Summary

Date of Public Information Centre: May 12, 2014
Location of Public Information Centre: City of Port Colborne Municipal Offices
Time of Public Information Centre: 5:00pm – 6:30pm
Number of Public Attendees (Signed-In): 11 (see Appendix A – Sign-In Sheet)
Number of Staff/Consultant Resources Available: 4
Public Comment Sheets Received: 0 (see Appendix B – Comment Sheets)
Public Comment Emails Received: 8 (see Appendix C – Comment Emails)

A Public Information Centre was held at the City of Port Colborne Municipal Offices on Monday, May 12, 2014 from 5:00pm until 6:30pm. The Project’s Technical Advisory Committee presented the Preferred Site as identified for the project that could potentially house new facilities for the Public Works and Parks and Recreation Departments.

The presentation (see Appendix D) included an overall map of the six sites in the context of the City of Port Colborne that had been considered by the Technical Advisory Committee. The preliminary assessment comparing the six sites that had been included in the Public Information Centre #2 presentation was also included and provided details as to available municipal services, existing zoning, ownership and comments received thus far from the Niagara Peninsula Conservation Authority.

The Preferred Site – Site #1 – North of the Firehall on the Island – was identified and the site’s advantages and disadvantages were detailed. The principal reasons for the rejection of Sites 2, 3, 4, 5 and 6 were detailed and included in the presentation.

A preliminary schematic site plan and preliminary schematic building floor plans were included along with preliminary building elevations and sections. Summary areas of the various functions within the proposed building and a preliminary estimate were detailed and discussed.

Comparative charts illustrating the difference between the proposed 2009 program and the proposed 2014 program in terms of features and functions included and the relative areas for the features and functions were reviewed and discussed. These charts along with details related to the relative cost difference between the 2009 program and the 2014 program were presented.

Cost comparisons between the preliminary estimate for the 2014 program and three other municipal operations centres highlighted that the estimated unit cost for the proposed Port Colborne Operations
Centre is within the average value of these three other facilities that have either been completed or are under construction.

The Public Information Centre was advertised on the City of Port Colborne Website and in locally available newspapers. An email notice of the meeting was also issued to all those persons who had attended PIC #1 and PIC #2 or registered an interest in receiving notice of PIC #3 (see Appendix E).

Comments and questions received from the attendees and staff/consultant responses were noted as the meeting progressed. (See Appendix F)

**Ongoing EA Activities**

**Direction from City Council**

The Technical Advisory Committee will present the Preferred Site to City Council at its June 23, 2014 meeting seeking City Council consent to proceed to prepare an Environmental Study Report for submission to the Ontario Ministry of the Environment.

Based on direction from City staff and comments received from the Public, the Technical Advisory Committee has directed the design consultants to make alterations to the proposed site plan and building layout on the site. These alternatives will be presented to City Council in order to provide additional information based on the comments received.

**Environmental Study Report**

Following receipt of City Council's endorsement of the Preferred Site, an Environmental Study Report will be prepared and submitted to the Ontario Ministry of the Environment for their review. A further 30-day public comment period commences upon the submission of the report to the Ministry.

**Issues/Items Arising from Public Information Centre Number 3**

- Please see Appendix F
APPENDIX A
<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
<th>Phone Number</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tony Herbert</td>
<td></td>
<td></td>
<td>112 Waverley Pl</td>
</tr>
<tr>
<td>Jack Heleiga</td>
<td></td>
<td></td>
<td>770 Honey Rds</td>
</tr>
<tr>
<td>Steve Howie</td>
<td></td>
<td></td>
<td>348 Hwy 3 East</td>
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<tr>
<td>Doc Harris</td>
<td></td>
<td></td>
<td>103 Oakridge Ave</td>
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<tr>
<td>Tom Kenny</td>
<td></td>
<td></td>
<td>125 Oak Ave</td>
</tr>
<tr>
<td>Lance Everts</td>
<td></td>
<td></td>
<td>52 Forrest Ave</td>
</tr>
</tbody>
</table>
APPENDIX B
PUBLIC COMMENT SHEET

NAME: 
ADDRESS: 
PHONE NUMBER: 
EMAIL ADDRESS: 

COMMENT: 

NO COMMENT SHEETS RECEIVED DURING OR FOLLOWING THE PUBLIC INFORMATION CENTRE.

