflicts</td>
<td>- Adjacent to</td>
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<td></td>
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<td>highway</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>- No conflicts</td>
<td></td>
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<tr>
<td>Connection to Community</td>
<td>South section of City</td>
<td>East Section</td>
<td>North/Central</td>
<td>North</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Restricted connectivity</td>
<td>-Away from</td>
<td>-Good connectivity</td>
<td>- Access to Hwy. 58</td>
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<tr>
<td></td>
<td></td>
<td>concentration of</td>
<td></td>
<td>- Good proximity to</td>
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<td>population</td>
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<td>concentration of</td>
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3. Description of Proposed Solution

Proposed Design

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT

NOVEMBER 9, 2009
NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION

WEST ELEVATION

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

PORT COLBORNE OPERATIONS CENTER
CITY OF PORT COLBORNE

ADMINISTRATIVE & GARAGE BUILDING ELEVATIONS
Next Steps

• Finalize Environmental Study Report (ESR) in light of comments received from the public.

• File Environmental Study Report for 30-day review period.

• Once the 30-day review period is complete, the City may proceed with detail design and construction.
How to Provide Your Written Comments

• Complete a comment sheet
• By Mail
• By Fax
• By e-mail to paul.smeltzer@amec.com or hanson@portcolborne.ca

Please submit comments no later than December 2, 2009

Thank you for your participation!