New Port Colborne Operations Centre
PUBLIC INFORMATION CENTRE NO. 2
Monday, March 10, 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 alternative designs and technical factors.
- Identify a preferred solution.

**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**

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT

PORT COLBORNE
PRISM Partners Inc
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.
Revisiting the Class EA Process

- 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.
- Further investigation of the geotechnical aspects of the selected site determined that it 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.
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 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 dry vehicle and equipment storage resulting in vehicles and equipment being exposed to the weather;
• Facilities are dated and would not meet current Building Code requirements.
Existing Conditions - continued

• Inadequate site security, particularly at 52 Westside Road;
• Facilities do not address requirements for disabled persons;
• 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;
• 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
- 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)
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 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 Mapped
# Preliminary Assessment of Alternative Locations

<table>
<thead>
<tr>
<th>Port Colborne Operations Centre Site Selection</th>
<th>Ownership</th>
<th>Area</th>
<th>Zoning</th>
<th>Servicing</th>
<th>Road Access</th>
<th>Land Use Conflicts</th>
<th>Connection to Community</th>
<th>NPCA Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternate 2 – Invertose Drive Industrial Lands</td>
<td>City</td>
<td>22.07 acres</td>
<td>Heavy Industrial</td>
<td>Yes</td>
<td>Yes</td>
<td>No Conflicts</td>
<td>North – Urban Edge Good Connectivity</td>
<td>Provincially Sensitive Wetland Issues Watercourse Issues</td>
</tr>
<tr>
<td>Alternate 3 – Highway 140 Employment Lands</td>
<td>City</td>
<td>56.40 acres</td>
<td>Agricultural</td>
<td>Yes</td>
<td>Municipal</td>
<td>No Conflicts</td>
<td>North – Urban Edge Good Connectivity</td>
<td>Watercourse Issues SWM Only</td>
</tr>
<tr>
<td>Alternate 4 – Quarry Lands East of Hwy 140</td>
<td>Port Colborne Quarries Inc. (Rankin)</td>
<td>162.98 acres (between Ramey and Snider)</td>
<td>Heavy Industrial (Extraction)</td>
<td>Yes</td>
<td>Municipal</td>
<td>Active Quarry Process Site -Residential to the south and southeast</td>
<td>Northeast – Urban Edge Good Connectivity</td>
<td>No Impact SWM Only</td>
</tr>
<tr>
<td>Alternate 5 – Existing Site</td>
<td>St. Lawrence Seaway (Leased)</td>
<td>8.9 acres</td>
<td>Heavy Industrial</td>
<td>Yes</td>
<td>Municipal</td>
<td>Trucks Through Residential</td>
<td>South Section of City – Restricted Connectivity</td>
<td>NPCA Work Permit Req’d Lake Erie Shoreline Issues</td>
</tr>
<tr>
<td>Alternate 6 – Allied/Transport Canada Lands at East Harbour</td>
<td>Allied Marine / Transport Canada</td>
<td>15.00 acres +/-</td>
<td>Heavy Industrial</td>
<td>Yes</td>
<td>Municipal / Right-of-Way Required</td>
<td>Nearby Residential Not supported in Official Plan – East Waterfront Sec Plan Site is contaminated</td>
<td>South Section of City – Good Connectivity</td>
<td>NPCA Clearance Required</td>
</tr>
</tbody>
</table>

**NEW PORT COLBORNE OPERATIONS CENTRE**

**CLASS ENVIRONMENTAL ASSESSMENT**
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
  - 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 Site #2
Inverstose Drive Industrial Lands

• Site Advantages
  – City-Owned
  – Appropriate zoning in place

• Site Disadvantages
  – Present parcel size is overly large
  – Severance will be required to convey excess acreage
  – Site is not centrally located

• Estimate to Provide Municipal Services
  – $133,000.00
Alternative Site #3
Highway 140 Employment Lands

• Site Advantages
  – City-Owned

• Site Disadvantages
  – Requires rezoning
  – Present parcel size is overly large
  – Severance will be required to convey excess acreage
  – No municipal services readily available
  – Site is not centrally located

• Estimate to Provide Municipal Services
  – $5,964,000.00
Alternative Site #4
Quarry Lands East of Hwy 140

• Site Advantages
  – Good road access
  – Good Logistics – proximity to urban area

• Site Disadvantages
  – Privately-Owned
  – Cost of acquisition (purchase or long-term lease
  – Present parcel is overly large
  – Severance may be required to convey excess acreage
  – Rezoning required
  – Impact of quarry operations changing/ceasing

• Estimate to Provide Municipal Services
  – $4,320,000.00
Alternative Site #5
Existing Site – West Canal Bank

- Site Advantages
  - Appropriate zoning in place
  - Good Logistics – proximity to urban area

- Site Disadvantages
  - Land not owned by the City and not transferrable to the City
  - Size of site is only marginally adequate for present purposes
  - Phasing of construction of new facility would render 50% of existing facility unusable during construction
  - Requirement to construct new facility in phases will add time and cost to project schedule
  - Existing environmental issues (run off, etc.) would remain

- Estimate to Provide Municipal Services
  - $0.00
Alternative Site #6
Allied Marine/Transport Canada Lands at East Harbour

• Site Advantages
  – Good road access
  – Municipal services available
  – Adjacent land uses to the west are industrial
  – Minimal impact on nearby residential uses
  – Proximity to other City facilities
  – Presently zoned Heavy Industrial
  – Good Logistics – proximity to urban area

• Site Disadvantages
  – Privately-Owned
  – One owner is Federal Government and City zoning is N/A
  – Irregular shape
  – Not supported by East Waterfront Secondary Plan
  – Future zoning must conform to Official Plan
  – Site is contaminated

• Estimate to Provide Municipal Services
  – $430,000.00
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 April 9, 2014

Thank you for your participation!