PLEASE SEE APPENDIX C FOR EMAIL COMMENTS RECEIVED.
APPENDIX C
Dear Mayor Badawey,

I hope this finds you well. Neither Jack, my wife nor myself had the chance to respond to your question on how we felt about the PCOC being located on the corner of HWY #3 & 140. You were talking about visions of development and how it is difficult to predict where to locate facilities like the PCOC. Under your guidance the City has developed in my opinion one of the best Sports Parks and facility in the region that we should all be proud of and support it and the continued development associated to it like the Rankin Hotel. This is one of the reasons why I didn’t oppose the hotel but I am dead set against not getting Quarry 1 rehabilitated to a passive lake or something comparable. I believe that the theme of the Sports Park and Vale Centre should be continued into the hotel and then into a recreational passive lake as I have tried to capture conceptually in the attached.

With regards to the PCOC I do not think it would fit in with the Hotel and the sports theme of the area first of all. Then there will be a problem with entrances and exits from the highways based on MTO’s response to the Precast Concrete Manufacturing Facility stating that no new entrances or exits will be allowed onto the highways in this area. Then there will be problems with the proposed residential development on the west side of HWY 140 and existing residents of the area that Barb and Ron could speak to.

Based on the available sites I would suggest that the preferred site on the island, the eastside industrial dock, and the Vale industrial lands be focused on even if it takes longer than desired. Take the time and locate the PCOC in the right place so you don’t have a future mayor asking the question as you commented “what were they thinking” back then.

Port Colborne has an opportunity to embrace and enhance the investments into Sports Park and Wellness Centre and develop the area with that theme so I would recommend that the area on the corner of HWY #3 and 140 not be considered as a possible site for the new PCOC. You made a comment that Tom Rankin said “anything for the City” so I would also ask you to have Tom withdraw the application for rezoning of part of Quarry 1 and rehabilitate the quarry to support the recreational and sports theme that you have so strongly supported and enabled.

Sincerely
Harry Wells
From: David Stewart  
Sent: May-09-14 2:07 PM  
To: pcoc@portcolborne.ca  
Subject: Port Colborne Operations Centre - Public Information Centre #3

Good Afternoon:

On behalf of the City of Port Colborne, please be reminded of the Public Information Centre #3 related to the Port Colborne Operations Centre Project. Notice of the meeting was posted on the City of Port Colborne website and appeared in local newspapers.

A copy of the notice is attached to this email.

The PIC will be held as follows:

Date: Monday, May 12, 2014  
Time: 5:00pm – 6:30pm  
Location: Council Chambers/Committee Room 3  
City of Port Colborne  
66 Charlotte Street  
Port Colborne, Ontario  
L3K 3C8  

Please note that if you are unable to attend in person, the presentation from the PIC will be available on the City of Port Colborne website on Tuesday, May 13, 2014 for downloading.

Comments will be received until June 12, 2014. Comment sheets will also be available on the City of Port Colborne website from Tuesday, May 12, 2014.

Very best regards,

David Stewart  
VP - Project Management  
PRISM Partners Inc.
A Conceptual View of the Thomas A Lannon Sports Complex
Vale Heath and Wellness Centre, Recreational Trail with the
Rankin Hotel and Waterfront Developments and Commercial
Outlets
Thank you for your comments and participation in this important process.

Have a great long weekend!

