New Port Colborne Operations Centre

PUBLIC INFORMATION CENTRE NO. 3

Monday, May 12, 2014
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 and 2011).

- 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 and 2011).
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**

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*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 former Port Colborne Arena at 52 West Side Road.

• The current facilities are undersized and need of upgrading or replacement in order to meet Best Practices for municipal operations activities.
• The former Port Colborne Arena site has been sold and is no longer considered an appropriate location for municipal operations activities
• The City of Port Colborne has initiated a Class Environmental Assessment to complete a functional preliminary design for a New Operations Centre.
A Class EA process was initiated in 2008 and resulted in the decision to plan for a new purpose-built Operations Centre.

A preferred location at the intersection of Stonebridge Drive and Highway 58 was selected.

A final report was not filed with the Ministry of the Environment.

Further investigation of the geotechnical aspects of the selected site would add considerably to the project cost and it was determined that the site was not suitable for use as an Operations Centre.

City Council directed City Staff to revisit the process and determine if the City’s needs have changed, and if so, to reflect them in this Class EA process.
Existing Public Works Facility – 11 King Street

Facts & Figures
- Staff: 33
- 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 Parks Facility – 52 West Side Road

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.

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
Existing Conditions

Both facilities are inadequate to meet the Operations Division’s 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 space 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 services being performed outdoors in the yard;
- Outdated HVAC equipment at facilities resulting in poor climate control and air quality;
- Lack of adequate locker facilities for male and female employees resulting in difficulty in maintaining work clothing and general hygiene;
- Lack of adequate change and shower facilities for male and female employees;
- Lack of dry vehicle and equipment storage resulting in vehicles and equipment being exposed to the weather.
Existing Conditions - Cont’d.

- Facilities are dated and would not meet current Building Code requirements;
- Inadequate site security, particularly at 52 Westside Road;
- Facilities do not address access and use requirements of the Accessibility for Ontarians with Disabilities Act;
- Lands at 11 King Street are leased from St. Lawrence Seaway Management Corporation and long-term liabilities related to previous use of the property is a concern;
- Lack of suitable space for storage of hazardous and valuable materials;
- Equipment is isolated to north end of City and access can be an issue during winter control;
- Designated substances in the buildings at 11 King Street cannot be disturbed without undertaking proper procedures and have significant cost implications; and
- No ability to grow and meet future requirements for additional space or equipment.
Facility Requirements

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

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 Rooms
• Dispatch
• Stores (Material Storage)
Alternative Location Considerations

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 private ownership of the site is acceptable if the current site owner is agreeable to the sale of the 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 Community** - Proximity to the urban area and connection across the Welland Canal are important considerations.
Preferred Alternative

The Preferred Alternative is the Design and Construction of a new Central Facility. The option chosen provides:

- The opportunity to combine the Operations and Parks and Recreation Department operations divisions at one location;
- The best opportunity to provide adequate staff and visitor facilities in accordance with applicable legislation and regulation;
- The chance for the building and site to be designed with sustainable design and operational concepts incorporated;
- The opportunity to better manage resources and equipment across divisions;
- Reduced operating costs;
- Improved energy efficiency;
- Expansion potential on-site.
Alternative Locations Considered

The following sites were considered by the Technical Advisory Committee:

- Site 1 – North of the Firehall on the island
- Site 2 – Invertose Drive Industrial Lands
- Site 3 – Highway 140 Employment Lands
- Site 4 – Port Colborne Quarry Lands
- Site 5 – Existing Site – West Street
- Site 6 – East Harbour (SLSMC) Lands

The preferred site has been determined to be Site 1 – North of the Firehall on the island.
Alternative Locations Mapped