Thanks for your time,
Barbara Butters

> On May 14, 2014, at 11:42 AM, "Harry Wells" wrote:

> >

> >

> >

> >

> > Dear Mayor Badawey,

> >

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> Harry Wells
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> The contents of this message may contain confidential and/or
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> Sent: May-09-14 2:07 PM
> To: pcoc@portcolborne.ca
> Subject: Port Colborne Operations Centre - Public Information Centre
> #3
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> 
> David Stewart
>
> VP - Project Management
>
> PRISM Partners Inc.
>
> - Vision.xlsx
> <image002.jpg>
> <Vision.xlsx>
From: Jack Hellinga
Sent: May 14, 2014 1:04 PM
To:
Cc:
Subject: RE: Port Colborne Operations Centre - Public Information Centre #3

Mr. Mayor, Councillors,
There are several adjustments that can be made to the site layout proposed for the island site that will make it much less offensive.
As suggested, the building footprint was just transplanted from the original site. This can be changed to a different shape and the floor plan mirrored if necessary to fit this site.
It could be located with the garage and maintenance area backing toward the firehall to reduce that impact, and the administration area overlooking the weir canal providing for a very attractive working environment, whilst providing the buffering for the residential occupancy across the canal.
As suggested by staff in a discussion after the formal PIC, the salt/sand dome can be south of the firehall minimizing that traffic impact. This could free up part of the site adjacent to the residential on the north for tourist services, or a commercial area or strip-mall, to buffer those properties.
Since this is still a work in progress, and this site has the greatest potential for early construction, working to make it fit seems a better solution than going through another circle of assessments and public meetings with possibly the same outcome.

Jack

From: Harry Wells
Sent: Wednesday, May 14, 2014 11:40 AM
To: Jack Hellinga
Cc:
Subject: RE: Port Colborne Operations Centre - Public Information Centre #3

Dear Mayor Badawey,
I hope this finds you well. Neither Jack, my wife nor myself had the chance to respond to your question on how we felt about the PCOC being located on the corner of HWY #3 & 140. You were talking about visions of development and how it is difficult to predict where to locate facilities like the PCOC. Under your guidance the City has developed in my opinion one of the best Sports Parks and facility in the region that we should all be proud of and support it and the continued development associated to it like the Rankin Hotel. This is one of the reasons why I didn’t oppose the hotel but I am dead set against not getting Quarry 1 rehabilitated to a passive lake or something comparable. I believe that the theme of the Sports Park and Vale Centre should be continued into the hotel and then into a recreational passive lake as I have tried to capture conceptually in the attached.

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Sincerely
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Very best regards,

David Stewart  
VP - Project Management  
PRISM Partners Inc.
Thanks Jack. We will look into these suggestions to see how they can help.

Sent from my BlackBerry 10 smartphone on the TELUS network.

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Sent: May-09-14 2:07 PM
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Very best regards,

David Stewart
VP - Project Management
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Thanks for your thoughts Harry.

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Cc:  
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Subject: Port Colborne Operations Centre - Public Information Centre #3

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David Stewart  
VP - Project Management  
PRISM Partners Inc.
Thanks Jack, as always good points

Thanks for your time,
Barbara Butters

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Jack

From: Harry Wells [REDACTED]
Sent: Wednesday, May 14, 2014 11:40 AM
To: [REDACTED]
Cc: [REDACTED]

Subject: RE: Port Colborne Operations Centre - Public Information Centre #3

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Based on the available sites I would suggest that the preferred site on the island, the eastside industrial dock, and the Vale industrial lands be focused on even if it takes longer than desired. Take the time and locate the PCOC in the right place so you don’t have a future mayor asking the question as you commented “what were they thinking” back then.

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Sincerely,
Harry Wells

<Attachment>

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From: David Stewart
Sent: May-09-14 2:07 PM
To: pcoc@portcolborne.ca
Subject: Port Colborne Operations Centre - Public Information Centre #3

Good Afternoon:

On behalf of the City of Port Colborne, please be reminded of the Public Information Centre #3 related to the Port Colborne Operations Centre Project. Notice of the meeting was posted on the City of Port Colborne website and appeared in local newspapers.

A copy of the notice is attached to this email.

The PIC will be held as follows:

Date: Monday, May 12, 2014
Time: 5:00pm – 6:30pm
Location: Council Chambers/Committee Room 3
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

Please note that if you are unable to attend in person, the presentation from the PIC will be available on the City of Port Colborne website on Tuesday, May 13, 2014 for downloading.

Comments will be received until June 12, 2014. Comment sheets will also be available on the City of Port Colborne website from Tuesday, May 12, 2014.

Very best regards,

David Stewart
VP - Project Management
PRISM Partners Inc.
Thanks for your comments Harry and for attending the meeting. Bea

Sent from my iPad

> On May 14, 2014, at 11:42 AM, "Harry Wells" wrote:
> 
> > Dear Mayor Badawey,
> > 
> > I hope this finds you well. Neither Jack, my wife nor myself had the
> chance to respond to your question on how we felt about the PCOC being located on the corner of HWY #3 & 140. You
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> investments
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>
> Harry Wells

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> From: David Stewart [mailto:]
> Sent: May-09-14 2:07 PM
> To: pcoc@portcolborne.ca
> Subject: Port Colborne Operations Centre - Public Information Centre
> 
> #3
> 
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> > Port Colborne
> >
> > Charlotte Street
> >
> > 66
> > Port
> > Colborne, Ontario
> >
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>
> David Stewart
>
> VP - Project Management
>
> PRISM Partners Inc.
>
> Vision.xlsx
> <image002.jpg>
> <Vision.xlsx>
Thanks for your suggestions perhaps these could be implemented and make the impact less offensive. As I stated this is not my preferred location but we do have to move forward. Bea

Sent from my iPad

On May 14, 2014, at 1:04 PM, [redacted] wrote:

Mr. Mayor, Councillors,
There are several adjustments that can be made to the site layout proposed for the island site that will make it much less offensive.
As suggested, the building footprint was just transplanted from the original site. This can be changed to a different shape and the floor plan mirrored if necessary to fit this site.
It could be located with the garage and maintenance area backing toward the firehall to reduce that impact, and the administration area overlooking the weir canal providing for a very attractive working environment, whilst providing the buffering for the residential occupancy across the canal.
As suggested by staff in a discussion after the formal PIC, the salt/sand dome can be south of the firehall minimizing that traffic impact. This could free up part of the site adjacent to the residential on the north for tourist services, or a commercial area or strip-mall, to buffer those properties.
Since this is still a work in progress, and this site has the greatest potential for early construction, working to make it fit seems a better solution than going through another circle of assessments and public meetings with possibly the same outcome.

Jack

---

Dear Mayor Badawey,
I hope this finds you well. Neither Jack, my wife nor myself had the chance to respond to your question on how we felt about the PCOC being located on the corner of HWY #3 & 140. You were talking about visions of development and how it is difficult to predict where to locate facilities like the PCOC. Under your guidance the City has developed in my opinion one of the best Sports Parks and facility in the region that we should all be proud of and support it and the continued development associated to it like the Rankin Hotel. This is one of the reasons why I didn’t oppose the hotel but I am dead set against not getting Quarry 1 rehabilitated to a passive lake or something comparable. I believe that the theme of the Sports Park and Vale Centre should be continued into the hotel and then into a recreational passive lake as I have tried to capture conceptually in the attached.
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Harry Wells

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Very best regards,

David Stewart
VP - Project Management
PRISM Partners Inc.
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)
- Agency and Stakeholder Consultation
- Problem Statement

**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).
- Preferred Solution

**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.
- 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.
- ESR

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

NEW PORT COLBORNE OPERATIONS CENTRE
CLASS ENVIRONMENTAL ASSESSMENT

PORT COLBORNE
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.

• 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:
• 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 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.
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
## Preliminary Assessment of Alternative Locations