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
<table>
<thead>
<tr>
<th>Preliminary Assessment of Alternative Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Port Colborne Operations Centre Site Selection</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Ownership</strong></td>
</tr>
<tr>
<td><strong>Area</strong></td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
</tr>
<tr>
<td><strong>Servicing</strong></td>
</tr>
<tr>
<td></td>
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<tr>
<td><strong>Road Access</strong></td>
</tr>
<tr>
<td><strong>Land Use Conflicts</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Connection to Community</strong></td>
</tr>
<tr>
<td><strong>NPCA Comments Received</strong></td>
</tr>
</tbody>
</table>
Preferred Site (Alternative Site #1)  
North of Firehall on Island

• Site Advantages
  – City-Owned
  – Well-Known and Documented Geotechnical Conditions
  – Adjacency to Firehall offers some economies of scale for City operations
  – Adequate acreage to accommodate future expansion or development
  – Good Logistics – located centrally within City limits

• Site Disadvantages
  – Slightly irregular shape
  – Requires rezoning
  – Requires traffic signal upgrades at intersection

• Estimate to Provide Municipal Services
  – $0.00
Alternative Sites #2, 3, 4, 5 & 6
Principal Reasons for Rejection

• Site 2 – Invertose Drive Industrial Lands
  – Distance for service
  – Last remaining serviced industrial lot available for sale by City
  – Existing interest in use of property for agri-food processing uses

• Site 3 – Highway 140 Employment Lands
  – Distance for service
  – High cost for provision of municipal services
  – Significant schedule impact due to requirement to design and construct municipal services

• Site 4 – Port Colborne Quarry Lands
  – Not City-Owned
  – High cost for provision of municipal services
  – Significant schedule impact due to requirement to design and construct municipal services
  – Potential for flooding due to grade being below existing water table
Alternative Sites #2, 3, 4, 5 & 6
Principal Reasons for Rejection

• Site 5 – Existing Public Works Site – West Street
  – Not City-Owned
  – Inadequate size for redevelopment and irregular shape
  – Potential soil contamination
  – Unknown schedule impact due to potential soil contamination

• Site 6 – East Harbour (SLSMC) Lands
  – Not City-Owned
  – Delay in negotiating purchase/lease of site
  – Significant identified soil contamination
  – Unknown costs for contaminated soil remediation
  – Unknown schedule impact for soil remediation
Preferred Site
Preliminary Schematic Site Plan
Preferred Site
Preliminary Building Schematic Plan

- Administration
- Staff Facilities
- Stores and Storage
- Building Facilities
- Mezzanine
Preferred Site

Preliminary Building Schematic Plan

- Repair Garage
- Interior Vehicle Storage
- Exterior Vehicle Storage
 Preferred Site  
**Preliminary Building Areas & Cost Estimate**

<table>
<thead>
<tr>
<th>Function</th>
<th>Approximate Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>194</td>
</tr>
<tr>
<td>Staff Facilities</td>
<td>397</td>
</tr>
<tr>
<td>Building Operations</td>
<td>47</td>
</tr>
<tr>
<td>Stores, Operations &amp; Storage</td>
<td>838</td>
</tr>
<tr>
<td>Mechanics &amp; Interior Vehicle Storage</td>
<td>1700</td>
</tr>
<tr>
<td>Exterior Covered Storage</td>
<td>168</td>
</tr>
<tr>
<td>Sand/Salt Dome</td>
<td>710</td>
</tr>
<tr>
<td>Parking, Fuelling &amp; Circulation</td>
<td>10,000</td>
</tr>
<tr>
<td>Unpaved, Fenced Outdoor Material Storage</td>
<td>5,000</td>
</tr>
</tbody>
</table>

**Preliminary Cost Estimate for New Facility - $11,419,000**
## Preferred Site
### Cost Estimate Differential Considerations

<table>
<thead>
<tr>
<th>Program Element</th>
<th>2009 Program</th>
<th>2014 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Estimate Data Year</td>
<td>2009</td>
<td>2014/2015</td>
</tr>
<tr>
<td>Staff Capacity</td>
<td>24</td>
<td>66</td>
</tr>
<tr>
<td>Compliant with OBC Post-Disaster Design Standards</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Compliant with AODA Accessibility Standards</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Kitchen</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Male &amp; Female “Full” Change Facilities</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Staff Vestibules</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>IT Closet</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Janitor/Housekeeping &amp; Garbage/Recycling Rooms</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Storekeeper Office</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Woodshop</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Exterior Covered Storage</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Drive-Through Vehicle Storage &amp; Wash Bay</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
## Preferred Site
### Cost Estimate Differential Considerations