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Alt 1 – North of Firehall on the Island</th>
<th>Alt 2 – Invertose Drive Industrial Lands</th>
<th>Alt 3 – Highway 140 Employment Lands</th>
<th>Alt 4 – Quarry Lands East of Hwy 140</th>
<th>Alt 5 – Existing Site</th>
<th>Alt 6 – Allied/Transport Canada Lands at East Harbour</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes (Holding Tank)</td>
<td>Yes</td>
</tr>
<tr>
<td>Area</td>
<td>6.79 ha 16.78 acres</td>
<td>8.93 ha 22.07 acres</td>
<td>22.82 56.40 acres</td>
<td>65.96 ha 162.98 acres</td>
<td>3.6 ha 8.9 acres</td>
<td>6.07 ha 15.00 acres +/-</td>
</tr>
<tr>
<td>Zoning</td>
<td>“RT-364-H (Res. TH Spec-Hldg)”</td>
<td>Heavy Industrial</td>
<td>Agricultural</td>
<td>Heavy Industrial (Extraction)</td>
<td>Heavy Industrial</td>
<td>Heavy Industrial</td>
</tr>
<tr>
<td>Servicing</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Road Access</td>
<td>Regional</td>
<td>Municipal</td>
<td>Municipal</td>
<td>Municipal</td>
<td>Municipal / Right-of-Way Required</td>
<td>Site is contaminated Nearby Residential Not supported in Official Plan – East Waterfront Sec Plan</td>
</tr>
<tr>
<td>Land Use Conflicts</td>
<td>Not Zoned &amp; Residential to the North</td>
<td>No Conflicts</td>
<td>No Conflicts</td>
<td>Active Quarry Process Site -Residential to the south and southeast</td>
<td>Trucks Through Residential</td>
<td>Site is contaminated Nearby Residential Not supported in Official Plan – East Waterfront Sec Plan</td>
</tr>
<tr>
<td>Connection to Community</td>
<td>Central Section Good Connectivity</td>
<td>North – Urban Edge Good Connectivity</td>
<td>North – Urban Edge Good Connectivity</td>
<td>Northeast – Urban Edge Good Connectivity</td>
<td>South Section of City – Restricted Connectivity</td>
<td>South Section of City – Good Connectivity</td>
</tr>
<tr>
<td>NPCA Comments Received</td>
<td>No Impact</td>
<td>Provincially Sensitive Wetland Issues Watercourse Issues</td>
<td>Watercourse Issues</td>
<td>No Impact</td>
<td>NPCA Work Permit Req’d Lake Erie Shoreline Issues</td>
<td>NPCA Clearance Required</td>
</tr>
<tr>
<td>SWM Only</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</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 #1

Preliminary Building Schematic Plan
## 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!
APPENDIX E
City of Port Colborne
New Port Colborne Operations Centre Project
Notice of Public Information Centre No. 3

The City of Port Colborne has initiated a Municipal Class Environmental Assessment to complete a functional preliminary design for the New Operations Centre which will combine the Central Operations Facility and the Parks Division. The City wishes to examine options to meet current and future maintenance operations demands and to provide a working environment consistent with other City operations.

The study is being conducted in compliance with the Municipal Engineers Association “Municipal Class Environmental Assessment” guidelines. The study is being conducted in compliance with Schedule “C” of the Municipal Class Environmental Assessment, which is approved under the Ontario Environmental Assessment Act. A key component of the study will be consultation with interested stakeholders. Three Public Information Centres will be held to provide interested parties the opportunity to review and discuss issues related to the project, including existing conditions, an assessment of alternative locations, selection of the preferred alternative location and environmental conditions.

As part of the public consultation for this project a Public Information Centre is being planned to provide interested parties with an opportunity to review the identification and assessment of the preferred location identified by the project’s Technical Advisory Committee. The third of three Public Information Centres is to be held as follows:

Date: Monday, May 12, 2014
Time: 5:00pm – 6:30pm
Location: Council Chambers/Committee Room 3
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

Those attending will have an opportunity to meet with the Project Team, review the study scope and discuss issues related to the project, including existing conditions, environmental considerations and the considerations that have led to the preferred site selection.

If you are unable to attend the Public Information Centre, but have comments or questions regarding the project, please contact:

Jim Huppunen, A.Sc.T.
Manager of Engineering Services
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

Phone: 905-835-2900 Ext. 221
Fax: 905-835-2939
Email: pcoc@portcolborne.ca

This Notice Issued April 24, 2014
POLITICS

Tax firms to pay for GO: NDP

RAY SPITERI
ONLINE AGENT/NIAGARA

New Democrats would hike corporate income taxes to help pay for their transit plan, which includes bringing regular GO train service to Niagara.