<table>
<thead>
<tr>
<th>Program Element</th>
<th>2009 Program</th>
<th>2014 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training/Lunchroom</td>
<td>71.6 sm</td>
<td>190.3 sm</td>
</tr>
<tr>
<td>Men’s Mud Room</td>
<td>10.2 sm</td>
<td>23.8 sm</td>
</tr>
<tr>
<td>Women’s Mud Room</td>
<td>0.0 sm</td>
<td>11.4 sm</td>
</tr>
<tr>
<td>“Mud” Vestibule and Change Room</td>
<td>0.0 sm</td>
<td>18.0 sm</td>
</tr>
<tr>
<td>Stores</td>
<td>15.4 sm</td>
<td>144.4 sm</td>
</tr>
<tr>
<td>Woodshop</td>
<td>0.0 sm</td>
<td>26.4 sm</td>
</tr>
<tr>
<td>Small Equipment Secure Storage</td>
<td>119.5 sm</td>
<td>225.1 sm</td>
</tr>
<tr>
<td>IT Closet</td>
<td>0.0 sm</td>
<td>12.4 sm</td>
</tr>
<tr>
<td>Repair Bays</td>
<td>349.4 sm</td>
<td>597.1 sm</td>
</tr>
<tr>
<td>Exterior Covered Storage</td>
<td>0.0 sm</td>
<td>168.0 sm</td>
</tr>
<tr>
<td>Vehicle Storage</td>
<td>987.5 sm</td>
<td>912.9 sm</td>
</tr>
<tr>
<td>Wash Bay</td>
<td>76.7 sm</td>
<td>114.7 sm</td>
</tr>
<tr>
<td>Salt Dome</td>
<td>654.4 sm</td>
<td>595.4 sm</td>
</tr>
</tbody>
</table>

Note: sm = square metres
Preferred Site
Cost Estimate – Cost Drivers

- Changes in Regulations
  - Post-Disaster Design Standards
  - Accessibility for Ontarians with Disabilities Act

- Staffing Capacity
  - 2009 (24) vs. 2014 (66)

- Cost of Construction
  - 2009 vs. 2014/2015 @ 1.5% - 2.0% per year

- Adequacy/Completeness of Design
  - Present and Future Operational and Staffing Considerations Included in 2014 Design
Preferred Site
Cost Estimate – Cost Comparators

• Town of Oakville North Operations Centre
  – 3,810 square metres
  – $11,450,000.00 ($3,086.00/sm)

• Town of Milton Operations Centre
  – 4,180 square metres
  – 10,580,000.00 ($2,531.00/sm)

• Town of Newmarket Operations Centre
  – 6,040 square metres
  – $20,200,000.00 ($3,344.00/sm)

• City of Port Colborne Operations Centre
  – 4,027 square metres
  – Estimate – $11,419,000.00 ($2,836.00/sm)

Note: This comparison is based solely on “building” area and does not account for site works, etc.
Next Steps

• Present Preferred Site to City Council for Endorsement
  – Council endorsement of the preferred site is required in order to proceed to the finalization of the Environmental Assessment and the preparation of the Environmental Study Report.

• Prepare and Finalize the Environmental Study Report
  – Incorporate all findings from Public Information Centres
  – Include background information on Preferred Site

• File Environmental Study Report with Ministry of Environment for 30-Day Review Period

• Once MOE Review is complete – Proceed with Detailed Design and Construction
How to Provide Your Written Comments

• Complete a comment sheet
• By Mail
• By Fax
• By e-mail to pcoc@portcolborne.ca

Please submit comments no later than June 18, 2014

Thank you for your participation!