"Everyone has to come to the table. The middle class who pay the freight for the majority of programs that we have in this province are feeling the squeeze and it shouldn't be all on the backs of this sector of people," Welland NDP MPP Cindy Forster said during a press conference at the train station on Bridge St. in Niagara Falls Thursday.

"We think that if business is going to increase in the Niagara region, that corporate Niagara, corporate Ontario needs to come to the plate with respect to some of that funding." Forster and Niagara Falls NDP MPP Wayne Gates were joined by several Niagara politicians and business leaders to outline their support for regular GO commuter rail service in Niagara.

This week, NDP Leader Andrea Horwath said she supports a "modest" increase to corporate taxes to enhance transit options in Ontario.

Neither Gates or Forster talked about what the increase would be or how much it would bring in. Forster said Horwath will roll out the party's funding model in its platform in the future.

Gates said the Liberal government has spent billions on transit across Ontario over the years, but hasn't focused enough on Niagara. "We have the falls here, where we get 12-million tourists a year. We have Niagara-on-the-lake. You have Fort Erie. We need to get our fair share of the dollars that are going to be invested in Ontario and it should include GO right here in Niagara."

The mayors of all 12 Niagara municipalities are calling for regular GO train service in the region.

It will be the hot-button issue when they meet with provincial ministers during Niagara Week at Queen's Park next month.

See GO on Page 12

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City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

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Manager of Engineering Services
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8
Phone: 905-835-2900 Ext. 221
Fax: 905-835-2939
Email: pcc@portcolborne.ca

Accredited Health Care Training

PERSONAL SUPPORT WORKER

10 Month Program (Sept - June) with Affordable Payment Plan

Port Colborne - Day Program
Port Colborne High School
211 Elgin Street - Room 314
Wednesday, May 7
1:00 p.m.

St. Catharines - Day Program
Lifetime Learning Centre
533 Lake Street - Room 104
Wednesday, May 7
1:30 p.m.

Niagara Falls - Evening/Wknd
Oakwood Park Lodge
6747 Oakwood Drive - Garden Room
Saturday, May 10
1:00 p.m.

Adult & Community Education
www.dsbn.org/community
PSW@dsbn.org
905-687-7000

This Notice Issued April 24, 2014
City of Port Colborne
New Port Colborne Operations Centre Project
Notice of Public Information Centre No. 3

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L3K 3C8

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Manager of Engineering Services
City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario
L3K 3C8

Phone: 905-835-2900 Ext. 221
Fax: 905-835-2939
Email: pcoc@portcolborne.ca
Good Afternoon:

On behalf of the City of Port Colborne, please be reminded of the Public Information Centre #3 related to the Port Colborne Operations Centre Project. Notice of the meeting was posted on the City of Port Colborne website and appeared in local newspapers.

A copy of the notice is attached to this email.

The PIC will be held as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Monday, May 12, 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>5:00pm – 6:30pm</td>
</tr>
<tr>
<td>Location</td>
<td>Council Chambers/Committee Room 3</td>
</tr>
<tr>
<td></td>
<td>City of Port Colborne</td>
</tr>
<tr>
<td></td>
<td>66 Charlotte Street</td>
</tr>
<tr>
<td></td>
<td>Port Colborne, Ontario</td>
</tr>
<tr>
<td></td>
<td>L3K 3C8</td>
</tr>
</tbody>
</table>

Please note that if you are unable to attend in person, the presentation from the PIC will be available on the City of Port Colborne website on Tuesday, May 13, 2014 for downloading.

Comments will be received until June 12, 2014. Comment sheets will also be available on the City of Port Colborne website from Tuesday, May 12, 2014.

Very best regards,

David Stewart
VP - Project Management
PRISM Partners Inc.
City of Port Colborne
Public Information Centre #3 – Public Questions/Comments

Questions and Responses

1. You provided a comparison of areas and costs for similar facilities in other municipalities. Can you provide approximate staff for each of the municipalities noted?

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Approximate Size</th>
<th>Approximate Staff Accommodated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Oakville</td>
<td>3,810 sm</td>
<td>50</td>
</tr>
<tr>
<td>Town of Milton</td>
<td>4,180 sm</td>
<td>70</td>
</tr>
<tr>
<td>Town of Newmarket</td>
<td>6,040 sm</td>
<td>90-100</td>
</tr>
<tr>
<td>City of Port Colborne</td>
<td>4,027 sm</td>
<td>66</td>
</tr>
</tbody>
</table>

2. What steps will be taken to mitigate noise generated by the operations?
   - The preliminary design incorporates a “drive-through” philosophy that will virtually eliminate the need for vehicles to back-up with the consequent reduction in back-up alarm use.
   - The preliminary design incorporates facilities to load trucks in the sand/salt dome rather than outdoors lessening the noise from the loader operations.
   - Extensive berming and plantings will be included in the project design to further mitigate noise transmission from the site.

3. What measures will be in place to alleviate the “drag out” of sand and salt by the truck?
   - The trucks are checked prior to leaving the sand/salt building to ensure that excess sand and salt is not outside the bed of the truck. If necessary, the trucks are cleaned prior to leaving the sand/salt building.
   - All storm water on the site will be captured and will pass through a “stormceptor” to alleviate excess discharge of sand, salt and other contaminants in the storm water.

4. What is the present zoning of the Preferred Site?
   - The site is presently zoned Residential – Holding. The site will have to be rezoned to permit the construction of the Operations Centre.

5. How will the site be separated from the houses to the North?
   - Berms with extensive planting and security fences will separate the Operations Centre from the nearby houses.

6. Was the Gateway BIA notified of the EA process and the Preferred Site?
   - No – the Gateway BIA was not specifically notified.
   - The Preferred Site is outside the boundary of the Gateway BIA.
   - Councillor Danch is a member of the Gateway BIA and is on the project’s Technical Advisory Committee. He will advise the Gateway BIA and provide any comments received back to the TAC.

7. What Alternative Site is considered “runner up” by the Technical Advisory Committee?
   - Alternative Site #2 – Invertose Drive.
• Concerns were raised that using this site for the Operations Centre negated the last available serviced industrial land from being available for potential industrial uses.

8. With reference to Sites #1 and #6 (Island and East Harbour), what methods would be used to deliver sand, salt and other materials?
   • Primarily materials would be delivered by truck, as they are today to the existing Operations Centre.
   • Site #6 may lend itself to bulk delivery by ship, but that option would need further investigation.

9. Who can “overrule” the Technical Advisory Committee’s choice of Preferred Site?
   • The Ministry of the Environment and City Council have the authority to overrule the decision of the TAC.

10. What process would be needed if City Council instructs the TAC to select another site as “Preferred”?
    • If the newly Preferred Site is one of the six that has been investigated through this EA process, then a new PIC #3 would have to be scheduled and conducted.
    • If the newly Preferred Site is not one of the six that has been investigated through this EA process, then a new PIC #2 and a new PIC #3 would have to be scheduled and conducted.

11. Has the City had direct discussions with the St. Lawrence Seaway Management Corporation with reference to the East Harbour lands?
    • The City’s Chief Administrative Officer has had discussions with the SLSMC regarding the East Harbour site.
    • At present, it appears that the SLSMC is willing to entertain the City locating its Operations Centre on the East Harbour site but further negotiations and discussions would be necessary.
    • No timeline for the availability of the East Harbour site is available at this time.

General Comments

1. A concern was expressed that locating the Operations Centre on the Island would possibly create an “eyesore” and impact the use of the property by children, people walking and wildlife.

2. A comment was expressed that the homeowners to the north of the Preferred Site are against the use of the site for the Operations Centre due to noise and traffic concerns.

3. Concerns related to the project budget in light of the cost of the Vale Centre were expressed.

4. A suggestion that the former Pontiac automobile dealership could be economically renovated to suit the needs of the City departments or that another review of the existing site should be undertaken to determine the real costs of renovation.
5. A comment was expressed that the Operations Centre should be located on a site that is presently zoned Industrial.

6. A comment expressing appreciation for the Mayor's support of the project was made.

7. Alternative layouts on the Preferred Site were suggested in comments received by email from attendees following the meeting.